

CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION - MINUTES

Meeting Type: Regular Meeting
Meeting Location: Police Department community room, 46 Chestnut Street
Meeting Date: **Monday, September 22, 2025**
Meeting Time: **6:00 pm**

Members present: Michael Williams (Chair, COAST), Jill Semprini (Community Services), Donna Benton (Planning), Chief David Terlemezian (Police), Kean McDermott, Susan Tremblay, April Richer (City Council), Aaron Williams (Alternate)

Members Not Present (Excused): Dennis Munson

Members Not Present (Unexcused): Elizabeth Goldman, Peter Schmidt (Alternate)

1. ROLL CALL

Chairman Williams called the meeting to order at 6:00 PM.

It was noted that with a regular member absent, A. Williams could vote as an alternate.

2. OLD BUSINESS

A. Review/approval of minutes from June 23, 2025

A.Williams noted that E.Leaver noted discrepancies in the minutes. Discussion ensued to provide the discrepancies in advance of the next meeting.

Motion: D.Benton moved to table the minutes. Chief Terlemezian seconded. Vote: U/A.

B. Fourth Street parking concern – resident request

J.Semprini explained the concern received by the citizen (that parking in front of the church impeded sight distance). The suggestion is to reduce one parking space on Chestnut Street on the eastern/southern/right side. Discussion ensued about also removing a parking space on the left side.

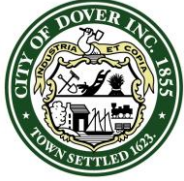
Motion: K.McDermott moved to remove one parking space from the right hand side. S.Tremblay seconded. Vote: U/A.

C. Citizen correspondence RE: NHDOT changes to Rte 9/Rte 155 intersection

Debbie Gourd, 6 Beverly Lane represented the concern about pedestrians crossing Rt. 155 from Rt. 9 to Bellamy Road after the NHDOT reconfiguration and requested a “no turn on red sign” be added. She explained that coming off Bellamy and taking a right for northbound, there is no visual cue of crosswalk. Discussion ensued about NHDOT static sign, reconfiguration, and the benefit of adding a “no right turn on red sign”. The request was to also ask NHDOT to fast track this request and the idea came up about the school also sending a letter to NHDOT.

Parker Cook, 11 West Knox Marsh Rd. shared concerns.

Eric Leaver, 42 Main St. would rather see crosswalk there, a reconfiguration, and solve the ADA issue.



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J.Semprini provided background and history including that the crosswalk was not ADA compliant due to the island with infrastructure in it. She can forward the correspondence.

Suggest City Council to provide letter to install “no turn on red” sign, reconfigure signal timing/phasing.

Discussion ensued about long range plan, adding pedestrian time, pedestrian connection down Bellamy.

Discussion ensued and motion was amended into two.

Motion: K.McDermott moved to ask Council to write a letter to NHDOT endorsing NHDOT to re-instate crosswalk, phased timing, and “no turn on red” sign. Seconded by: Chief Terlemezian. Vote: U/A

Motion: K.McDermott moved to research mitigating cost/feasibility of sidewalk on other side of Bellamy. Vote: U/A.

3. NEW BUSINESS

A. Tennyson/Henry Law intersection three-way stop petition

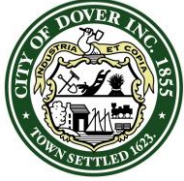
Amy and Ryan Donahue, 176 Henry Law Avenue requested a 3-way stop at intersection of Tennyson and Henry Law. They discussed increased speeds and increased traffic, especially on Tennyson. There are crossing signs but no painted crosswalk, there have been a lot of near misses and asked that a stop sign on Tennyson come back.

Juanita Lord, 178 Henry Law and Mike Lee of 174 Henry Law shared similar concerns.

Discussion ensued about this request for 3-way stop vs. previous request about a painted crosswalk. J.Semprini went over Marn Speidel’s previous response. There was a traffic study done for the waterfront development which was reviewed by a third party. The Chief will get data from trailer.

Motion: S.Tremblay moved to recommend to Council to put in a 3-way stop at the intersection of Tennyson and Henry Law Ave. Seconded by Councilor Richer. Vote: U/A.

A.Williams recommended to explore other traffic calming techniques to try to reduce speeds on Henry Law Ave to 20mph.



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K.McDermott also requested to look at the waterfront's traffic study.

B. Hubbard/Middle intersection sight obstruction concern

J.Semprini explained concern from citizen and compensation policy for trees. The property owner did not want the tree removed and felt it should have been part of the site plan review for Hubbard Road.

Discussion ensued.

Motion: K.McDermott moved to dismiss without action. Seconded by: S.Tremblay.
Vote: 7-0-1 with A.Williams abstaining.

C. Tolend Road truck traffic concern

Tracey Lauder, 250 Tolend Road presented the concern about Brox and Waste Management trucks on Tolend Road.

M.Williams summarized the truck policy. Staff will verify about signs that Marn Speidel had said were on order.

K.McDermott asked if staff can ask for a meeting with companies about truck routes to try to reduce impact.

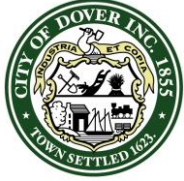
Discussion ensued about the city sending letters to Brox and Waste Management.

Motion: K.McDermott moved for TAC to write an educational letter to the frequent flyers (Brox and Waste Management) to compromise on their routing strategies, be aware of their impact on community along route to their places of business.
Seconded by: Chief Terlemezian.

K.McDermott offered to draft the letter and city staff can assist. M.Williams suggested the Chief or someone on staff review for accuracy.

D. Arch Street traffic concern

Nancy Carroll, 17 Arch St. discussed the traffic study completed at the end of August by SRPC and how the data was not useful when school wasn't in session. Noted trailer was useful and other traffic calming measures may be useful like the speed tables/bumps like Portsmouth installed.



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Staff explained that the 85 percentile was 32mph from the TomTom data which was from 2024-2025 cell phone and GPS device data.

A.Williams challenges the 85 percentile as the industry standard and noted the context of the street should be used to determine speed limit.

Ms. Carroll further explained that narrowing lanes down did help. Arch St. should be on list for permanent speed radar sign. She asked SRPC to extend the tube timeline.

Discussion ensued about parking on street.

E. Washington/Payne all-way stop proposal

Motion: A.Williams moved to add an all way stop. S.Tremblay seconded. Vote: 7-0-1 with Councilor Richer abstaining.

4. CITIZENS FORUM

Eric Leaver, 42 Main Street discussed street markings on Alumni Drive, Back River Road.

Staff responded about implementation/intention and that crosswalks exceed MUTCD standards.

5. MEMBER COMMENTS

A.Williams found discrepancies from motions.

Councilor Richer-asked about a new officer for traffic enforcement? The Chief answered about traffic enforcement and TAC liaison as well.

Discussed Broadway thru traffic, speeding up Florence/Pearl.

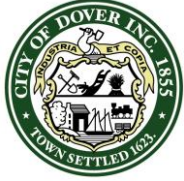
October 8 is Bike/Ride to school day.

6. CONFIRM NEXT MEETING DATE

After discussion, the next meeting date was tentatively identified as November 24, 2025.

7. ADJOURN

Motion: M.Williams moved to adjourn at 8:17pm. D.Benton seconded. Vote: U/A.



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1. **Call to order** at 6:00 by Michael Williams. With a regular member absent, alternate Aaron Williams sat as a member.

2. ROLL CALL

Members present: Michael Williams (Chair, COAST), Jill Semprini (Community Services), Donna Benton (Planning), Lt. Alex Mitrushi (Police), Kean McDermott, Elizabeth Goldman, Susan Tremblay, Fergus Cullen (City Council), Aaron Williams (Alternate)

Members Not Present (Excused):

Members Not Present (Unexcused): Dennis Munson, Peter Schmidt (Alternate)

Staff: Matt Gibbons, Deputy City Engineer

2. ELECTIONS

- A. Chair – Kean McDermott indicated a willingness to serve, an offer resulting in his election by consensus. McDermott chaired the rest of the meeting.
- B. Vice Chair – Seeing no volunteers, McDermott opted to leave this chair-appointed position vacant for the time being.
- C. Clerk – Cullen indicated a willingness to serve.

3. OLD BUSINESS

- A. Review/approval of minutes from November 24, 2025.

Discussion: AWilliams noted that contrary to the draft Nov 24 minutes, the Sept 22 minutes were not approved at the November meeting. There was also a discrepancy about whether Trembley's attendance at the September meeting was accurately reflected in the minutes (she was present in September).

MOTION: MWilliams moved to approve Nov minutes with the two corrections above. Goldman second. Approved unanimously.

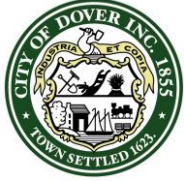
As the Sept minutes had not been re-circulated, the commission took no action on those minutes.

4. NEW BUSINESS

- A. Hanson Street/Henry Law Avenue – Safety Mirror Inquiry (7:00)

Public comment: Christina Doore of 5 Wallingford commented that the intersection is unsafe.

Discussion: Trembley concurred. Mitrushi spoke to the recommendation from a member of the community that a convex mirror be placed at the corner. Semprini summarized her written response by noting city does not install convex mirrors within ROWs or on utility poles. She



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noted one could be placed on private property within a ROW with review by Community Services, or on private property outside the ROW without review.

AWilliams stated that per information from Lt. Marne Speidel, four accidents had taken place in six years. AWilliams suggested Hanson be made one-way citing George Street. Other members clarified, George is not one-way. AWilliams requested staff provide more information on the cause of the four crashes. No motion made.

B. Pointe Place/Dover Point Road – Roundabout Request (18:00)

Public comment: None

Discussion: Mitrushi summarized note from community member in support of a round-about. Semprini summarized her response, noting the roundabout project is still in the CIP in Year 6 and is waiting on the possible reprogramming of existing bonded funding to accelerate the timeline. AWilliams suggested a temporary roundabout using Jersey barriers. MWilliams expressed doubt there is room for buses. Mitrushi noted speed limit there is 40 mph. Semprini noted the city would need to acquire easements.

MOTION: AWilliams moved to endorse extending new sidewalks 1200 feet in area from Pointe Place to Dover Chevy. MWilliams seconded for purposes of discussion and asked how such a request would be prioritized compared to other sidewalk requests in the city. Cullen commented that new sidewalks are major projects, mentioning the Whittier St project cost nearly \$1 million a mile and took years. Goldman requested staff pull together a list of sidewalk requests and inventory from Strafford Regional Planning Commission. AWilliams withdrew motion.

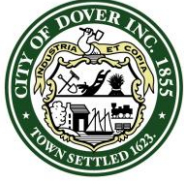
C. Knox Marsh Road – Lack of Pedestrian Right of Way (30:00)

Public comment: None.

Discussion: Mitrushi summarized request for a cross walk near Bellamy Road at Cross Hill Apartments to reach a bus stop. This location is not at an intersection and is on a state highway. AWilliams suggested bus routes could turn into the development. MWilliams noted this would add time to routes and that without a signalized crossing, it is difficult for buses to make turns in and out. AWilliams requested that Coast reach out to Wildcat Transit about the issue which MWilliams agreed to do. No motion made.

D. Central Avenue/St. Mary's Academy – RRFB Request (38:00)

Public comment: None



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Discussion: Semprini spoke to request. Noted this is one of many mid-block crosswalks, need a sense of priority for RRFBs. MWilliams requested staff prepare a list of RRFB requests. Benton noted that if RRFBs become too common, they can become less effective. Cullen asked how many RRFB locations exist currently, estimating there are 6-7 of them. Semprini agreed. AWilliams noted this location is by St. Marys School and suggested that is a reason to prioritize it. AWilliams further suggested construction of a pedestrian island be considered. Semprini noted there is no data indicating students are the primary users of this crosswalk. Benton expressed a willingness to reach out to St. Marys for input. No motion made.

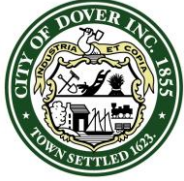
E. Locust Street – Crosswalk Request (47:00)

Public comment:

Briana Whiting, 3 Kent Ave, spoke to the request for a new crosswalk on Locust Street by the Leddy Group building. Whiting was supported by at least a dozen others associated with My School on Locust Street and presented a petition signed by 400 members of the My School community. She spoke to an incident from last October and requested data from the city. Kelly McManus, 214 Middle Rd, My School parent, spoke in support of the request and presented photos, including “You See Me” crossing flags. Amanda, My School parent, spoke in support of the request. Mary Cullity, 2 Berkshire Lane, My School grandparent, spoke in support of the request. Kim Rolon, 112 Sixth St, owner of school, spoke in support of the request. Craig Riotto, 5 Rose St, My School parent, spoke in support of the request. Maggie Wallace, 37 Park St, My School parent, spoke in support of the request. Jennifer Cullity, 16 Waterloo Cir, My School parent, spoke in support of the request. Kristin Messina, 5 Ezras Way, My School parent, spoke in support of the request. David, 15 Third St, advocated for traffic calming in general in area.

Discussion: MWilliams called attention to supportive signs made by students held by many parents. Cullen asked Rolon if there was any drop-off area option. Rolon responded, they do use staggered pick-up and drop-off times to reduce congestion. They rent the facility so have limited control. Whiting called for speed tables. Goldman asked about parking on Locust. Mitrushi responded, parking was moved to the far side of the street in 2006 which resulted in additional parking spaces. AWilliams said there have been six accidents resulting in injuries in six years at the Locust/Silver intersection and suggested many options to reduce speed to 20 mph in this area.

MOTION: MWilliams moved to recommend a crosswalk, and to study the best way to implement it, on Locust, near Nelson (this motion was informally amended several times during discussion). Goldman second. Discussion: Goldman requested research on alternatives. Whiting spoke in support of See Me flags and said the My School community was prepared to supply crossing guards. MWilliams suggested rumble strips. McDermott characterized the request as for



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a study. MWilliams clarified his intent is to recommend a crosswalk, and to look at the best way to implement it. Semprini noted there was a prior study and proposal for a crosswalk at Church. Whiting said that idea died due to the location of a storm drain. There are some existing 15 minute parking spots but they are often blocked have traffic and have not had much impact. Motion passed without opposition. Benton clarified, a study might need to go to the Council for funding, depending on cost.

F. Road Striping Recommendations by Strong Towns Seacoast (1:31)

Eric Leaver, representing Strong Towns Seacoast, spoke to a number of recommendations related to bike lanes and wider shoulders on streets that are subject to repaving and subsequent restriping.

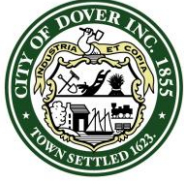
DURHAM ROAD:

Leaver prefers narrowing car lanes to 11 feet and having dedicated, 6-foot bike lanes adjacent to car travel lanes. Prefers buffered bike lanes, 4-foot bike lanes acceptable instead of shoulders, opposed sharrows,

Discussion: AWilliams commented that Durham Road is part of the Wildcat bike route. Mitrushi noted this is a school area with many student cyclists and without on-street parking.

MOTION: AWilliams moved to recommend narrow car travel lanes to 11 feet in width and add painted bike lines along Durham Road from Bellamy Bridge to Mast Road (this motion was informally amended several times during discussion). MWilliams seconded. Semprini commented that Durham Rd is subject to a DOT 10-year complete streets plan and a related CMAQ grant and that the proposal would require a traffic engineer and a vote for funding by the Council. The existing plan is to re-paint as is. Cullen stated this is an area with competing interests. It may be the single most congested area in city during school opening/ending times, there is a fire station, there is a proposal to re-route buses on a new bypass road behind the medical office building and fire station and to re-configure the Back River Road intersection. He contended that bike lanes would add to congestion and have to be considered in the context of these other uses. AWilliams contended bike lanes may reduce congestion because people will switch from cars to bikes. Semprini reiterated that the proposal would require a traffic engineering evaluation to implement. Motion adopted 5-4 with AWilliams, Goldman, Tremblay, MWilliams, and McDermott in favor; and Cullen, Semprini, Benton, and Mitrushi opposed.

Leaver spoke to the intersection of Durham and Bellamy and called for a marked crosswalk and pedestrian island. Semprini noted this area would be covered by the Complete Streets project.



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MOTION: AWilliams moved to shift the painted median north to accommodate pedestrian crossing. Goldman second. Semprini expressed skepticism that moving paint would make an unmarked cross walk safer but allowed it would not make it less safe. Motion failed, 3-4, with AWilliams, Goldman, McDermott in favor; Cullen, Mitrushi, Benton, and Semprini opposed; and Tremblay and MWilliams abstaining.

Leaver spoke to the painted sidewalk lining in the vicinity of the South End Fire Station to ensure markings are not in the street shoulder.

MOTION: MWilliams moved to relocate the outside painted line marking the sidewalk in front of the fire station to line up with the cross walk, outside of the road shoulder. AWilliams second. Cullen noted this is not a cross walk, it is a painted sidewalk on the fire station driveway which has no curb. Motion passed without opposition.

Leaver spoke to an existing left turn lane at 10 Durham Road and called for it to be removed because it crowds the shoulder and to accommodate a potential bike lane. Benton clarified the lane appears to have been part of a planning board approval; it is listed on a stamped plan. No motion made.

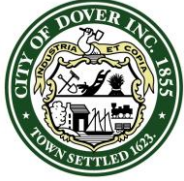
Leaver spoke to the intersection with Back River Road and suggested ways to make the intersection more bike-friendly. MWilliams expressed reluctance to make individual recommendations outside of the general recommendation to improve bike lanes along entire road. No motion made.

BELLAMY ROAD:

Leaver advocated for narrowing car lanes to 10 feet and to add sharrows. Mitrushi noted fire trucks are 10.5 feet wide. Cullen noted there is a speed table / raised cross walk on Bellamy.

MOTION: AWilliams moved to restripe for 10-foot travel lanes with sharrows between Durham and Alumni and to pursue support of fire and community services (this motion was informally amended several times during discussion). McDermott seconded. Semprini and Benton recommended consulting emergency services about the impact of 10-foot travel lanes. AWilliams said he had spoken to new Fire Chief Brendan Driscoll to seek his support for 10-foot lanes and expressed his support for compelling people to drive slower. Leaver suggested amending the motion to include support from emergency services. Benton suggested community services should also be consulted, and also mentioned considering the needs of garbage trucks. Motion passed, 8-1, with Cullen opposed.

ATLANTIC:



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Leaver spoke to speed on Atlantic Avenue, which has limited sidewalks and shoulders and where trucks are prohibited. He advocated for removing the center line and widening shoulders leaving a 20-foot, two-way travel lane instead and making the street more pedestrian-friendly. As an alternative, he advocated for an experimental “edge lane” design with wide shoulders and one center travel lanes for cars.

Discussion: Goldman asked about the need for driver education with an uncommon design like this. McDermott and MWilliams expressed skepticism that Atlantic is a good place for this new concept. AWilliams theorized this design would require drivers to be more engaged and safer. McDermott agreed that reducing comforts would slow drivers. Cullen asked about traffic counts and estimated it must be over 1,000 cars a day. Mitrushi agreed. Cullen asserted this idea would be very unpopular among users of the road. AWilliams disagreed. Semprini noted Atlantic is an arterial road, not a residential street, with significant traffic. Semprini indicated this proposal would require a traffic engineering study and that Atlantic residents would be need to be consulted. MWilliams reminded the group we hear a lot from people concerned about excessive speed. Semprini noted that Portsmouth approaches issues like this on a petition basis to ensure broad support before an idea is pursued.

At 9:03, Cullen stated that the meeting had now entered its fourth hour (Leaver had been speaking for more than an hour and half), conversation had strayed into matters outside the scope of an advisory board, there were members of the public waiting to speak on a remaining agenda item, and called for the meeting to move on. No motion was made with respect to Atlantic.

G. Horne Street Bike Lane Recommendations by Strong Towns Seacoast

Public comment:

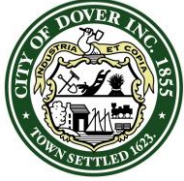
Briana Hillstrom, 63 Horne St, Horne Street School PTG, Expressed support for traffic calming on Horne St including bike lanes. Part of the issue here is whether to strip before a major road project, or to wait until after it is completed in the coming years.

Trevor Dean, 89 Horne, spoke in support of bike lanes on Horne.

Doug Swain, 70 Grove, HSS family, spoke in support of bike lanes on Horne.

Discussion: Semprini stated Horne is not being repaved this year because the more comprehensive Horne Street project has been moved up in the CIP. Semprini stated this proposal, too, would need a traffic engineering review and funding. MWilliams suggested holding off pending the CIP project.

MOTION: MWilliams moved to take no action. Goldman second. Motion passed 8-0 with AWilliams abstaining.



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5. CITIZENS FORUM no one spoke

6. MEMBER COMMENTS There were none

7. CONFIRM NEXT MEETING DATE

A. Tentatively scheduled for March 23, 2026 at 6:00pm

8. ADJOURN: Goldman moved, MWilliams second, meeting adjourned without opposition at 9:19 p.m.

Minutes prepared by Fergus Cullen on February 5, 2026

TRANSPORTATION ADVISORY COMMISSION OPERATING RULES

Article I. Authority and Duties:

- A. The Transportation Advisory Commission (TAC) is an advisory commission, not a policy-making commission. The TAC does not have the authority to order actions of city departments or employees.
- B. The TAC does not have a budget. The TAC does not have the authority to order engineering or traffic studies; hire consultants; initiate extensive research projects; create crosswalks; order the installation of signage, equipment such as Rectangular Rapid Flashing Beacons (RRFBs), or engineered structures such as speed tables or sidewalks; or take similar actions that require funding.
- C. The Transportation Advisory Commission shall have the authority to:
 - 1. Review transportation policy and safety matters concerning all forms of transportation affecting the City such as conventional vehicles, commercial vehicles, public transit, alternative modes, and attendant amenities.
 - 2. Serve as a sounding board for citizen concerns and suggestions about traffic, pedestrian, and safety issues, and make recommendations to the City Council or City Administration for appropriate action.
 - 3. Coordinate with and solicit feedback from the School Department regarding school transportation safety issues.
 - 4. Study issues arising under the City of Dover Master Plan as they relate to transportation; make recommendations to the City Council and/or Planning Board; and prepare reports to aid to in the development, implementation and general improvement of the Master Plan relating to the transportation in the City of Dover.
 - 5. Aid in the development of City **Capital Improvement Plan (CIP) and** Transportation Improvement Program (TIP) by soliciting citizen input on needed projects for submission to the Planning Board and City Council.

Article II. Membership:

- A. The Transportation Advisory Commission shall consist of nine (9) members. **Members shall include** one (1) representative from the City Council, one from the COAST Public Transit system, and four (4) City residents. The COAST Public Transit member and the resident members shall be appointed by the City Council and serve for three-year terms. There shall also be three staff representatives who vote as members of the Commission, one each appointed by the Police, Planning, and Community Services Departments. **One staff representative shall serve at the Staff Liaison. All staff shall remain under the direction of the employer and not the Commission.**

- B. Alternate members. There shall be Alternate members as designated by the City Council in accordance with its rules. Alternates are expected to attend Commission meetings whether they are seated as members or not. To make clear who is a voting Member, Alternates shall sit with the audience when they are not seated as Members.
- C. Officers shall be Chair, Vice Chair, and Clerk.
- D. The Commission shall appoint a Chair annually at the first meeting of each calendar year.
- E. The Chair shall appoint the Vice Chair and the Clerk, preside at meetings, and appoint sub-committees as needed. The Chair shall prepare meeting agendas in consultation with the Staff Liaison. The Chair or Staff Liaison shall distribute meeting minutes, agendas, and supporting materials in advance of meetings.
- F. The Vice Chair shall preside at meetings and perform the duties of the Chair in the absence of the Chair.
- G. The Clerk shall prepare minutes of all meetings and be responsible for the timely posting of minutes and meeting notices. The Clerk shall make arrangements for the video and/or audio recording of meetings and provide such recordings to the City Clerk for timely posting.
- H. Reappointment: The Chair shall stay aware of expiring terms. Between 60 and 90 days before a term's expiration, the Chair shall communicate with appointed Members about their interest in re-appointment to the Commission. Within 60 days before a term's expiration, the Chair shall make a recommendation as to re-appointment to the City Clerk.
- I. Vacancies. The Chair shall make timely notice of vacant membership positions to the City Clerk. A vacancy occurring other than by expiration of a term shall be filled for the unexpired term.
- J. Excused Absences: An absence shall be considered excused if and only if members or alternates contact the Chair prior to the posted start of a meeting to indicate they cannot attend.
- K. Abandonment of Office. Members and Alternates who accumulate three (3) unexcused absences or six (6) excused or unexcused absences out of any twelve (12) consecutive meetings are considered to have resigned, and the Chair shall notify the City Clerk of the vacancy.
- L. Conflicts of Interest: Members and Alternates shall not represent interest groups from seats on the Commission. Members are expected to recuse themselves from discussions of agenda items sponsored by an interest group of which the Commission Member is a member. This provision does not apply to the COAST

representative, because that seat exists specifically to ensure the views of public transit have a voice on the Commission.

Article III. Meeting Procedure

- A. Meetings. The ~~Transportation Advisory~~ Commission shall generally meet monthly or bi-monthly on the fourth Monday. Meetings are held in the ~~City Hall Auditorium~~ **Police Department Meeting Room** at 6:00 p.m. unless another satisfactory time/place has been agreed upon. Special meetings may be called by a two-thirds majority of the membership.
- B. Quorum. ~~Fifty-one percent (51%) of the voting membership of the commission shall constitute a quorum.~~ **A quorum shall consist of five (5) members. In the absence of a quorum, members may hear from Sponsors, receive public comment, and hold discussions, but no motions or actions may be made. Alternatively, agenda items may be continued entirely to a future meeting.**
- C. Appointing Alternates: If a non-staff member of the Commission is absent at Roll Call, the Chair shall name an alternate member to sit in the regular member's place for the duration of the meeting. If a staff representative is absent, that seat shall remain unfilled for the duration of the meeting.
- D. **Agenda:** Business at regular or special meetings shall be taken up in the sequence of the posted agenda, provided that **during meetings, the Chair may modify the order of agenda items for the efficient conduct of the meeting or as a courtesy to accommodate unusually large numbers of public attendees.**
- E. Requests for placement on the agenda shall be submitted by a Sponsor to the Staff Liaison at least ten (10) days in advance of a scheduled meeting and shall include sufficient supporting information. Sponsors shall be residents of Dover, property owners in Dover, or owners of businesses located in Dover and shall identify themselves by name and address. Sponsors shall be limited to a maximum of two proposed agenda items per meeting. Requests for placement on the agenda of items that are materially similar to items considered and acted upon by the Commission within the preceding four (4) years shall be considered Out of Order and not placed for on the Agenda for reconsideration.
- F. Meetings shall include a Public Forum soon after meetings are called to order. Speakers at Public Forum may address any topic relevant to the Commission that is not on the agenda. Members of the public wishing to comment on items on the agenda shall reserve comment until the agenda item is taken up. Speakers shall be residents of Dover, property owners in Dover, or owners of businesses located in Dover and shall identify themselves by name and address. Comment during Public Forum shall be limited to

three minutes per speaker. The Chair shall keep the time. Speakers requiring more than the allotted time are encouraged to submit their comments in writing.

- G. **Introducing Agenda Items:** When agenda items are taken up, the Chair shall invite the Sponsor to speak to and introduce the topic. Sponsor comments shall be limited to five minutes. The Chair shall keep the time. In the absence of the Sponsor, the Chair may invite the Staff Liaison to introduce the item, or the Chair may move to indefinitely continue the item to a future meeting without further discussion. Following the introduction, whether by Sponsor or Staff Liaison, the Staff Liaison shall report on any staff response or recommended course of action.
- H. **Question Time:** After the agenda item has been so introduced, the Chair shall invite members of the Commission to ask questions of the Sponsor or Staff Liaison.
- I. **Public Comment:** After questions have concluded, the Chair shall invite public comment on that agenda item only. Speakers shall be residents of Dover, property owners in Dover, or owners of businesses located in Dover, shall identify themselves by name and address. Comments shall be limited to three minutes per speaker, who shall have a single opportunity to speak on the agenda item. The Chair shall keep the time. Speakers requiring more than the allotted time are encouraged to submit their comments in writing. When all those wishing to speak have been heard, the Chair shall close public comment. Once public comment has been closed on an item, no further public input shall be taken on that item.
- J. **Discussion and Action by the Commission:** After public comment, the Chair shall call for discussion among Commission Members. The Commission may take one of two actions with respect to Agenda Items. The Commission may make a recommendation of a specific action, or it may make a recommendation of no action. Decisions shall be taken on the basis of a motion made and duly seconded by any Member of the Commission. Motions shall be clearly stated. Motions may be amended or withdrawn, consistent with Roberts Rules.
- K. **Duty to Vote:** Commission members have a duty to vote yea or nay and not to abstain unless for a stated reason, which shall not be an inability to decide.
- L. **Receiving or Transmitting:** Neither Public Forum nor Public Comment is two-way, back-and-forth dialogue between speaker(s), Commission members, and/or staff.

Article IV. Miscellaneous Provisions

- A. **Parliamentary Authority.** The parliamentary authority for the Commission is Robert's Rules of Order Revised, current edition except as provided by these rules or local, state or federal law.
- B. **E-mail accounts.** Commission members may obtain a City of Dover e-mail address to facilitate communications regarding meetings, agendas and the dissemination of

information. Commission Members shall refrain from using e-mail to discuss issues with other Members where the e-mail discussion directly or indirectly involves a quorum of the Commission. In addition, Members shall refrain from conducting the official business of the Commission outside the view of the public and the press unless permitted by state law.

- C. Nonpublic meetings. The Commission may conduct nonpublic meetings pursuant to the laws of the State of New Hampshire. The Chair shall conduct nonpublic meetings utilizing the Checklist prepared by General Legal Counsel for nonpublic meetings.
- D. Amendment of Rules. These rules may be amended, added to, altered or repealed at any meeting of the commission by vote of a two-thirds majority of the Commission, provided intent to consider such a rules change is noticed in the posted agenda of the meeting prior to the meeting at which the rules change is considered.
- E. The Commission may temporarily suspend any of these rules for the duration of one meeting by a two-thirds majority of voting members present.

Mitrushi, Alex

From: Terlemezian, David
Sent: Friday, January 23, 2026 3:03 PM
To: 'Rachel Ehrbar'
Cc: Storer, John; Mitrushi, Alex
Subject: RE: Pedestrian crossing safety concerns at middle and high school entrances

Categories: Orange Category

Thank you Ms. Myers-

I have copied Lieutenant Alex Mitrushi on this response. He is the police department's representative on the City's Transportation Advisory Commission which examines issues such as this one and makes recommendations to city staff and/or the City Council for potential action.

I trust he will contact you with further information regarding the TAC and whether or not this item will be added to the agenda for a future meeting.

Again, I thank you for speaking up and bringing your concerns to me.

David A. Terlemezian
Chief of Police
Dover Police Department
46 Chestnut Street
Dover, NH 03820
(603) 742-4646

-----Original Message-----

From: Rachel Ehrbar <rachel.ehrbar06@gmail.com>
Sent: Friday, January 23, 2026 11:48 AM
To: Terlemezian, David <D.Terlemezian@dover.nh.gov>
Cc: Storer, John <J.Storer@dover.nh.gov>
Subject: Pedestrian crossing safety concerns at middle and high school entrances

Security Notice: External sender. Use caution with hyperlinks or attachments.

Good morning,

As a parent of a fifth grade student who is too close in proximity to qualify for bus services, I am writing to raise ongoing concerns about pedestrian safety at the crossings serving the middle and high school campus. As you know, students walking to the middle school must cross the main connector road at the high school entrance and then navigate additional traffic at the middle school entrance itself.

While there is a flashing crosswalk at the high school entrance and occasional traffic control at the middle school driveway, these measures do not adequately account for the volume and type of traffic in this area, including large

trucks and frequent peak-time congestion. The reality of young drivers, distracted drivers, and limited crossing supervision creates a daily safety risk for students who are required to walk due to the town's proximity-based bus policy (or who walk/ride a bike for other reasons).

The need for students as young as 10 or 11 to make multiple crossings in this environment is concerning, and near-misses involving both children and adults are not uncommon—I bear witness to them frequently. As a result and when I am able, I feel compelled to drive my child, rather than allow him to walk or bike.

Given these known conditions, I respectfully ask that the City review whether the current crosswalk and traffic controls are sufficient and consider additional measures—such as traffic signals or enhanced pedestrian protections—to better prioritize student safety.

Thank you for your time and attention to this matter.

Sincerely,
Rachel Myers
603-828-2251

Please consider conserving our natural resources before printing this e-mail and/or any attachments.

This electronic message and any attachments may contain information that is confidential and/or legally privileged in accordance with NH RSA 91-A and other applicable laws or regulations. It is intended only for the use of the person and/or entity identified as recipient(s) in the message. If you are not an intended recipient of this message, please notify the sender immediately and delete the material. Do not print, deliver, distribute or copy this message, and do not disclose its contents or take any action in reliance on the information it contains unless authorized to do so. Thank you.

Mitrushi, Alex

From: Mitrushi, Alex
Sent: Thursday, February 5, 2026 8:55 AM
To: 'rachel.ehrbar06@gmail.com'
Subject: Pedestrian crossing safety concerns at middle and high school entrances

Ms. Myers,

Thank you for reaching out with your concern about safety issues near the middle and high school entrances. As Chief Terlemezian mentioned in his reply to you, I am the police department liaison on the City's [Transportation Advisory Commission](#) (TAC). One of the functions of the advisory board is to review safety matters regarding transportation. The commission meets every other month, with our next meeting on March 23rd at 6pm. I can add your email to the agenda for discussion. I encourage you to attend the meeting if you can to provide additional comment on what you experience or have witnessed. Also, if there are any others who have similar experiences, I would encourage them to attend and provide their input as well. If you are unable to attend, I will still enter your email and summarize the concerns to the rest of the board members for discussion.

One thing to note about the TAC is that representatives from City Planning, City Engineer, and City Council are also on the board. They can provide specific information about road design, engineering, and upcoming road improvement projects. As a side note, I am aware that Durham Road is on a list of roads to receive upgrades and traffic calming measures, specifically due to the extreme traffic congestion there is between the two schools.

In the meantime, I will also direct the department's Traffic Enforcement Officer to the area during school hours. We quite often see distracted driving (phones) and failure to yield at crosswalks in the area of the school. I would also suggest calling the City's 24/7 dispatch center at 603-742-4646 when you see a violation and report the license plate so officers can make contact with the driver.

Please reach out if you have any questions,

Lieutenant Alex Mitrushi
Community Outreach Bureau
Dover, NH Police Department
Desk: 603-516-6122
PD: 603-742-4646
a.mitrushi@doover.nh.gov

Hello Mr. Mitrushi,

Thanks so much for taking our concerns to the next TAC meeting.

Our concerns on Back Rd are people going too fast on the curves, there are a lot of walkers, runners, and bikers on the road (including myself, so I know first-hand how it feels), and having no shoulder it is very unsafe with blind curves unless the speed limit is strictly observed.

We live at 336 Back Road on one of those curves, and our stone wall has been hit twice and damaged by speeding cars.

Our neighbors, Greg and Donna Hunt, who live across the road at 295 Back Road have narrowly avoided collisions with speeding cars coming from Dover Point Rd. as they exit their driveway. Likewise, they have had a number of close calls as they walked across the road to check their mailbox.

My parents were very nearly hit just trying to back out of our driveway by people speeding around the corner coming from the south on Middle Rd. The curve between 258 and 220 Back Rd is the worst of all as a pedestrian.

These hazards are not normal on a country road and the dangers must be reduced substantially.

It would be devastating for any pedestrian, jogger or bike rider to be hit. Please recall that Back Road was designated as a bicycle route after the road was widened more than twenty years ago, however the hazards to pedestrians and cyclists have only increased every year.

Currently, traffic is reasonable, but we are concerned that the new waterfront condos—adding over 400 units—will lead to a significant increase in traffic as commuters seek to find the quickest way to and from work.

We were told that a traffic study indicated that most new residents would go from the riverfront development up to Portland Ave, or go south on Central avenue to get to Route 16. But human nature dictates that people will be look for the fastest way out of town. During rush hour the downtown traffic is horrible, and nobody is going to go through that one way mess to go south.

If they take Hanson St. to try to take a left on Central Avenue, they will never get out easily because of the congested traffic.

Drivers will likely think that the most logical way out of town going South will be to cut through Back Rd to get to Dover Point Road. Alternatively, they may cut across Tennyson Avenue and turn left on Court Street to go out Middle Road. This is a better choice as they are straight roads without the deadly curves, but again, if many cars are lining up at Tennyson Avenue, there will be plenty speeding towards Back Road to get around them all.

We even did a test on our GPS to identify the quickest route from the waterfront development to Portsmouth. The GPS suggested an option of going to Hanson Road or Back Road.

Sometimes Back Road may be the fastest choice. It will certainly be quicker when there is a lot of traffic on Central Ave. Or even it is the same time or a minute longer on GPS, people don't like to sit in traffic or waiting to be able to take a left turn, they will speed down the open road and try to make up time.

Any way you cut it, there WILL be more people speeding down Back Rd to get to work, or at the end of the day to get home to the waterfront. A large number of drivers are already taking the Back road route at high speeds. And we see a lot of Maine plates, meaning that they are probably going to or coming from South Berwick. The volume will only increase.

We have spoken to Chris Parker and he mentioned several options like:

1. Signage pointing people in the right direction (nobody pays attention to those).
2. A 3- way stop sign at the junction of Middle and Back, which will not work, except for the first curve after the stop sign before drivers speed up again.
3. Radar speed posts which get ignored after a short while.

We feel that the only real solution would be to either increase police patrols to stop speeders on Back Rd. or, to install speed tables.

We understand that there may be some limitations because you need a certain amount of straight roadway and clearance from driveways to put those in, but it would be great if there could be a real assessment by the city of the possibility to put a couple in the most dangerous areas (the curves in the middle, not on the straight part on the end towards Henry Law).

Chris mentioned there could be an issue with plows, but Portsmouth has them in a couple of areas (Banfield and Bartlett Roads), and they seem to be working as the approach aprons are gradual and don't catch the plow blades.

If people obey the 30-mph speed limit there is enough time to slow down around a curve when encountering someone on the street, but any faster than that makes for a very close call.