



CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION CITY-WIDE TRUCK ROUTE ORDINANCE PUBLIC MEETING NOTES

Meeting Type: Informational Meeting
Meeting Location: City Hall Auditorium
Meeting Date: **Monday, September 15, 2008**
Meeting Time: **7:00 pm**

The informational meeting and question and answer forum hosted by the Transportation Advisory Commission regarding the proposed City-Wide Truck Route Ordinance began at 7pm. There were 18 in attendance. There was an attendance sheet. Text of the proposed ordinance language is available in the City Clerk's Office, the Planning Office and on-line on the City of Dover website at www.ci.dover.nh.us under City Council materials for the September 10, 2008 meeting under ordinances in their first reading, marked item number 11.a.1.

Bruce Woodruff and Marn Speidel presented a synopsis of what the ordinance will do:

The roadway system within the City limits includes certain roadways, defined as state numbered routes, state maintained roads, and a minimal number of City streets so designated, that are adequately constructed, intended and designed for large and heavy commercial vehicles and that provide for travel and connectivity in east/west and north/south directions so that such vehicles can and should utilize those roadways, pursuant to exceptions for city vehicles, fuel delivery vehicles and public transit vehicles, in lieu of the other City roadways for the protection and preservation of the public safety and general well being of our citizens and preservation of costly roadway infrastructure.

Commercial vehicles weighing 26,000 pounds GVWR would be required to remain on the designated truck routes within the City until the nearest City Street intersection to said vehicle's destination.

This ordinance is intended primarily to curtail commercial vehicle through travel along local roads where there is no origin and/or destination for the vehicle on said local roads.

Following are comments and questions from those in attendance:

1. Wants the streets named that are truck routes. (DeDe) Woodruff explained what the streets are intended to be.
2. What about Locust St? is it going to be a truck route? Woodruff answered, no, not a truck route. But transit buses could continue to use.
3. What other roads are you thinking about adding? Woodruff/Speidel spoke about Oak St. (section), Stark Ave, and possibly portions of Glen Hill, Tolend, Watson, County Farm, Sixth, Indian Brook as well.
4. If this goes through, will the current no trucks signs on Lexington come down? Woodruff answered most likely not. Will delivery trucks still use it as a shortcut? Answer was not unless they had a destination on the street.
5. Can we ramp down the speeds on Locust St.? it is two-way with many busses, dump trucks, and landscape trailers. Marn Speidel spoke about speed and enforcement issues.



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6. What exactly is FasTrans? Woodruff explained the upcoming Dover-centric public transit service.
7. It was stated that the Parking Garage Finance Feasibility Committee created by the City Council was working on parking and traffic problems downtown and that they were presenting their report to the council soon.
8. Would a commercial vehicle ban include landscape trailers (on Locust)? Speidel answered that it would depend on the GVWR of the tow vehicle, not the trailer.
9. Woodruff asked the attendees if they were also bothered by engine braking on trucks (jake brakes)? Answer generally was no.
10. There are large potholes in Locust near 151-156 Locust. Can they be fixed?
11. Can GPS system companies delete inappropriate streets from their database? Answer was no.
12. What happens to dump trucks, bulldozers and construction vehicles during road/construction work? Can they use all roads and routes to get to the job? Question specifically meant the Moore building work. Answer was that TAC may consider process/wording for formalizing haul routes or including city vehicles in ban.
13. Is 26,000 lbs. GVWR the definition of tractor-trailers, or are they heavier? Answer was that they are much heavier, that 26,000 lbs usually is a loaded 10 wheel dump or larger.
14. will C&J Trailways be allowed on Locust St? answer was yes, the way the draft is written.
15. Can we say no vehicles over a certain weight for specific times of the day? Answer was that there is no state (RSA) enabling law letting the City do that kind of thing.
16. Lexington St. is a speedway. Can the City develop a traffic calming program? Also the same comment for Locust St. answer was that when neighbors get together to fight for something, most often something good comes out of it. You should get with your neighbors and organize. Bellamy Road residents did it a few years ago and finally got traffic calming done. Money is a big issue.
17. Why can't we put up a three-way stop sign at the Lexington/W.Concord intersection as a traffic calming device? Answer was that it is not permitted to use traffic control devices as traffic calming or speed control devices when the stop warrant is not there, but that they were welcome to ask the TAC to consider it.
18. Locust problems stem partly from feeding traffic from Chestnut as a shortcut to Central.
19. How does Portsmouth enforce this? Answer was that Police would check into it.
20. how can speeds be reduced on residential streets?
21. all our residential neighborhoods contain older homes that actually shake on the foundations from the heavy commercial vehicle traffic that goes by.
22. I have autistic child, the heavy commercial vehicles do not belong on my street. Small children with special needs are especially at risk and do not need to be.



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It was the consensus of the attendees that this draft ordinance had merit with some minor changes.

The meeting ended at 8:40pm.