



City of Dover, New Hampshire
Community Trail Design Group
c/o Department of Planning and Development
288 Central Avenue
Dover, NH 03820

January 17, 2006

To: Interested Parties
From: Dover Community Trail Design Group

The attached report "Dover community Trail Engineering Report" by CLD Engineers, Inc., dated December 2005, represents the culmination of more than six months of effort by the City of Dover Community Trail Design Group. This group was formed in late June 2005 to address the concerns of Dover residents, and in particular abutters, about the redevelopment of a former railroad transportation corridor to a multi-use community trail. The Trail Design Group met fourteen times between July 18, 2005 and January 17, 2006. Average attendance at these meetings was 14 members consisting of concerned citizens and abutters, city employees, representatives of the design engineers and volunteer specialists such as a landscape design professional. Most Working Group members attended all of the scheduled meetings to ensure the trail is designed in a balanced, well-considered manner. Other participants provided input on only those issues important to them, such as protecting their privacy.

This report represents at least 400 person-hours of effort, but more importantly presents the consensus of the Community Trail Design Group regarding plans for the construction, maintenance, and operation of the trail. The Community Trail Design Group believes that the design outlined in the attached report, developed with the assistance of Bruce Woodruff of the Dover Planning Department and CLD Engineers, Inc. represents the preferred alternative for the trail system. We recognize that some individuals may not be pleased with certain design elements, but decisions were made by the design group's consensus. There are also some recommendations that may be unpopular with Dover residents who did not participate in the design process, but the decisions were made after intense discussion and deliberation with review of all proposed alternatives.

Background

The redevelopment of the railroad corridor was initiated in 1998 when the City of Dover applied for a Congestion Mitigation Air Quality Federal Highway Administration grant, authorized by City Council as part of the Transportation Improvement Program and included in the City Transportation Chapter of the Master Plan. City Councils have authorized funding through the TIP portion of the Capital Improvements Program for several years. The Council

also authorized the City Manager to enter into an agreement with the state to municipally manage the project and to be reimbursed 80% of the project costs.

In April 2005, the City initiated engineering studies in the project area. This activity alerted abutters to the project, many of whom were not aware of the City's long-term plans for the Community Trail project. In the spring of 2005, abutters to the project area attended the second May Planning Board meeting to express their displeasure regarding the city's plans for redevelopment of the transportation corridor. On July 18th the City Planning Department held a Public Information meeting to present the concept to the public and ask for input from abutters and interested citizens in order to design the trail in a context-sensitive manner.

The Community Trail Design Group was formed following the July 18th meeting to address the residents and abutters concerns and to help guide the design of the trail in a context sensitive and cost-effective manner.

The decisions made by the Community Trail Design Group are described in the attached synopsis.

Community Trail Design Group Members

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Cooperating Partners

Person-Agency or Company	Contribution
Bruce Woodruff, City of Dover Planning Dept.	Chair of community Trail Design Group
JoAnn Fryer, CLD Engineers	Technical Support
Rob Richard, CLD engineers	Technical Support
Heather Okolo, CLD Engineers	Technical Support
Tim Roache, Strafford Regional Planning Commission	Transportation Policy, Public Education
Craig Della Penna, Rails to Trails	Transportation Policy, Public Education
Chad Kageleiry, Kane company	Access Agreement, Trail
Sawtelle Company	Access Agreement, Parking
McIntosh College	Access Agreement, Parking
Dover Conservation Commission & Open Lands Comm.	Funds for land purchase

TRAIL DESIGN GROUP DECISIONS

GENERAL

- Signs – no motor vehicles with the exception of wheelchairs, hours of operation, surveillance monitoring, directional signs, disallowed activities
- Route markers along path
- Open access (no gates, bollards, etc.)
- Benches with trash receptacles
 - Train station
 - Cocheco River Bridge
 - Silver Street stairs
 - McIntosh College trailhead (no trash receptacles)
 - Central Ave bus stop
- Appropriate Manual on Uniform Traffic Control Devices street signage at crossings

TRAIN STATION TO WASHINGTON STREET

- Trailhead at train station – relocate dumpsters, clean up garbage, signage, benches
- 12-ft width
- 2-ft gravel shoulders
- Paved
- Lighted (alternate sides of path)
- Low wood railings
- Landscaping to break up long stretches of railing (desirable if funds available)
- Plowing recommended
- Bridge – wood deck laid across (not along) bridge (non-slip surface?), mill motif aluminum rails, lighted, overlook with benches
- Clearing – clear train station side and add plantings/landscaping, maintain overhead canopy on Washington St side
- “No Fishing” signs on bridge
- Bridge accent lighting – no, only if budget allows it

- Hours of operation from train station to Washington Street while train and bus run.

WASHINGTON STREET TO FOLSOM STREET

- Current outreach effort to neighborhood and to three property owners to see if agreement can be reached
- If there's no agreement, upgrade sidewalk, signage, striping
- Sidewalk
 - 8-ft width
 - North side of Washington St, crosswalk to East side of Cushing St, down Folsom St
- same hours of operation on sidewalk as regular sidewalks, however if agreement is reached, then would be dawn to dusk hours

FOLSOM STREET TO SILVER STREET

- 10-ft width
- 2-ft gravel shoulders
- Paved
- Unlighted
- Located within easement; easement location should be established with survey
- Dawn to dusk hours of operation

SILVER STREET UNDERPASS

- Underpass structure – lighted
- Stone headwalls and wingwalls
- Stair access from Silver St – lighted, NE corner, timber railing
- Bench at stairs with trash receptacle
- Grade slope to expose remaining abutment blocks as practical

SILVER STREET TO FISHER STREET

- 10-ft width
- 2-ft gravel shoulders
- Paved
- Unlighted
- Dawn to dusk hours of operation
- Maintain historic rail structures
- Minimal clearing – only along path and any overhanging trees that may fall
- Plantings
 - 121 Belknap - Chapman
 - 105 Belknap - Dido
 - 103 Belknap – McWilliams
 - 101 Belknap – Cox/Lucey
 - 99 Belknap - Parker
- Fences (located on abutter's property)
 - 101 Belknap – Cox/Lucey
 - 99 Belknap - Parker
 - 97 Belknap - Humphreys
 - 95 Belknap - Joy

FISHER STREET TO CENTRAL AVE

- 10 ft. width
- 2 ft. gravel shoulders
- paved
- Railings – along path with steep side slopes and wetland areas behind Moore building; similar to Henry Law Ave Park (mill motif aluminum picket, black). If budget doesn't permit, then wood rails
- Crosswalk at Central Ave
- Central Ave trailhead – courtyard type, stamped asphalt, bench, provision for bus stop shelter, path signage, storyboard, City to coordinate with COAST to obtain/install shelter
- McIntosh College – 4-way intersection; possible trash receptacle if MC to maintain, informal granite block for sitting, non-ADA path to College parking lot constructed as part of the project; future path to Locust St built later

- Dawn to dusk hours of operation
- Landscaping to break up long stretches of railing (desirable if funds available)
- Lighting at trail intersection near McIntosh College only, otherwise unlighted
- Clearing to open trail intersection near McIntosh College
- Maintain/use historic rail structures

Miscellaneous/Outstanding

- Park with bench and stairs down from Railroad Bridge. This was a recommendation for future work outside this project.
- Washington St to Folsom St Agreement? Held meeting on Monday, December 19th at 6pm. Notice letters sent. Three abutters/owners attended. They will bring outreach ideas back to neighborhood group. Staff waiting for response to see if group interested in refining ideas.
- No special privacy treatments for Fisher to Central (including Rutland) abutters due to vegetative growth and distance from proposed trail and grade difference
- Fence style for abutter properties on Belknap St will be in the Engineering Report and/or final design
- Plantings in front of abutter's fences on Belknap St? (Specific species and locations addressed in engineering report or final design)
- Construction methods will be mandated to use context sensitive equipment and processes, and will be called out in final design specifications.