



**CITY OF DOVER**

## TRANSPORTATION ADVISORY COMMISSION MEETING MINUTES

Meeting Type: Regular Meeting  
Meeting Location: TOP FLOOR CONFERENCE ROOM, CITY HALL  
Meeting Date: **Monday, February 22, 2010**  
Meeting Time: **6:00 pm**

**Members Present:** Karen Weston (Chair), John Scruton, Ed Wentworth, Bruce Woodruff (Planning), Marn Speidel (Police), Ben Clark (Community Services) and John Flick.

*The Chair called the meeting to order at 6:05PM..*

### 1. OLD BUSINESS

A. Review/Approval of meeting minutes from January 25, 2010 Meeting

E.Wentworth made amendments, and moved to approve. J.Flick seconded. Vote: 6-0.

### 2. NEW BUSINESS

A. Indian Brook Drive signal concerns – Speidel update

B. Central Avenue at Washington Street intersection:

i. No Turn On Red sign positioning

E.Wentworth made the motion to direct B.Clark to investigate a better positioning of the sign. J.Flick seconded. J.Scruton abstained from voting. **Vote:** Unanimous

ii. Pedestrian crossing / southbound left turn safety concern

B.Woodruff stated that in 2004 the City contracted with CLD Engineers to do a signalization optimization coordination study and implementation on a long stretch of Central Avenue. He noted that the lower square was one of the sections worked on. He stated that prior to 2004 there was a yield condition and there was an issue with the crosswalk. CLD improved it a little but it needs more improvement. He suggested a 2 or 3 lens signal that progressed from flashing red to a yellow ball to a red ball condition. The Chair noted that there is a sign that states no turn on a steady red arrow. M.Speidel noted that he did not feel there was enough distinction. J.Scruton noted that a decent center island refuge would be helpful. There was a general discussion regarding the use of wrought iron fences. The Chair asked B.Clark if he could draw up a few sketches. M.Speidel suggested that they investigate a 3 lamp signal head with a flashing yellow, to a steady yellow, to a steady red. Woodruff added that the red arrow does serve the purpose of letting the motorist know that there is only a left hand turn, but they need to stop first. B.Woodruff noted that the pedestrian phase is not built into the timing of the signal, it is an interruption that affects the sequencing.



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M.Speidel made the motion to have the City take a close look at that flashing arrow signal head to see if it can be improved as it relates to the pedestrian call to maximize the safety for the Washington Street crosswalk. B.Woodruff added: Including what it would cost to implement other alternatives. E.Wentworth seconded. **Vote:** Unanimous

### C. Street Name Changes – staff update (Woodruff)

B.Woodruff noted that he spoke with the Fire Chief and Building Official on what they had done since our last meeting. The Commission was given a table showing the status of the street name changes. He noted that Snow Avenue has not been done, the Building Official is currently writing a letter to the two residents to see if they could work together to come up with a name change.

### 3. MEMBER COMMENTS

The Chair noted that she received an email from Sam Allen questioning if the TAC has discussed the parking problems on Fourth Street. He noted in the email that when cars are parked both sides of the street there is a considerable hazard both for on coming vehicles and pedestrian traffic. On two separate occasions he had almost hit children darting between cars from the Bell Center and now the church. This past weekend he almost ripped off a driver's door as he was squeezing through the narrow passage. He fears that a tragedy will happen. He would like to see one side of the street on one side of the street. The Chair noted that this was a safety issue versus a parking availability.

B.Woodruff noted that the issue is not as severe as it once was. B.Clark noted that it did not sound like the width of the road was the problem, with kids darting out and car doors opening. The Chair noted that she had once complained that she did not feel there was enough room for two way traffic. She noted that it was a form of traffic calming, but it was a hazard. J.Scruton suggested dropping the speed limit to 20 MPH.

B.Woodruff noted that at the last Parking Commission meeting, they also took up the issue with parking on Fourth Street between the bridge and Francis. They reviewed the site and recommended that parking remain. He noted that the site was reviewed by the City Engineer. The Chair noted that the TAC already acted on this and sent it to the City Council. She added that she thought the City Council voted to remove the parking up to Francis. M.Speidel noted that it has been the City Manager's position that any issue that involves public parking will be referred to the Parking Commission. It was noted that it will be verified if the City Council has already moved on this.



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J.Scruton noted that he would like to discuss weight limits in the Spring time at the next meeting. He suggested a load limit over 6 tons gross weight prohibited from March 15<sup>th</sup> through April 30<sup>th</sup>. He noted that the weight limit is in the Master Plan, but we never acted on it.

J.Scruton noted that we should have a road concept, a rural and work up from there. He added that it would be a 20 foot road, with 4 foot shoulders. A standard road that we use through the City, basic rural road and then work it up if you need to instead of going up there with a 30 foot wide road and curbs. Also to let the roads drain off into the fields and get filtered that way instead of piping the drain water off. The Chair believed that would be the Planning Board.

J.Scruton stated that we are in transportation. B.Woodruff noted that the engineering for a road in regards to drainage and utilities falls under the Engineering Division and Public Works. He added that Engineering they review plans for the public benefit.

E.Wentworth noted that if you drive south on Central Avenue, at the light, there is a green ball and no green arrow to turn onto Henry Law Avenue unless there is a break in traffic going north, then you get an arrow. To get across to Henry Law you have to wait for a break in the north bound traffic. This can back up traffic to St Mary's. If there was a green arrow, you could get rid of the traffic and a hazard. He added that there was a crosswalk with no restrictions. He noted that there is more traffic now.

The Chair noted that there was a trip light for the green. B.Woodruff added that it was adjusted. E.Wentworth noted that if there is a gap of two northbound cars, it will trip. B.Woodruff noted that there is only so much time in a green signal for each approach. If you give that leader a lag green turn, he believes that you will back up on north and south Central Ave beyond belief. E.Wentworth disagreed. B.Woodruff noted that the Marc NX Signal System training on Wednesday morning with a signal coordination computer where you can monitor and adjust the system every morning. He added that this is one of the signals that is in the coordination signal group. He noted that the system has not been used since 2004.

#### 4. SCHEDULE NEXT MEETING

The Chair noted that the next meeting is scheduled for March 22<sup>nd</sup> at 6PM.

#### 5. ADJOURN

E.Wentworth made the motion to adjourn. **Vote:** Unanimous