



CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION MEETING MINUTES

Meeting Type: Regular Meeting
Meeting Location: FINANCE DEPARTMENT CONFERENCE ROOM,
(TOP FLOOR, CITY HALL)
Meeting Date: **Monday, January 25, 2010**
Meeting Time: **6:00 pm**

The Chair called the meeting to order at 6:15pm.

1. ROLL CALL

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

Others Present: Dustin Gray (Garrison School Principal)

2. OLD BUSINESS

A. Review/Approval of meeting minutes from December 14, 2009 meeting

Page 2:

- E.Wentworth noted that under Horne Street Stop Sign concerns, it should read:...on Hough Street have a 4-way stop...
- E.Wentworth noted that in the second paragraph it should read:...volume on Horne Street exceeds that...

Page 3:

- E.Wentworth noted that the second paragraph, first line should read:...noted that the traffic is coming from the Hillcrest area.
- E.Wentworth noted that in the third paragraph, first line should read:...Committee's...intersection.
- E.Wentworth noted that the fourth line should read: He noted that from a Police Department perspective, it would not support a simple switch ...

E.Wentworth made the motion to approve the minutes as amended. B.Woodruff seconded. Vote: Unanimous

J.Flick joined the Commission.

B. Garrison School parking/traffic concern.

M.Speidel noted that he received an email on January 13th from the Chair in regards to a citizen that had indicated that once again people were parking too close to the Garrison School crosswalk. The email noted that it makes it very difficult for drivers to see if someone is about to walk out into the street. The email continued to state that a no parking is painted on the pavement, it is not very effective in the winter when it is covered with snow, ice or sand. Considering the average height of the user of that crosswalk along with the fact that most of the drivers coming from PCA ignore the school zone speed limit, it is very important that the motorist and pedestrian visibility not be blocked by the parked cars. M.Speidel noted that the citizen was Phil Pontier.



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M.Speidel noted that the citizen is referring to on-street parking on Garrison Road, which during weekdays is between the entrance and the exit of the front end of the school. The crosswalk being referred to is at Meridian Drive, which is the southeast side of the school. M.Speidel noted that the citizen was looking for a simple reminder for the person parking their car too close to the sidewalk.

M.Speidel noted that the school traffic pattern has changed since the beginning of school. He added that the Police Department has been monitoring that and looking at ways that we can tweak that. The on-street parking on Garrison Road from time to time especially in the winter time, is exacerbated with heavy snow. When the pavement markings are invisible, the drivers are basically using their own judgment and there isn't always as much of a buffer from the crosswalks as there should be.

D.Gray noted that the crosswalks Meridian and Morningside are at a very non-traditional intersection at both ends (exiting at the front loop and the entrance to the bus loop). He noted that parking along Garrison Road is occupied by staff, but will also be taken up by visiting parents. He added that it does create line of sight issue for busses pulling out of the loop as well as people pulling into the loop or coming up from the PCA side. Considerations have been given to suggest putting a no parking sign on the Garrison school side of Garrison Road because that would eliminate any lines of sight issues. This has already been removed on Shaw's Lane. We don't have an issue with the busses pulling out because they can look over the cars, but this is our visitor parking spot and the cars and snow drifts do pose a problem. He would ask for the Commission's recommendation to continue with the temporary winter no parking signs on Garrison Road or move to create a no parking buffer around Garrison Elementary School for the children's safety. He noted that most of the foot traffic leaves south. J.Scruton suggested they use a different route. D.Gray stated that the sidewalk is on the other side of Garrison Road and they would have to cross at one of the three interchanges: Morningside Meridian or Shaw's Lane crosswalk. He added that it is an 80 yard path from Shadow, to Shaw's, to Morningside to Meridian. He did not feel that it was all PCA traffic. D.Gray noted that there was no crossing guard, but if there was we would add one at Shaw's Lane. D.Gray suggested that there be no parking from the proposed crosswalk up to Shaw's Lane. Some of the striping issues are from the exit of the bus loop up to Shaw's Lane. He noted that it used to be two spots that straddled a fire hydrant and the City marked them as no parking, but has now been reclaimed as parking.

B.Clark noted that the problems are that the road would need to be re-striped, there would be an enormous shoulder on the Garrison School side. He added that we did consider putting up signs on either side of the crosswalks stating no parking from here to corner. This would eliminate some of the site issues. There was a general discussion referencing a sketch presented by the Engineering Department. M.Speidel recommended substituting signs for the pavement markers.

M.Speidel noted that parked cars serve as traffic calming. When all the parking is eliminated along the road, considering the width of Garrison Road, traffic speeds will increase. He felt the Police Department could support the Engineering Department recommendation to install signs and denote where the limits are of the parking. Rather than eliminate all parking, we would support the addition of specific signs to denote the limits of the parking.



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The Chair noted that from the tree line up to the beginning of the loop there would be no parking. M.Speidel added that there would be a need for signs, but whether it needs a new ordinance is another question. The Commission noted on the plan the locations of possible no parking signs.

J.Scruton noted that he would like to see a sketch from the Planning Department as to what that area should look like. The Chair noted that she could support the proposed plan. B.Woodruff noted that there is a plan that was prepared by Civil Works and coordinated with Planning a few years ago for the school. B.Woodruff noted that the presence of parking on Garrison Road does have an effect, as shown by studies, to calm traffic; but on the other hand it may be counterproductive because those who park there are the teachers. This plan will eliminate some of the congestion and confusion that occurs during pick up and drop off times. He added that this could be a stepped process by implementing what is being proposed, re-striping and then if necessary, restrict parking. He stated that the Planning Department is in favor of this proposal in this fashion.

J.Scruton moved to do as the Engineering Department recommends and put the no parking signs inside of the loop. D.Munson seconded. **Vote:** Unanimous.

C. Election/Appointment of TAC Officers.

B.Woodruff made the motion to cast on vote for the Chair from last year, Councilor Weston. E.Wentworth seconded. The question regarding a secret ballot was raised. The Chair noted that under RSA 91A, a secret ballot can not be done. **Vote:** Unanimous

The Chair appointed E.Wentworth as the Vice Chair and D.Munson as the Clerk.

D. Review/amendment of TAC By-Laws

The Chair noted that the Committee would like to change the meeting times to 6PM. B.Woodruff made the motion to adopt the posted by-laws change. E.Wentworth seconded. **Vote:** Unanimous.

E. Discussion and confirmation of 2010 meeting dates

The Commission reviewed the proposed 2010 meeting dates prepared by B.Woodruff. B.Woodruff noted that he believes the Commission approved the dates at the November 23rd meeting. He added that the Commission would be deviating from the fourth Monday in three dates. There was a general consensus on the proposed dates.



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3. NEW BUSINESS

A. Neighborhood speed limits

J.Scruton noted that the roads servicing neighborhood homes should be designed to accommodate cars at speeds less than 25 mph but not to enable traffic to cut through neighborhoods and jeopardize neighborhood child and adult safety.

J.Scruton made the motion to recommend this policy. M.Speidel noted that there are statutory limitations on the setting of a regulatory speed limit. J.Scruton noted that this motion was for the design of the roads, not posting speed signs. M.Speidel noted that what J.Scruton is asking for is for this committee to take an affirmative vote/step in supporting designing neighborhood roads in such a manner as stated earlier. J.Scruton agreed. The Chair noted that this committee made this recommendation to the Planning Board previously. B.Woodruff agreed and noted that those changes are being worked on right now. He added that it would only affect future development streets. B.Woodruff seconded the motion. He noted that he will make sure the Planning Director receives a copy of the minutes. **Vote:** Unanimous.

B. Woodruff stated that this agenda item was for something related to John's issue, but a bit different; it was about proposing a local streets' uniform, lower speed limit. He gave an update as follows: B.Woodruff noted that 25 mph is allowable by State Statute. He stated that there is a requirement to do a lot of data collecting as part of the blanket engineering study, which the MUTCD requires before that blanket change is made. He noted that we need to finish up on the crosswalk assessment first and after we do the research to do the blanket 25 mph. He added that we would recommend to hold off on until two things happen: (1) The crosswalk assessment is done and (2) Wait to see how many neighborhoods come in this year and complain about high speeds. If the number is noticeably high, then at that point we would put it back on our immediate "to do list". He stated that given the possible budget and staffing for next year, you need to prioritize what is already on our plate. The Chair agreed and asked what the assessment was of the crosswalks.

B.Woodruff noted that they physically identified all the crosswalks, took measurements, noted the type of crosswalk and described the intersection. A desktop survey was performed to take a look at whether or not there were apparent safety issues. He stated that we will have to wait until spring to finish this job. B.Clark noted that using epoxy on new pavement for the crosswalks is working well. M.Speidel stated that he is looking at incorporating the amendments made at previous meetings and putting them all in a policy/standards document for final review and then forwarded onto the City Council to adopt as a policy and standards.

4. MEMBER COMMENTS

J.Scruton noted that he would like to make a correction on the December 14 2009 Minutes. He noted that on page 3 of 5 of the minutes, fourth paragraph down, last sentence should read: *J.Scruton noted that he was opposed because he would like different traffic designs.*



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The Chair noted the Committee needs to get back on track with the 911 list. B.Woodruff noted that he believed there were 4 or 5 streets left. The Chair requested that B.Woodruff bring the list of the streets which are left to the next meeting. M.Speidel questioned if this was the Building Officials purview. B.Woodruff added that this is the correct body to notify the residents and hold the public hearings. The Chair noted that she has seen roads that have slipped off the list or are missing from the list that had very similar names. B.Woodruff noted that the 4 or 5 streets were identified in the survey. He added that when a developer proposes a new street he approves the name with the 911 Committee so that there are no similar names created.

J.Scruton noted that he received a complaint on how dangerous Oak Street was to walk. He felt there should be some sort of pedestrian path to get across Oak Street. He felt that a list should be kept so when monies are available we know where to spend it. It was noted by one of the members that he did not believe a sidewalk could be placed there because it is mostly in Rollinsford. J.Scruton noted that it should be kept on a list.

J.Scruton noted that he received a complaint about the synchronization of the pedestrian lights up by Week's Crossing. M.Speidel noted that he has received complaints about the signals on the Indian Brook corridor, specifically from 6th street up to Exit 9. He added that it is being looked at. B.Woodruff noted that the City of Somersworth is going through the coordination with the State on the High Street and Indian Brook corridor. He added that it will include the Week's signals. J.Scruton noted that there should be a tech sheet to check off, once a month, the intersection synchronization. B.Woodruff noted that the control for each signal is set to a specific signal timing plan. He stated that some of the signals are owned by the State of NH. He added that the ones owned by the City of Dover are checked by Facilities and Grounds when there is a problem and when there is a more complex problem, the contractor, Electric Light is called in. J.Scruton felt that the signals should be checked once a month instead of waiting for complaints. B.Woodruff noted that if there were a dozen staff, then it may be part of a maintenance schedule, but that we don't have that luxury. The Chair noted that it was budgetary constraints.

5. SCHEDULE NEXT MEETING

The Chair noted that the next meeting was scheduled for February 22, 2010.

6. ADJOURN

B.Woodruff made the motion to adjourn at 7:20PM. **Vote:** Unanimous