



CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION MINUTES

Meeting Type: Regular Meeting
Meeting Location: City Council Chambers, City Hall
Meeting Date: **Monday, June 17, 2013**
Meeting Time: **6:00 pm**

1. ROLL CALL

Weston called the meeting to order at 6:00 PM.

Members present: Councilor Karen Weston (Chair), Marn Speidel (Police), Jeremy LaRose (COAST), Chris Parker (Planning), David White (Community Services), Jack Flick, Maurice Olivier

Members absent: Dennis Munson, Dustin Gray, Peter Schmidt (Alternate)

Others present: Councilor Edward Spuler, several residents regarding Chestnut Street issue. Several Silver Street residents were present by invitation. Representatives of Underwood Engineers.

Speidel took meeting notes in the absence of Munson.

2. OLD BUSINESS

A. Crosswalk on Chestnut Street at St. Mary's Church

Parker introduced topic and gave an overview of the long term plan. Consultant to be retained to look holistically at traffic calming overall and downtown.

Dave White gave a presentation showing four schematics on video screens (A, B, C, and D), with notes regarding pros and cons of each. Gave some history pertaining to the intersection reconfiguration when the RR tracks were redone, striping changes in 2003 to reduce conflicts. Stated that the purpose of crosswalk is to show people where to cross. Images shown of existing crosswalks on Chestnut. Overview of staff recommended noncrosswalk improvements:

- * install sidewalk along east side of Chestnut
- * relocate entrance to Dover DeLite driveway
- * change flashing crosswalk warning lights to pedestrian-activated warning lights

Overview of four schematics:

- A = remove mid-block crosswalk at St. Mary's Church steps
- B = relocate the mid-block northward, shift the Fourth Street crosswalk to the north side
- C = relocate mid-block to RR tracks instead
- D = relocate mid-block, add bump-outs and shift the crosswalk at Fourth Street

White stated that the staff recommendation from a technical perspective is that A is the best option. White is opposed to a median refuge island here. Weston invited input from citizens.

Martin Coyle, 22 Grove Street, stated it is awkward crossing at Third Street and he is disappointed that Fifth Street is not included. Concerned with the line of sight trying to pull out of Fifth Street.

Mike Joyce, 28 Fourth Street, cited poor lighting, pedestrian sight distance, Fifth Street concerns, and that the markings are constantly faded.

Erin Joyce, 28 Fourth Street, cited danger from parking on both sides of Chestnut and Fourth Streets. Spoke in favor of bump-outs, and doesn't like making people cross at Fourth Street when most pedestrians come from the south side of Fourth.

Edward Spuler, 34 Fifth Street, cited problems of visibility for pedestrians and drivers, speed on Chestnut, markings in crosswalks. Cited accident numbers from the police: someone was killed here; then again someone else was struck. Asked whether we are addressing lane widths. Compared this area to the median refuge island near post office, where it feels more constricted and the traffic slows down as a result. Appreciates everyone's work on this.



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Gloria Perrine, 107 Silver Street, stated that lots of people will cross even if you take away the crosswalk. Described pedestrian warning lights recessed in the pavement at the University of Illinois.

Barbara Trow, 192 Silver Street, concerned with elderly people from St. Mary's Church who can't or won't walk farther. Suggested speed bumps on Chestnut.

George Perrine, 107 Silver Street, suggested people drive through when church is getting out and see people walk straight across the street.

Elizabeth DuPont, 30 Fourth Street, asked for ways to slow down traffic on Chestnut Street and suggested speed bumps be considered.

Further discussion ensued among committee members. Speidel stated that another unwritten PRO of Option D is that bump-outs reduce the overall time it takes a pedestrian to cross, and puts them in a position of safety with a better view of and by motorists. Parker stated that we need to look at the entire Chestnut Street corridor. White stated that we will look at bike lanes in the future. Weston asked White about lane widths. White stated that lane widths are 10' to 11' down at First and Orchard Streets, whereas this area is a transition area. Weston had further questions for White. Olivier stated he is not prepared to give guidance tonight.

Speidel moved to table this item to later in the meeting for further discussion, after the Silver Street presentation. Motion passed 5-1. Tabled at 7:15 PM to begin discussion on item B. Additional notes reflect discussion from later in the meeting.

Flick moved, White seconded, to remove from the table at 8:40 PM. Motion passed 7-0.

Weston asked Dave White for the City Engineer's endorsement of an option. White moved to endorse Option A, and to include further improvements of installing a sidewalk along Chestnut, try to get the right-of-way to relocate the lot entrance to Fourth Street, and if not to then try to relocate the entrance elsewhere on Chestnut. Seconded for discussion by Speidel.

LaRose and Olivier asked White several questions. Weston suggested some striping changes to reduce the travel lanes on Chestnut. Flick stated he wants crosswalk at Fourth Street to have pedestrian activated light. Flick added that the church and church hall is a de facto crosswalk, whether there's a painted crosswalk or not. LaRose asked whether the sidewalk improvements were funded. (White said yes.)

Weston suggested amending the motion to add pavement markings of solid yellow lines to address travel lane widths. Stated she does not like changing the entryway and is reminded of when the lady was killed.

Motion restated by White, seconded by Parker:

- 1) Do the non-crosswalk improvements, install curb and sidewalk
- 2) Change the ped warning lights to pedestrian activated
- 3) Narrow travel lanes as appropriate, widen the turn lane
- 4) Remove the crosswalk nearest the church entrance
- 5) Relocate the parking lot entrance



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Parker stated that we don't know what was in the minds of pedestrian or driver so we can't vote like we can prevent an accident. Motion passed 4-3 (White, Flick, Olivier, Weston in favor, Speidel, Parker, LaRose opposed).

Weston moved to reconsider her vote as she has an issue with the proposed relocation of the lot entrance if on the Chestnut Street side. Discussion ensued between Weston and White.

LaRose stated he is concerned with cars having to stop short for cars turning into Dover DeLite, and too close to the RR tracks. Posed the question of what legal protections we want to afford someone in a crosswalk vs. how much space there is to work with here. Discussion ensued on exactly where the relocated lot entrance would be. Consensus was to defer to City Engineer for judgment as appropriate.

B. Silver Street reconstruction project – neighborhood meeting

Representatives of Underwood Engineers gave a power point presentation on the design and timeline for the Silver Street reconstruction project. The presentation included a project overview, plan of work, future improvements plan, goals, traffic evaluation, streetscape and gateway effect, and traffic calming measures.

Citizens were invited to comment after the presentation. Public comments and names indicated as stated:

Resident, 206 Silver Street, likes the roundabout concept, cited the need to differentiate between native trees and invasive trees, wants school zone speed limit signs on Silver Street, asked why bike racks are provided at Tuttle Square, and noted concerns with the concept of the Arch/Silver kiosk since traffic is not stopping there.

Charlie Wolf, 65 Silver Street, likes the plan, notes that his house shakes with heavy trucks. Asked if the traffic lights at Silver/Locust could be staggered to reduce backups.

Resident, 140 Silver Street, likes the narrowing of the streets, the bike lanes, having more green space and less traffic. Stated that trucks avoid the tolls.

Barbara Trow, 192 Silver Street, concerned with silencing motorcycles, trucks using jake brakes, lack of speed limit posting at entrance to the area. Asked for attention to the tunnel underneath the Spaulding Turnpike, that it is cluttered up and should be addressed. Suggested seasonally flooded ice skating rink at Woodman Park rain garden.

Barbara Perrine, 107 Silver Street, stated she loves the concept, wants trees again on Silver Street. Cited rear end collisions at Rutland and Silver intersection and asked if these were being addressed.

Resident, 60 Cushing Street, stated he loves the plan. Cited concern with narrowing down of travel lanes, asked how traffic gets around the scene when there is an accident.

C. Review/approval of minutes from May 20, 2013

Speidel stated that the minutes were ready for review but had not been distributed. Consensus was to table this to the next meeting.



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3. NEW BUSINESS

No items.

4. MEMBER COMMENTS

None

5. CONFIRM NEXT MEETING DATE

The next meeting date was confirmed for July 22, 2013.

6. ADJOURN

LaRose moved to adjourn at 9:35 PM, Flick seconded. Motion passed 7-0.