

CITY OF DOVER

## TRANSPORTATION ADVISORY COMMITTEE - MINUTES

Meeting Type: Regular Meeting  
Meeting Location: McConnell Center (61 Locust Street), Dover, NH  
Meeting Date: **Monday, December 15, 2014**  
Meeting Time: **6:00 pm**

### 1. Roll Call

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

**Members present:** Mayor Karen Weston (Chair), Marn Speidel (Police), Gretchen Young (Community Services), Chris Parker (Planning), Brian DeGuzis (COAST), Jack Flick, Dustin Gray, Peter Schmidt (Alternate)

**Members absent:** Michael Weeden (Alternate), Maurice Olivier, Dennis Munson

Weston noted that Councilor O'Connor was here to for item D under new business but had another meeting to attend at 7:00 and asked the board if they would be willing to move this to the top of the agenda. Parker moved, Schmidt seconded, to move this item to the forefront. Motion passed unanimously.

### 3. New Business

#### D. Fourth/Grove Street

Councilor John O'Connor addressed the committee on behalf of several constituents. He described safety concerns here including children waiting for the bus, resident concerns about traffic speeds and narrow road width, and a petition that was circulating. He stated he understands that stop signs are not supposed to be used for speed control, but compares this area to Hough and Ash Streets where all the intersections are controlled. Police enforcement is only effective while an officer is present. He noted that while Fourth Street is a thru street, the issue should be looked at again.

Speidel stated that the police department will perform traffic counts in the spring and take a closer look at crash data. Speidel gave some overview of history here with respect to resident concerns and on street parking. Weston asked police to look at how close the parking bays are to the intersection. Schmidt noted that he has lived in this area for some time, and has narrowly missed a collision and witnessed numerous accidents over the years. Schmidt noted encumbrances to sight lines and increased traffic and said it is a dangerous situation.

**Motion:** Parker moved, Schmidt seconded, to table this matter for further staff review and follow-up to include traffic counts to be performed in the spring.

**Vote:** Motion passed 8-0.

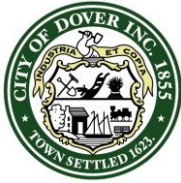
### 2. Old Business

#### A. Review/approval of minutes from October 27 and November 20, 2014

Schmidt moved, Parker seconded, to pass with no amendments. Motion passed 8-0.

#### B. Summer Street Parking Concern

Weston asked if there was anyone present from the public who wished to address this item, no one from the public was present. Speidel gave an overview of the parking on Summer Street. He stated that some of the existing businesses and residents in the area are concerned that the residence and visitors of the new Tuttle Square apartments are going to take up all of the parking along Summer Street. Staff has looked at the potential of making Summer Street one-way and



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coupling this by also making Spring Street one-way. He said that the width of Spring Street was too narrow for emergency vehicle access with parking on both sides. He said that Summer Street was wider but that there is already parking on both sides so there would be no added benefit to changing to one-way. He also said that people tend to park farther from the curb on the driver's side, particularly in the winter. Speidel stated that staff has carefully reviewed a number of options and has determined that the existing condition is the best and most practical for this area. Schmidt asked what specifically the residence were looking for. Speidel stated that the residences are most concerned about the parking. Schmidt asked if they could do something to designate parking for residence of that street or neighborhood only. Parker said that the committee has reviewed this issue in the past and has found that neighborhood parking restrictions is not practical for Dover.

**Motion:** Parker moved, Flick seconded, to take no action.

**Vote:** Motion passed 8-0.

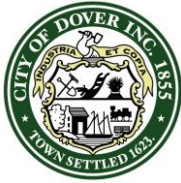
### C. Gulf Road crossing at Cocheco Country Club (staff update)

Speidel gave overview of the Cocheco Country Clubs' concern about a golf cart path crossing on Gulf Road. He stated that the Country Club has hired a traffic engineer to review the crossing, and the traffic engineer has proposed some expensive improvements including a realignment of the club driveway entrance. The traffic study and proposed improvements are currently under review at the New Hampshire Department of Transportation. Weston asked if the City had shared in any of the costs for the engineers review, Speidel replied that all costs to date have been covered by the Cocheco Country Club. Schmidt asked if the engineer's proposal included any new lighting of the crosswalk area, Speidel stated that there were a number of improvements and realignments included in the engineers design. Speidel stated that he would provide an update once the DOT has had a chance to review and make comments. **No action was taken.**

### 3. New Business

#### A. Parking Concern at 202 Central Avenue – resident request

Debra Bodell of 202 Central Avenue was present to discuss the item. Ms. Bodell stated that she has lived in the building abutting the recently reconstructed Tuttle Square since 2006. She said that there has always been a sign in front of her property that prohibited on-street parking except for Sundays during the church service, but that as part of the Tuttle Square reconstruction project, that sign was removed and had not been replaced. She said that people are now parking along the street and she can no longer see oncoming traffic when she is pulling out of her driveway. Speidel stated that the parking restriction was a holdover from when there were two southbound lanes on Central Avenue in this location. He said that in 1994 the Dover City Council voted to revise the lane line configuration and add on street parking in this location. Parker stated that as part of the Planning Board review and approval of the Tuttle Square reconstruction project, the developer was required to stripe the four parking spaces along Central Avenue. He also stated that he would need to confirm if the TAC had the authority to alter the Planning Board approval. Ms. Bodell said that the spaces had not been striped and that there was a single Jersey barrier that had been left on Central Avenue which was keeping the plow trucks from being able to plow along the side of the road. Parker stated that the striping would be completed in the spring, and that the Jersey barrier has been temporarily placed until the Silver Street reconstruction project is completed. Weston said that she had visited the site and agreed that it was very difficult to see oncoming traffic from this driveway. Speidel said that this driveway/parking configuration meets the city standards and is



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similar to many other locations throughout the city. He stated that there is a want and need for public parking in the City and that the board regularly reviews and denies requests to eliminate parking. He stated that Ms. Bodell was accustomed to not having parking in this area but that with time she would become more comfortable with the new process. Weston pointed out that this was close to the Silver Street intersection. Ms. Bodell stated that the angle of Central Avenue also made this driveway unique. Gray asked what the lane width is on Central Avenue and what it needs to be. Parker stated that the lane width between the edge of pavement and the centerline on Central Avenue starts at 27 feet at the intersection and tapers down to 20 feet in front of Ms. Bodell's driveway. He said that a downtown lane width should be 11 feet wide and parking is 8 feet wide. Flick asked if there could be a bike lane between the vehicle travel lane and the parking to encourage vehicles to stay closer to the center line. Weston asked for staff to review the lane widths, parking configuration, and Planning Board approval/amendment process. Ms. Bodell asked what the process from here would be. Parker stated that before the TAC could advise the removal of any on-street parking, the whole neighborhood would need to be notified and given the opportunity to attend a public hearing. Parker said that he will review the Silver Street reconstruction plans and discuss the Jersey barrier with the Director of Community Services.

**Motion:** Parker moved, Schmidt seconded, to table the item for further review.

**Vote:** Motion passed 8-0.

### **B. Tolend Road Truck Traffic Concern**

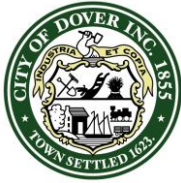
Speidel stated that after review of the pavement condition, the city's engineering consultant has recommended that the city limit truck traffic on Tolend Road, particularly in the spring time. Speidel also explained that the city is guided by state statute which allows the restriction of through truck traffic; however, a landowner may appeal this restriction if they can prove it will be a detriment to their business. In this case the city can require a bond against any damages the truck traffic may cause. Weston further clarified the pavement concern, stating that the pavement was experiencing premature cracking, and that the city was working with engineers to determine the root cause of the cracking. She stated that the road would receive crack sealing; however, no top coat would be applied until a permanent solution is determined. Schmidt asked how many trucks were traveling on Tolend Road. Speidel said that the traffic study numbers did not separate trucks from other traffic. Flick asked how long the restriction would last. Parker stated that it was temporary. He stated that it will likely be resolved during the next construction season, but could potentially take longer. Flick stated that any restrictions should have a caveat that it only last until a permanent solution can be implemented.

**Motion:** Parker made a motion, seconded by Gray, to recommend temporarily restricting truck access on Tolend Road with parameters to be advised by Underwood Engineering, as to the specific weights and length of restriction season.

**Vote:** Motion passed 8-0.

### **C. Clifford/Towle Intersection Concern**

Speidel stated that the police department is recommending adding a stop sign on Clifford at the intersection with Towle. He stated that the tree legs of the intersection had similar traffic volumes.



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He also stated that this change was part of the recommendations of the neighborhood residence who secured the safe routes to school grant funding. Weston asked if this would impact the bus loops or drop-off times. Speidel stated that it would not impact the bus schedule; it would just give pedestrians an opportunity to cross. Schmidt asked if the stop would be only during school peak times or all of the time. Speidel stated that the stop would be permanent.

**Motion:** Parker made a motion, seconded by Gray, to amend Chapter 166 of the City Ordinance and add a stop sign and crosswalk at the intersection of Towle and Clifford to make a three-way stop.

**Vote:** Motion passed 8-0.

### E. Durham Road Truck Noise-Citizen Concern

Speidel stated that a resident on Durham Road has complained about loud noises from trucks using a Jake Brakes system. The resident is requesting the city prohibit Jake Brakes usage on Durham Road. Parker noted that whatever direction the city takes, it should be city wide. He stated that these brakes could be prohibited but that enforcement is difficult. Speidel said that the state is silent on these issues, and does not enforce any local restrictions. Weston asked what was the purpose of the Jake Brakes. DeGuzis said that busses use them as an alternative to axel brakes to extend the life of the break pad. Don Medbery of Covered Bridge Lane was present and explained that Jake Brakes are an illegal manipulation of the engine and exhaust system. He stated that they were intended for extremely large loads on steep hills, and that they were never intended for urban settings.

Mr. Medbery then went onto discuss the weight restrictions that were addressed in item B. He stated that he does not believe that truck weights are the issue as long as the axels are evenly loaded. He also stated that truck drivers are trying to make a living and that the commission and the city council should think about the full impact of truck restrictions.

Schmidt and Weston stated that the noise of the Jake Brakes has not been a large source of complaint in the City, and that truck drivers do use them as an added safety precaution for breaking. Gray noted that he was not sure the city should use traffic regulations to address noise complaints.

**Motion:** Schmidt made a motion, seconded by Speidel, that the issue be tabled for further review.

**Vote:** Motion passed 8-0.

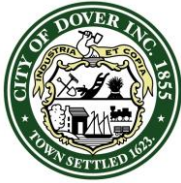
### F. Crosswalk Request – Jenness Hill @ Stark Avenue (councilor correspondence)

Speidel stated that staff does not recommend a crosswalk in this location. He stated that a crosswalk would give pedestrians the right-of-way when you really want pedestrians to wait for an opportunity when there is no traffic to cross.

**Motion:** Schmidt made a motion, seconded by Parker, to take no action.

**Vote:** Motion passed 8-0.

### G. Crosswalk Request – Stark Avenue @ South Watson Lane (councilor correspondence)



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Young stated that this location was similar to Jenness Hill and that the pedestrians should wait for a break in traffic. Parker also noted that there is no safe pedestrian landing space on the western side of Stark Avenue in this location.

**Motion:** Gray made a motion, seconded by Schmidt, to take no action.

**Vote:** Motion passed 8-0.

### **H. Crosswalk Request – Central Avenue @ Birchwood Place (councilor correspondence)**

Parker stated that there are a number of school children walking to school from Birchwood Place. He said that the City is currently reviewing options for sidewalk routes and that a crosswalk in this location is not safe.

**Motion:** Gray made a motion, seconded by Schmidt, to take no action.

**Vote:** Motion passed 8-0.

### **4. Citizens Forum**

Don Medbery, 3 Covered Bridge Lane, was present to speak. Mr. Medbery stated that Jake Brakes could be regulated by limiting sound. He said that good truckers do not have this issue, and he agreed that State Troopers do not want to regulate Jake Brakes. Mr. Medbery stated that businesses and residents should not have to listen to the loud truck brakes when there was no need for them. He stated that the City should target noise levels and add the requirement to signs at the city limits just to see if it works.

Mr. Medbery asked if there was any update on the Tolend Road pavement. Weston stated that there was no new information at this time.

### **5. Member Comments**

Parker passed out the most recent list of TAC action items.

### **6. Confirm Next Meeting Date**

Weston asked if January 26, 2014 works for everyone. No one voiced a conflict. Weston noted that elections and appointments would be held at that meeting.

### **7. Adjournment**

The meeting was adjourned at 7:45 PM.