

CITY OF DOVER

TRANSPORTATION ADVISORY COMMITTEE - MINUTES

Meeting Type: Regular Meeting
Meeting Location: City Council chambers, second floor City Hall
Meeting Date: **Monday, March 23, 2015**
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), Maurice Olivier, Dustin Gray, Jack Flick, Peter Schmidt (Alternate).

Members absent: Dennis Munson

Others present: Steve Cecil of The Cecil Group, George Maglaras

2. Old Business

A. Review/approval of minutes from January 26, 2015

Motion: Parker moved, Gray seconded, to approve with no amendments.

Vote: Motion passed 8-0. (Schmidt abstained)

B. Downtown Pedestrian and Vehicular Access and Streetscape Study – review and discussion of Executive Summary

Parker distributed copies of a summary of the study recommendations dated February 2015. Weston asked what procedure the implementation would follow. Parker suggested that the committee separate the recommendations into three distinct votes; each vote would trigger a further process and CIP recommendation to be passed on to the Planning Board. Weston asked how this would tie in with water and sewer improvements. Parker stated that the Water and Sewer Department would be consulted to identify locations. Weston asked how many years the project would take. Parker stated the preliminary target was to do Chestnut Street work in Year 3, and core infrastructure in Year 6.

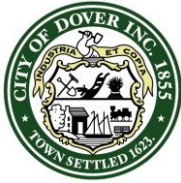
Weston suggested addressing Phase 1 first. Phase 1 was identified as “Chestnut Street Improvements”.

Motion: Parker moved, Gray seconded, to approve Chestnut Street improvements.

Discussion ensued between committee members, City staff, and Mr. Cecil. Schmidt asked for clarification on whether costs were estimates or bids. The proposed roundabout at Chestnut/Third was discussed. It was noted that at Chestnut/Orchard, the crosswalk is proposed to be relocated to the south side of Orchard Street to allow for a southbound left turn lane.

Vote: Motion (Phase 1) passed 9-0.

Weston brought up the next section, “Core Infrastructure and streetscape improvements” and referred to it as Phase 2, and suggested that these be split into two separate issues for discussion: upper and lower squares. Cecil stated that these two items are fundamentally linked in terms of traffic operations, although they did not necessarily need to be constructed at the same time. He stated that they need to be linked in order to allow traffic queues to be processed through. The timeline was noted as approximately 18 months for each. Weston expressed concern about CIP expenses and overall effect on the tax rate, especially with other large projects. Parker stated that the financials would be phased in with the Finance Director’s recommendation. Cecil stated that



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cost estimates are as conservative as possible, and will be more accurate as you get into surveying and engineering. Flick asked if we could separate out the safety improvements from the streetscape elements. Parker stated that could be taken into account as part of the motion. Weston asked Cecil if he had to pick one (Upper Square vs. Lower Square) to do first, which would he do. Cecil suggested performing Upper Square improvements first.

George Maglaras, Cocheco Street resident, addressed the committee. He stated he also sits on the Parking Commission. He said he has reviewed the Cecil plan, and he referred to several traffic studies conducted over the past 30 years. He said the key issue is addressing the east/west flow between Silver Street and Portland Avenue. Maglaras suggested prioritizing the area that creates the most east/west flow, so the Lower Square should be given top priority (even over Chestnut Street). He stated he supports all of the recommendations of the Cecil Group.

Discussion ensued between Maglaras and Weston regarding a past idea to eliminate upper Main Street with two-way flow on Central Avenue.

Motion: Parker moved, Gray seconded, to endorse the Core Infrastructure improvements as detailed in the Cecil recommendations.

Vote: Motion passed 9-0.

Weston suggested that the core infrastructure improvements be broken down into two phases. She asked Cecil which would be easier to do. Cecil stated that either is easier than the other. Weston stated that Somersworth had some loss of businesses when they did their downtown improvements. Parker stated that Dover is different because it has Chestnut Street as a traffic alternative. Cecil stated that implementation is usually carefully planned, but in terms of phasing, it might make more sense to do Upper Square first. Cecil also noted that you are trying to achieve redevelopment in downtown Dover, which was considered as part of the recommendations.

Motion: Parker moved to implement the improvements as per the recommendations of the Cecil plan, including a phasing of upper square first, then lower square. Seconded by Brian DeGuzis.

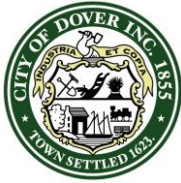
Vote: 8-0 (Schmidt had left the meeting)

The committee next addressed the General Streetscape Improvements section of the summary. Parker stated that this would be wrapped into prior motions instead of being funded as a separate item.

With respect to the Traffic Flow section, Parker stated he is of the opinion that this doesn't need to be voted on. Discussion ensued.

Motion: Olivier moved, Parker seconded, to table a formal recommendation on the traffic flow.

Vote: Motion passed 7-1 (Speidel opposed)



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3. New Business

A. Proposal for speed limit reduction on Westwood Circle

It was noted that Councilor McManus has initiated this request on behalf of a constituent, and was present as the meeting began, but had since departed. Speidel stated that he had no further information regarding the origin of the concern.

Motion: Parker moved, Gray seconded, to table this matter to allow Speidel to follow up with concerned parties.

Vote: Motion passed 8-0.

B. Staff update on Silver Street reconstruction project

Young gave overview of traffic pattern shift and of impending construction timeline. The one way traffic pattern is expected to be implemented on April 1. Flick asked how much outbound truck traffic was expected to use Exit 7, and expressed concern that there would be a backup at the Exit 7 lights. Flick also expressed concern about late-season work in 2014 that may have contributed to a problem with the base course of pavement on the reconstructed section, east of the Silver/Arch intersection.

C. Staff update on NHDOT street light elimination

Speidel gave overview of the recent correspondence from NHDOT and the concern letter that was addressed on behalf of the City of Dover, relative to the elimination of street lights along the Scammell Bridge and US Route 4.

D. Correspondence from Energy Commission

Parker gave an overview of the correspondence.

4. Citizens Forum

No citizens spoke.

5. Member Comments

Parker indicated that there would be another Land Use Board meet-and-greet session scheduled in May, and that an announcement would be forthcoming.

Weston indicated that she had heard from a Middle Road resident with a concern about speeding vehicles, and asked for this to be added to a future agenda. Speidel stated he would invite the resident.

6. Confirm Next Meeting Date

The next meeting is scheduled for April 27, at 6:00 pm.

7. Adjournment

Gray moved, Speidel seconded, to adjourn at 7:47 PM. Motion passed unanimously.