



- M. Bobinsky asked for clarification on the winter maintenance agreement for the bus pull offs.
- T. Zanes was not sure whether District would always clear the pull offs when plowing. *Subsequent to the meeting, it was confirmed that any maintenance for the bus pull outs, or mid-block crossings (RRFB, PHBs) including but not limited to pavement markings, utility costs, signal maintenance, and snow removal will not be performed or paid by the Department. These items will need to have a maintenance entity (City or COAST) identified who will perform these activities. A written agreement will need to be executed with the Department and these entities prior to bringing the project to the Public Hearing.*
- M. Williams clarified that COAST would maintain any shelter structures but would not maintain the adjacent sidewalk.
- This project will include space for future shelter pads in locations where the DOT will not install them with this project.

The following topics were discussed, please see the attached presentation.

- Sidewalk Limits/Status
- Proposed Improvements
- Next Steps

#### Sidewalk Limits/Status

- G. McCarthy began the discussion of sidewalks along the corridor by City from south to north.
  - Dover would prefer no grass panels to reduce maintenance but is open to a “no-mow” alternative.
  - Somersworth would prefer no grass panel to reduce maintenance but is open to a “no-mow” alternative.
  - Rochester would prefer to keep the grass panel as speeds through the Rochester segment are higher (40 mph posted vs 35 mph).
- C. Lentz asked whether Rochester anticipates development along Rte. 108 in a similar manner as what has happened recently in Somersworth. Rochester believes the development in their segment will remain industrial and therefore the grass panel would not conflict with future drive access.
- K. Mavrogeorge asked the question if an 8’ shared use path with street trees in tree wells could be used in the Dover segment. M. Bobinsky added that with an 8’ sidewalk, a pickup truck could be used as a plow. K. Mavrogeorge clarified that the 8’ width would not be a shared use path but would allow space for benches, tree wells, snow storage, and rubbish receptacles. M. Bobinsky said Somersworth would entertain 8’ sidewalks, in sections, near bus pull offs only. After discussion, K. Mavrogeorge agreed to show 6’ sidewalks with no grass panel on the plans, noting that the remaining 2’ of impacts behind the sidewalk could be used to plant street trees.
- G. McCarthy asked Somersworth to decide on how long sidewalks would be along both sides of Route 108, stating the plans show sidewalk on both sides northerly from the project limits until Works Way in Somersworth. From that point northwards, the plans show sidewalk only on the eastern side of Route 108.
  - M. Bobinsky said he believed the previous plans had shown both sidewalks stopping at Works Way and that he would like to get community feedback on extending the sidewalk to the Rochester town line.
  - M. Williams expressed that sidewalk extending to the limits shown on the plans is a paramount concern for pedestrian safety. Rochester agreed that it is a well-traveled pedestrian corridor due to the industrial and medical facilities.

- C. Lentz said the RPC could conduct pedestrian counts along the corridor. RPC offered to include counts at Bus Stop # 11 (NB Buster's Billiards) to give insight into the high ridership counted at this location.
- It was suggested that the proposed sports complex on Willard Drive could also increase pedestrian activity.

#### Proposed Improvements:

G. McCarthy went through the Proposed Improvement Plans, sheet by sheet, the comments are listed below by plan sheet. See attached plans.

Plan 1 – Re-evaluate the bus pull off in the southbound side of Route 108. COAST has concerns the bus would have difficulty maneuvering through the dedicated right turn lane into the through lanes before the following signal at the intersection with Route 9.

Plan 2 – Retain the existing bus stop at Sherman Street, do not include a pull off.

Dover would like to see a mid-block crossing at Willard Rd in lieu of one at the Winchester Arms apartments – citing sight distance. Dover would like to include rectangular rapid flashing beacons (RRFBs) at any mid-block crossings, with the understanding that all maintenance would be the responsibility of the City of Dover. K. Mavrogeorge mentioned that Dover has four RRFB's currently and is in the process of adding an additional four.

Plan 3 – K. Mavrogeorge asked whether the proposed stormwater BMPs are designed for volume attenuation or treatment. *Subsequent to the meeting, it was confirmed that the BMPs are designed for volume attenuation.* K. Mavrogeorge noted that near Willard Pond Dover there are several outfalls and requested the project to review available options to reduce ROW impacts.

Plan 4 – It was noted that there is no development currently planned for the vacant parcel which has been identified as a potential location for a BMP. Future development is anticipated. NHDOT clarified that any BMP within an urban compact would be the responsibility of the municipality to maintain, other BMPs outside the urban compact would be maintained by NHDOT.

Plan 5 – M. Bobinsky noted that Somersworth is in the planning stages of adding a sewer line from Willard Drive south to Dover. Somersworth also noted that dropping the grass panel in this area could help to keep the impacts within the ROW.

Plan 6 – Somersworth noted that the public has requested that a signal be added at the intersection with Willard Drive but understands it does not meet warrants. Central Fence is expected to move so there could be an opportunity to improve the intersection with Brenda Ave, which the city does maintain.

Plan 7 – There is a proposed development on the site west of Tri-City Chrysler (the former drive-in parcel) where a BMP is proposed. Modifications of the plan may be required.

Plan 8 – MJ will include a bus pull off in the vicinity of Blackwater Road.

Todd's Touch will likely be a full acquisition.

Plan 9 – Move the proposed bus pull off near Second Ave on the southbound side closer to Works Way, northerly about 300'.

Plan 10 – Remove Clarks Way bus stop if sidewalk is built for the riders. Sightline concerns for the proposed bus pull off.

Plan 11 – Goodwin Health is a priority for a mid-block crossing. May require pedestrian hybrid beacon (PHB) if no pedestrian refuge island is built. M. Bobinsky asked the question of NHDOT if a flush mount pedestrian refuge island would suffice to use RRFBs in place of a PHB. *Subsequent to the meeting NHDOT clarified that a flush median would not be an acceptable location for RRFB push buttons and as such would not suffice for a two-stage pedestrian crossing.*

Plan 12 – By removing the grass panel throughout Somersworth, the alignment could be refined in areas with a narrow ROW to reduce impacts previously incurred to accommodate the grass panel.

Plan 13 – BMP is shown in vacant lot (adjacent to Roger's Auto Body) – development may be planned. M. Mears to provide more information. M. Bobinsky asked if an acquisition would be needed for the

BMP. NHDOT stated that it remains a possibility but is not preferred. NHDOT will maintain all BMPs included with the project outside of the Dover Urban Compact.

Plan 14 –

A large Unutil project is coming to extend a gas main along Route 236 (12" main) across NH Route 108 which should be taken into consideration.

Plan 15 – The comment was made to add ridership counts to bus stops on the plans.

Plan 16 – Rochester would like to see a left turn lane pocket added for southbound traffic on Route 108 at Haven Hill Road. MJ to investigate the need for a left turn lane at this location.

Review sightlines for left turning traffic exiting Haven Hill Rd when a bus is in the adjacent bus pull off. Bus stopping times are typically 10-30 seconds, loading a bike can double that time while a rider in a wheelchair can increase the time to several minutes. The bus pull off here could be striped instead of curbed to make winter maintenance easier.

Haven Hill Road marks the switch from no grass panel to the south and including a grass panel to the north.

A right-of-way acquisition is needed for the proposed BMP, located on the western side of Route 108 near Station 1202+25 LT.

Plan 17 – The Proposed Improvements at Profile Apartments identified a bus stop location north of the existing stop. The steep side slope grades at this location may make this site difficult to construct a bus pull out. Moving the bus pull out to the existing location between the two driveways, approximately between Stations 1208+50 and 1210+50 will be investigated. No shelter is proposed for this location. Moderate ridership.

Plan 18 – Move the proposed bus pull off on the southbound side to the south side of the intersection with Innovation Drive.

Next Steps:

- Progress to Public Informational Meetings – each City would like an individual meeting.
- The presentation would include information regarding the entire corridor but would allow for a focus on each City's needs.
- Scheduling should take into consideration bus schedules to allow representation from the transit community.

#### Action Items

1. Somersworth to confirm proposed sidewalk limits are acceptable.
2. COAST and Cities to provide prioritized lists of locations for mid-block crosswalks.
3. MJ to revisit traffic control alternatives (Left and Right Turn Lane Warrants) at Willand Drive/ Brenda Avenue.
4. Strafford Planning Commission to count pedestrians along the corridor.
5. MJ to revise plans to match comments regarding grass panels and bus pull offs.
6. MJ to review Left Turn Warrants at Haven Hill Road.

Submitted by:

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Attachments:  
Presentation  
General Plans