

Appendix G
Dover Code 166-53 Schedule F

Commercial Traffic

Truck traffic in the City has long been an issue of concern for residents, City officials, and trucking industry representatives. Discussion among these various groups has occurred as specific issues have arisen. This topic becomes even more complex with the need to coordinate with the surrounding communities and their needs regarding commercial traffic. As a result of these issues, Dover has formulated specific truck routes and closed certain roads to truck usage.

As a general policy, the City has identified numbered and state-maintained routes, e.g., NH Route 9, NH Route 155, and NH Route 16, as the appropriate routes for commercial trucks. Trucks making local deliveries or originating at locations on local roads are allowed to travel local roads. The City has adopted this policy for numerous reasons. State routes are generally built to a standard that is able to handle higher gross weights and therefore will withstand commercial traffic with less damage. Local roads maintained by the City are generally not able to withstand repeated use by heavy commercial vehicles. This can mean increased infrastructure and maintenance costs for the City if local roads are used regularly as truck routes. Concern for safety and increased noise levels in residential neighborhoods are also a factor in decisions about the appropriateness of designating a road as open or closed to commercial traffic.

It should be stressed the City's objective is not simply to limit the options for commercial traffic. The City is sensitive to the concerns of commercial establishments that require heavy trucks as a part of their livelihood. The City believes that this type of commerce is a positive component of the local and regional economy and simply wishes to balance the needs of these businesses with other issues, such as promoting safety, controlling any unnecessary noise, and the need to minimize infrastructure costs.



In 1996, the City held a series of meetings and formed a special committee between City officials and trucking firms. The City amended the listing of roads subject to commercial truck traffic restrictions. Subsequent modifications have been made since these meetings as particular issues have arisen. The following tables outline the current commercial/heavy truck restrictions and accepted commercial traffic routes for the City of Dover. The general feeling is that the current listing of commercial traffic restrictions serves the respective parties relatively well. However, this list is regularly revisited by the City to determine if it still meets the needs of the community. New roads may be added or old ones deleted as necessary. The following **Table T-7 Commercial Traffic Restrictions** presents road restrictions at the time of printing of this chapter.

Designation of Commercial Routes

The process of designating a road as partially or totally closed to commercial traffic begins in the community. Once a concern is voiced to the Parking and Traffic Safety Committee it will be studied by the Planning Department and addressed by the Planning Board. Their recommendation will go to the City Council. The City Council will ultimately decide what action to take.

Table T-7 - Commercial Traffic Restrictions

ROADS ON WHICH THROUGH COMMERCIAL VEHICLE TRAFFIC IS PROHIBITED
Old Rochester Road
Washington Street
Arch Street
Lexington Street
Cushing Street
Belknap Street
Atkinson Street
Green Street
George Street
Bellamy Street
Back River Road
Piscataqua Road
Spring Street
Summer Street
Trakey Street
Birchwood Place

ROADS ON WHICH TRACTOR TRAILER COMBINATIONS ARE PROHIBITED
Watson Road
Glen Hill Road
Columbus Ave
Whittier Street

ROADS ON WHICH THROUGH COMMERCIAL VEHICLE TRAFFIC SHALL BE ALLOWED
Spaulding Turnpike (NH16)
Central Avenue
Dover Point Road
NH108 to Madbury
NH155 to Durham
NH9 to Madbury
Silver Street
New Rochester Road
Longhill Road between New and Old Rochester Rd.
Sixth Street Connector (Indian Brook Drive)
Sixth Street from the Connector to Production Drive
Main Street
Portland Ave
Chapel Street
St John Street
Oak Street
Gulf Road

Dover Code - Vehicles and Traffic

166-53. SCHEDULE F: Commercial Vehicle Truck Travel Restricted. [Amended 05-15-91 by Ord. No. 18-91, Amended 11-11-98 by Ord. No. 17-17]

In accordance with the provisions of 166-5C, the following streets shall be restricted to pleasure vehicles and commercial vehicles making a delivery or pickup. Through commercial vehicle traffic shall be prohibited. "Commercial Vehicles" shall be defined as those over 26,000 pounds gross weight unless otherwise noted to a particular classification on a particular street. [Amended 01-29-97 by Ord. No. 01-97]

Note: refer to Table T-7 Commercial Traffic Restrictions for a full listing of roads affected by this ordinance

Source: DoverNet - City of Dover Website



Recommendations - Roads

- Create a coordinated plan for the management and improvement of Central Avenue, from the Wentworth-Douglas Hospital to the intersection with Chestnut Street. This does not necessarily include widening the road, as has been suggested in the past.
- Chestnut Street, from Central to Washington Street, needs a similar comprehensive plan that looks at the new Intermodal Transit Station and the redevelopment of the area around Green Street. The coming of passenger rail service and the effects of the activity around the rail platform will have a significant impact on this corridor and warrants further study.

- *Abandon the strategy of widening Central Avenue, which was suggested in the 1988 Master Plan.* The City should use more creative and less damaging strategies such as striping, planted median and parking designs to increase traffic flow and the livability of the downtown core. Traffic capacity expansion should not be the driving force behind transportation policy in Dover.
- *Implement Access Management techniques at the Silver Street intersection with Spaulding Turnpike North, and various businesses in this vicinity.* This area is particularly chaotic with driveway cuts and intersections.
- *The City should study ways to safely and efficiently funnel traffic to and from the downtown area and the Turnpike that would relieve pressure on existing roads.* The City should also work toward any eventual construction using grants from Federal Highways and the state. This technique will help ensure acceptable function of several existing corridors into the downtown.
- *Work toward the elimination of tolls between Portsmouth and Dover.* This has the potential to diminish whatever level of diversion traffic passes unnecessarily through the downtown area.

Recommendations - Road Surface

- *Continue to utilize the advantages of RSMS as a starting point for prioritizing roadway surface improvements.* This will aid in the development and continuation of present and future capital improvement plans. RSMS can serve to lessen the cost and need for road rehabilitation and reconstruction projects by prioritizing current needs and scheduling work before the road surfaces become extremely degraded. It is imperative to the success of this technique that data be recent and accurate. This means regular updating of the input data and running of the software. The City should continue to enter staff knowledge into the process and use the RSMS process as a basis for prioritization of projects.
- *Continue funding routine and preventative road maintenance programs.* Routine and preventative maintenance program will protect the roads that are in good condition from degrading. This will extend the life of road surfaces and save the City money in the long -term. This funding is key to keep ahead of the curve in maintenance of the City's road system.
- *Continue to integrate large projects into the Capital Improvement Program.* The Capital Improvement Program clearly schedules and coordinates projects, so that the funds for each project are effectively spent.

Recommendations - Intersections

- *Determine a LOS quality standard for intersections within the CBD.* Dover should adopt a LOS "E" and average vehicle delay of not more than 59.0 seconds as the maximum permissible amount of congestion to occur at intersections within the CBD. The present LOS for many intersections within the CBD meets this standard.
- *Monitor LOS at intersections within the CBD.* At some intersections in the CBD, congestion may not be easily solvable and it may not be appropriate to do so. Dover should permit some amount of congestion to occur at intersections in the CBD as this will slow vehicle speeds, tend to dissuade pass-through trips, and encourage people to park, walk, and visit destinations within the CBD.
- *Use intelligent transportation systems to reduce or mitigate congestion.* Currently signal timing and traffic flow technology is very sophisticated and can quite easily redirect traffic around major accidents or away from a congested intersection. Dover should consider using intelligent transportation systems to control the flow of traffic around the CBD.

- *Many intersections with low LOS ratings are simply permanently constrained and the City needs to adapt to that constraint. They should be removed from discussion for expansion and instead, the City should be looking at technology improvements and access management approaches.*

Recommendations - Access Management

- *Identify key corridors that are especially susceptible to this type of development pattern due to road and zoning characteristics. This will allow the City to clearly define and prioritize its efforts in preventing this type of development and improve, to whatever degree possible, sections of roads that have already seen this pattern of development.*
- *Identify and define the character and use of its roadway corridors from this perspective. Using proper driveway placement, well thought land use and transportation decisions backed by site plan review, subdivision regulations, and city ordinances including consideration of these issues, will allow the City to create and/or preserve the character of important roadway segments.*
- *Use the Access Management resources available through the SRPC and the NHDOT. Much of this is the product of the NH16 Corridor Protection Study and provides guidance on how to formulate regulations and site review processes to achieve the desired end of balancing the dual purpose of roadways.*
- *Obtain copies of Access Management Overlay District plans from other cities and towns to determine whether this technique is appropriate for the City's needs. This technique may be fitting for some road segments.*
- *Review site plan and subdivision regulations to ensure they actively promote Access Management techniques. These are the tools that will allow the City to effectively see to the implementation of these techniques. The City should have clear power to control existing and future access points through ordinances adopted, as appropriate, to achieve this end.*

Recommendations - Commercial Traffic

- *Regularly evaluate truck routes within the Central Business District (CBD). Within the CBD, large trucks passing through without any destination in Dover are a problem along several streets. These trucks should be dissuaded from using municipal roads and encouraged to use NH Route 16. One corridor especially difficult to deal with will be NH Route 4 from South Berwick and Rollinsford, which has very few bypass alternatives around the CBD. Oak Street and Central Avenue leading to and from NH Route 16 exit 9 is a logical route with several projects planned over the next 20 years that would facilitate these roads as a truck route.*
- *Enforce special truck weight restrictions in the springtime when roadbeds are particularly saturated from spring thaw and runoff. Much damage can occur during this time of the year since roadbeds are wet and not able to support as much weight as normal.*
- *Business, planning, and or community representatives should continue to speak up regarding these issues. Issues should be brought to the attention of the Parking and Traffic Safety Committee that can, in turn, make recommendations to the City Council.*

166-53. SCHEDULE F: Commercial Vehicle Travel Restricted.

[Amended 05-15-91 by Ord. No. 18-91, Amended 01-29-97 by Ord. No. 01-97; Amended 11-11-98 by Ord. No. 17-98; amended 02-19-03 by Ord. No. 03-2003]

In accordance with the provisions of 166-5C, the following streets shall be restricted to pleasure vehicles and commercial vehicles making a delivery or pickup. Through commercial vehicle traffic shall be prohibited. "Commercial vehicles" shall be defined as those over 26,000 pounds gross weight unless otherwise noted to a particular classification on a particular street. School Buses and buses authorized to carry school students are exempt.

<u>STREET</u>	<u>LOCATION</u>
Arch Street	From the intersection with Silver Street to the intersection with Washington Street
Atkinson Street [Added 12-16-92 by Ord. No. 31-92]	From the intersection with Washington Street southerly to the intersection with Silver Street
Back River Road	From its intersection with Durham Road (Route 108) southerly to its intersection with Piscataqua Road
Belknap Street [Added 12-16-92 by Ord. No. 31-92]	From the intersection with Washington Street southerly to the intersection with Silver Street
Bellamy Road	From the intersection of the Durham Road (Route 108) to the Knox Marsh Road
Birchwood Place [Added 06/30/99 by Ord. No. 06-99]	From the intersection with Central Avenue south to the beginning of Shamrock Lane
Columbus Avenue [Added 01-29-97 by Ord. No. 01-97]	From Tolend Road to Littleworth Road (restriction limited to United States Federal Highway Administration (FHWA) Classifications 8 through 13)
Cushing Street [Added 12-16-92 by Ord. No. 31-92]	From the intersection with Washington Street southerly to the intersection with Silver Street
Fourth Street	From the intersection of Fourth Street and Washington Streets easterly to the intersection of Fourth and Grove Streets
Glenhill Road [Added 01-29-97 by Ord. No. 01-97]	From Tolend Road to the Rochester Town Line

<u>STREET</u>	<u>LOCATION</u>
George Street [Added 10/20/93 by Ord. No. 27-93]	From the intersection with Henry Law Avenue westerly to the intersection with Angle Street
Green Street	From the intersection of Chestnut Street to the intersection of Washington Street
Lexington Street	From the intersection of Silver Street northerly to the intersection with Washington Street
Old Rochester Road	From its intersection with Long Hill Road southerly to its intersection with the Spaulding Turnpike interchange with Exit 9
Piscataqua Road	From its intersection with Back River Road southerly to its intersection with the Madbury-Dover boundary line
Renaud Avenue [Added 06/30/99 by Ord. No. 06-99]	From the intersection with Stark Avenue west to the intersection with Keating Avenue
Spring Street [Added 06/30/99 by Ord. No. 06-99]	From the intersection with Central Avenue west to the intersection with Locust Street
Summer Street	From the intersection with Central Avenue west to the intersection with Locust Street
Trakey Street [Added 06/30/99 by Ord. No. 06-99]	From the intersection with Central Avenue west to the intersection with Locust Street
Washington Street	Washington Street from the intersection of Arch and Washington Streets northerly to the intersection of Tolend Road and Washington Streets
Watson Road [Added 01-29-97 by Ord. No. 01-97]	In its entirety (restriction limited to United States Federal Highway Administration (FHWA) Classifications 8 through 13)
Whittier Street [Added 01-29-97 by Ord. No. 01-97]	From Sixth Street to the intersection of Washington Street and Tolend Road (restriction limited to United States Federal Highway Administration (FHWA) Classifications 8 through 13)
Willand Avenue [Added 11-11-98 by Ord. No. 17-98]	From the intersection with New Rochester Road to the intersection of Old Rochester Road.