

From: Peter McGowan [<mailto:pamcgowan@dovermapd.com>]
Sent: Wednesday, February 24, 2016 11:47 AM
To: Sue Hall <planning@doverma.org>; builddept@doverma.org
Cc: streets@doverma.org; selectmen@doverma.org
Subject: Re: Dunkin Donuts

Sue:

Thanks for the email. I have looked at the attachments and have a couple of comments, in no particular order:

1. Everyone claims "similar use" but the fact is that Taffy Café averaged less than ten customers per hour during the morning, and the times that I went in at lunch time, I was alone. No other customers. It seems to me that Dunkin Donuts is going to generate many more customers, and therefore is not really similar use. I understand the legal definition, but it should be stated that the activity will be exponentially greater.

2. On Page 18, the sight distance information is confusing. It states that at 30MPH, the minimum distance required is 200ft. The exiting site distance happens to be 200 ft. However, elsewhere in the report, it states that the 85th percentile of speed is 31 and 32 mph (EB/WB), which would increase the minimum sight distance required, even fractionally. Also, "desirable" sight distance is listed as 335 feet at 30mph, and 280 feet at 25mph. As the board knows, one of the major complaints that the Dover Police Department deals with is speeding/commuter traffic. If the average they are using is 30mph, what happens when a car comes over the hill at

35mph? 37mph? I would like it noted for the record that I feel that the numbers are being presented to fit the facts in the best possible light, and caution the board to review these facts and charts in greater detail, or have an impartial traffic engineer review them.

3. On page 19, the conclusion states that they expect 29 new net trips during the peak morning hour, which equates to one car per minute in and out. These are "anticipated" or estimated, and very well could all be between the top of the hour and quarter past the hour, or another similar condensed portion of the hour. Traffic ebbs and flows, and I truly feel that the traffic impact is being minimized, and shown in the 107 page report in a best case scenario.

4. Finally, late last year I contacted now retired Chief Droney of the Needham PD who stated that there is a "noticeable impact" on traffic at the Dunkin Donuts on Chestnut Street in his town, with calls for crashes occurring at least once a month. The report compares Dover's project to the Dunkin Donuts at 399 Great Plain Avenue, which is a small shop located in a stripmall type set up, with a gas station, cleaners, pharmacy and medical office. It is on a busy straightaway and not at all similar to the geography of the location in Dover.

I appreciate the opportunity to offer my thoughts to the board regarding this project.

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