

Summary TAC Adopted Downtown Pedestrian Vehicular Access Study Recommendations – March, 2015

Goals:

- Create a more attractive pedestrian-oriented environment,
- Make vehicle circulation more clear and convenient,
- Simplify links to parking, and
- Expand bicycle and transit links to and through the downtown.

Context:

- Downtown traffic volumes have diminished since 2005, but congestion has remained.
- The Community is committed to improving downtown safety, especially along Chestnut Street

Public Benefits:

- The continued revitalization of Dover's downtown is an essential and valuable benefit to our local economy and the continued vitality of our community.

Study Area

- Generally be centered between Chestnut Street, Washington Street, Main Street and Central Avenue
- Pay attention to the roadway network that feeds downtown
- See map on reverse

Plan Elements:

- Chestnut Street safety and streetscape improvements
- Core Infrastructure and streetscape improvements
- Unified Streetscape elements
- Traffic Flow

Chestnut Street Improvements (Project 1):

- Install roundabout at Third Street.
 - No impact rail line
 - Allows full access to Third and Chestnut Streets
- Reduce pavement width through the addition of planting and streetscape improvements with potential on street parking

Streetscape Costs	\$985,750
Roadway Costs	\$383,500
Intersections	\$323,200
Other Costs*	\$1,312,072
<i>Total Project Costs</i>	<i>\$3,004,522</i>

Core Infrastructure & streetscape improvements (Project 2, 2 phases):

- Reduce pedestrian crossing distance at Lower Square
- Create true 4 way intersection at Broadway and Third Street
- Increase stacking north bound on Central at Washington

	Phase 1 Upper Square	Phase 2 Lower Square	Total
Streetscape Costs	\$1,007,200	\$2,932,850	
Roadway Costs	\$38,955	\$189,245	
Intersections	\$1,182,900	\$269,700	
Other Costs*	\$1,728,076	\$2,629,487	
<i>Total Phase Costs</i>	<i>\$3,957,132</i>	<i>\$6,021,282</i>	<i>\$9,978,414</i>

* Other costs include mobilization, design, permitting and contingency

General Streetscape Improvements:

- Standardize street lights, and develop holiday lighting plan
- Standard sidewalk and landscaping plan for improvements
- Pattern book for consistent trees, amenities & waste bins

Traffic flow

- If desired, in future, two way flow is completed by striping, not recreating infrastructure.

Parking

- Net reduction of 8 spaces.
 - Reconfiguration of Upper Square
- Additional parking on Chestnut Street
- No change on Chapel, School, Third, Fourth, Sixth, Portland

Recommended Approach

UPPER SQUARE RENDERING



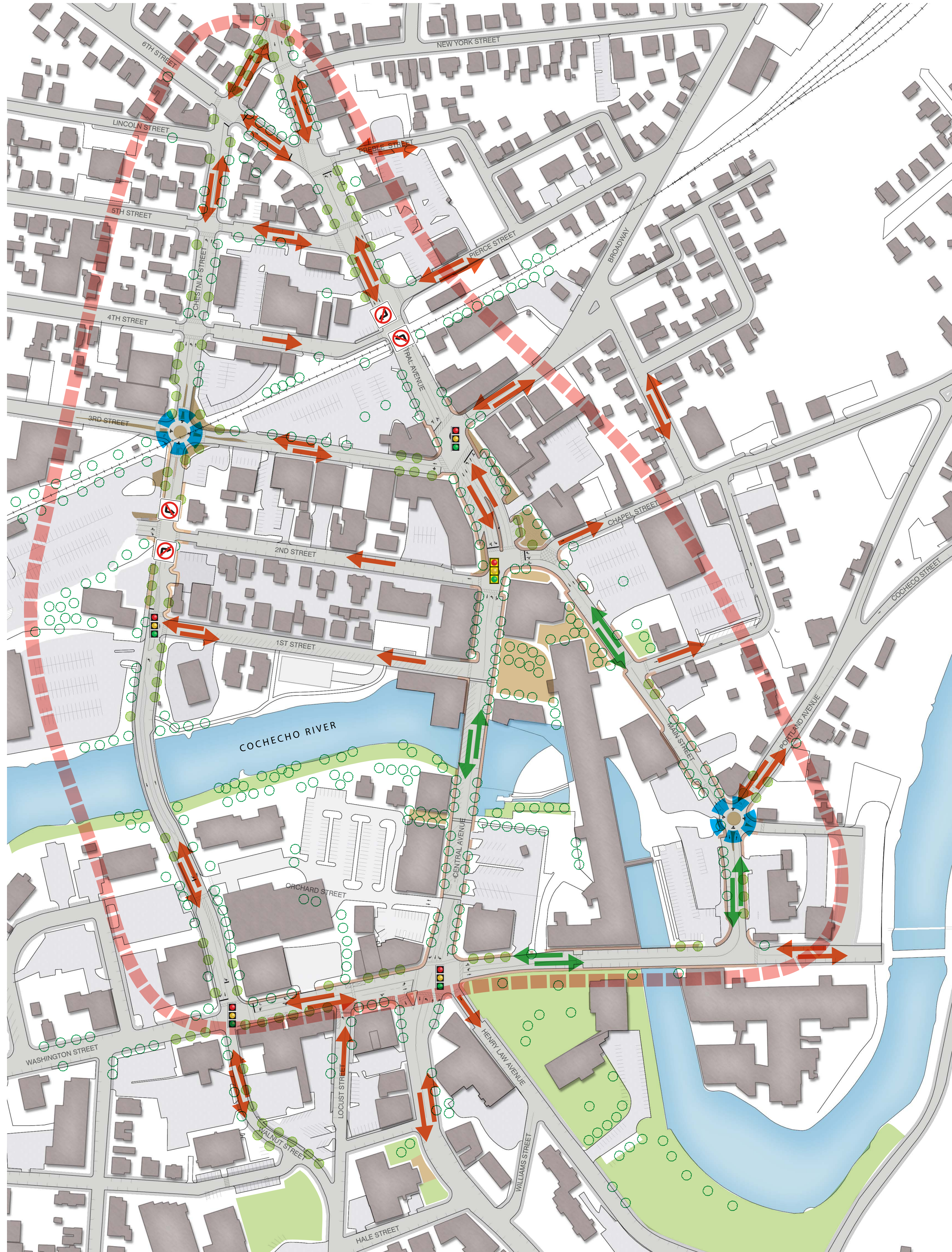
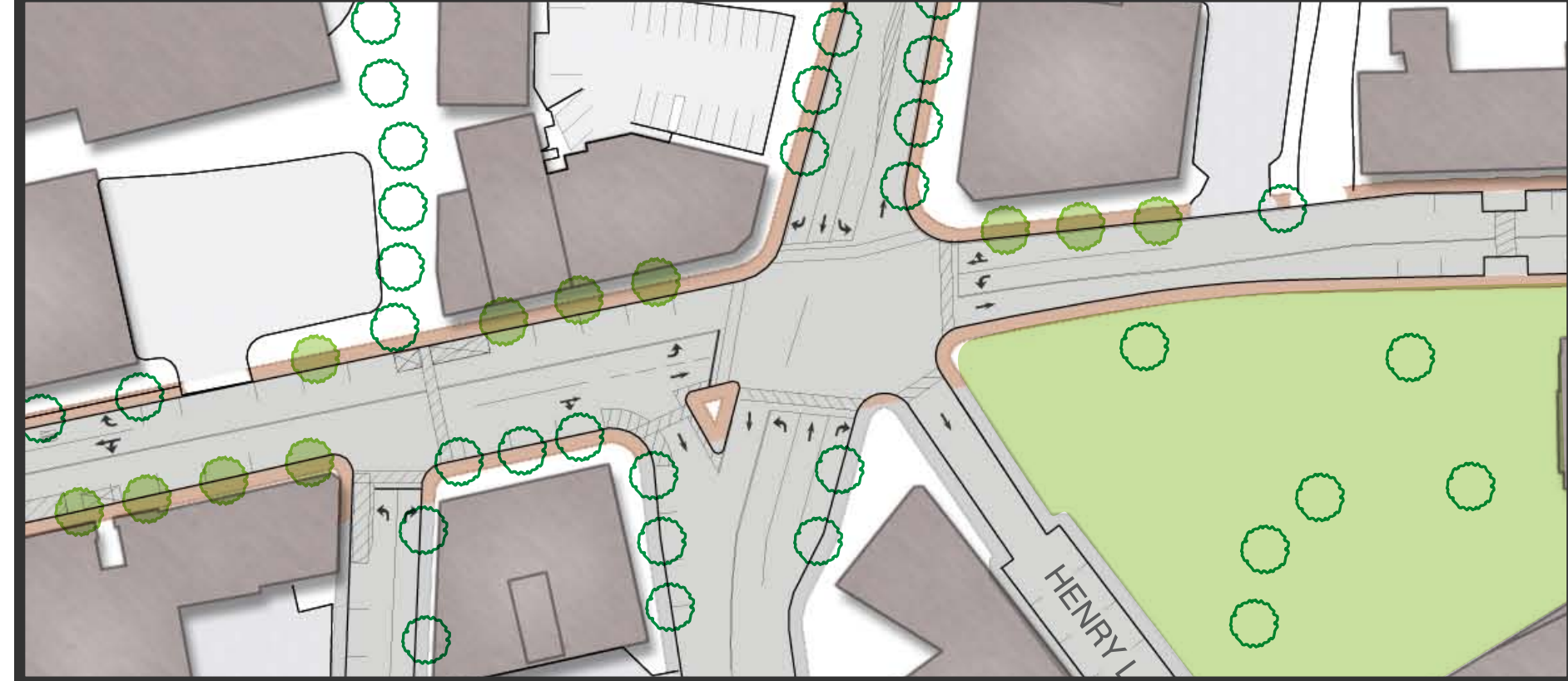
UPPER SQUARE CIRCULATION



LOWER SQUARE RENDERING



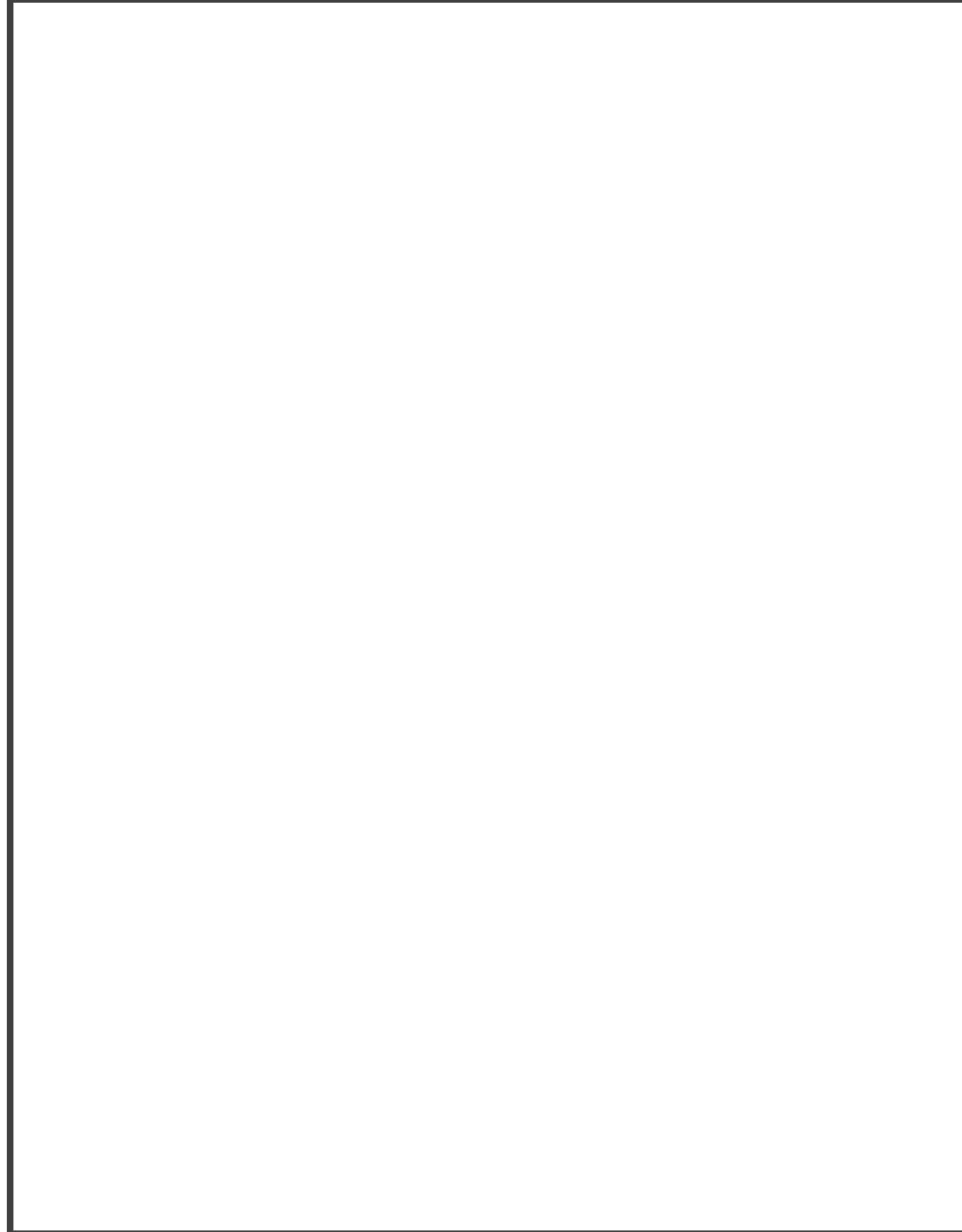
LOWER SQUARE CIRCULATION



LEGEND

CIRCULATION	LANDSCAPE	GENERAL
RECOMMENDED MINI ROUNDABOUT LOCATION	RECOMMENDED TRAFFIC SIGNAL	STUDY AREA
RECOMMENDED CIRCULATION PATTERN	TRAFFIC SIGNAL TO REMAIN	LANDSCAPE OPPORTUNITY
CIRCULATION PATTERN TO REMAIN	PROHIBITED TURNING MOVEMENT	EXISTING LANDSCAPE TO REMAIN

NOTES



EXISTING CONDITIONS

