Draft Recommendations and Preferred Plan

City of Dover
Traffic Advisory Committee
September 22, 2014
Purpose of the Study

The City of Dover is undertaking the Downtown Pedestrian and Vehicular Access Streetscape Study to continue the revitalization of Dover’s historic urban core, including rebalancing the entire circulation and streetscape network within the downtown so that future conditions support a mixed-use environment that is more convenient, pleasant, and economically vibrant. Goals include:

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

- **Pedestrian network** - complete upgrade of all sidewalks, complete and safe crosswalk network
- **Streetscape** - complete streetscape strategy to provide additional trees, create pedestrian-scale lighting, and provide amenities and enhancements on key streets and locations
- **Circulation pattern** – provide predominantly two-way circulation, except where it impedes intersection operations or streets are too narrow
- **Squares** – substantially re-organize Upper and Lower Squares
Overall Plan Recommendations
The Squares: A View of Existing Lower Square
Overall Plan Recommendations
The Squares: A View of Lower Square
Overall Plan Recommendations
The Squares: View of Existing Upper Square
Overall Plan Recommendations
The Squares: View of Upper Square
Vehicle Circulation
Existing Circulation Patterns
Vehicle Circulation
Preferred Circulation Patterns

- Two-way traffic where roadway width and intersection configurations allow
- Two-way traffic along all of Central Avenue, Main Street, and Washington Street
- Continuous two lanes for through-traffic on Chestnut Street, with left hand turn channels
- Two mini-roundabouts, at Portland/Main Streets and 3rd and Chestnut
- New signalization at Chestnut and Central Avenue, and at Upper Square, to facilitate turning movements
**Vehicle Circulation**
Segments and Intersections: Portland Street and Lower Main

- Allow all turns at Portland and Main Street with a mini-roundabout
- Allow all turns at Washington and Main
Vehicle Circulation
Segments and Intersections:
Lower Chestnut to the Transportation Center

- Turning lanes, crosswalks, bus stops and shelters would be organized around the new entrance to the City parking garage to facilitate safe crossings and avoid traffic congestion.
- A paved island with seasonal planting would be created on the bridge.
- Curb cuts would be reorganized and better pedestrian connections created at the Transportation Center.
- A mini-roundabout would join Chestnut and 3rd Street.
Streetscape Character
Existing Chestnut Street

46' Curb to Curb
60' ROW

Chestnut Street Existing
Streetscape Character
Preferred Chestnut Street

- ~10’ of reallocated ROW

36’ Curb to Curb
60’ ROW

Chestnut Street Proposed
Streetscape Character
Existing Washington Street
Streetscape Character
Preferred Washington Street

- ~7’ of reallocated ROW

38' Curb to Curb
62' ROW

Washington Street Proposed
Streetscape Character
Existing Main Street

39' Curb to Curb
80' ROW
Streetscape Character
Preferred Main Street

- ~5’ of reallocated ROW
Streetscape Character: Ornamental Paving Materials

Sidewalks

Crosswalks
Streetscape Character: Landscape

Maple

Elm

Linden

Zelkova

Pear

Serviceberry

Japanese Lilac Tree

Cherry

Redbud
Streetscape Character: Lighting
Streetscape Character: Signage / Wayfinding
Streetscape Character: Amenities

- Bike Racks
- Trash / Recycling
- Benches
Streetscape Character: Public Art
Phasing

**Phase One**
Chestnut Street from Central Avenue to Washington Street

**Phase Two**
Upper Square
Roundabout at Main and Portland

**Phase Three**
Lower Square
Central Avenue from Upper Square to Washington Street
Washington Street from Central Avenue to Portland Avenue
Main Street from Upper Square to Washington Street