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

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<tr>
<th>Streetscape Costs</th>
<th>$985,750</th>
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<td>Roadway Costs</td>
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<td>Intersections</td>
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<td>Other Costs*</td>
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<td><strong>Total Project Costs</strong></td>
<td><strong>$3,004,522</strong></td>
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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

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<th>Phase 1</th>
<th>Phase 2</th>
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* 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

Legend

Circulation
- Recommended Mini Roundabout Location
- Recommended Circulation Pattern
- Circulation Pattern to Remain
- Prohibited Turning Movement

Traffic Signals
- Traffic Signal to Remain

Landscape
- Landscape Opportunity
- Existing Landscape to Remain

General
- Study Area

Notes

Existing Conditions

Upper Square Rendering

Upper Square Circulation

Lower Square Rendering

Lower Square Circulation

Study Area