Public Workshop #1: 21 January 2014

Building our tomorrow
Introduction

- The Cecil Group
- Resource Systems Group (RSG, Inc.)
- Gibbs Planning Group

Public Workshop goals
Overview: The Study

- 3 Public Workshops
- 5 TAC Meetings
- 3 Stakeholder
- December 2013 - August 2014

Tonight
End of April
End of June

Task 1. Data Collection and Review of Existing Conditions
1. Analysis of Previously Completed Planning Documents
2. Assessment of Existing Infrastructure/Environment
3. Traffic Counts
4. Transit Service
5. Identification of Existing Activity Center and Development Nodes
6. Analysis of Land Use Patterns/Parking and Circulation Implications
7. Technical Memorandum on Existing Conditions

Task 2. Community Workshop #1 – Data and Analysis Presentation

Task 3. Development of Alternatives
3.a Preliminary Alternatives
3.b Review of Preliminary Concepts
3.c Alternatives

Task 4. Community Workshop #2 – Alternatives

Task 5 Preferred Design
5.a Layout and circulation concept for all modes
5.b Streetscape and urban design
5.c Parking strategy
5.d Cost evaluations

Task 6. Community Workshop #3 Preferred Design and Draft Final Report

Task 7: Final Report
7.a Report
7.b Design Plans (25%)

Task 8: Construction and Bid Documents
8.a Survey
8.b Design Development (75%)
8.c Final Construction Documents (100%)
8.d Bidding Documents

Task 9: Construction Phase Services (Begin Spring, 2015)
Regional Context – Route 95 Connections
Regional Context – Route 16 Connections

Dover Community Trail
Study Area

- Key intersections
- Key corridors
The Dover Vision - 2023

- Historic downtown is alive
- Public transportation
- Very accessible
- Traffic well managed
- Rural character preserved
- Environmental quality and sustainability

“When Dover celebrates its 400th anniversary in 2023 it will be a dynamic community with an outstanding quality of life.” – City of Dover Master Plan
Existing Data

- Dover Police Department Headquarters Programming and Site Selection Study, 2013
  By Lavallee/Brensinger Architects
- Downtown Riverfront Redevelopment Traffic Circulation and Parking Plan, 2005
  by Rizzo Associates
- City of Dover Master Plan, Dover 2023 Building Our Tomorrow
  by Hawk Planning Sources, LLC
- Downtown Parking Facility and Management Study, 2008,
  by Lansing Melbourne Group
- Dover City Code
Observations

- Traffic and parking
- Pedestrian patterns and circulation
- Urban design
- Streetscape environment
Big Picture: Convergence of Routes
Big Picture: First Connection to Maine North of Portsmouth

9 miles
Commuting Trends: Dover Residents (2000)

33% in Dover

- 20% to Portsmouth
- 5% to Newington
- 5% to Somersworth
- 5% to Rochester
- 6% to Durham
- 2% to Kittery
Commuting Trends: Dover Employees (2000)

- 37% in Dover
- 4% from Durham
- 5% from Barrington
- 18% from Rochester
- 8% from Somersworth
- 3% from Rollinsford
Key Destinations:

- Liberty Mutual (3,500 employees)
- Wentworth-Douglass Hospital (1,100 employees)
- Cambridge Tool North (190 employees)
- ElectroCraft (170 employees)
- Park & Ride (414 spaces)
- Various Retail Uses
- Ice Arena, Pool, Park & Ride (230 spaces)
- Transportation Center (Train, Bus)
- Dover Middle & High School
Downtown Traffic Volumes

- Traffic volumes have generally declined since 2005
- Rizzo study volumes remain conservative
Evening Traffic Flows

- Multiple routes pass through downtown loop
- Largest convergence in Lower Square
- Cut-through traffic on Chestnut/Locust
- Highest O-D Pairs:
  - Upper Central Ave to Lower Central Ave (6%)
  - Lower Central Ave to Portland Street (5%)
  - Lower Central Ave to Upper Central Ave (4%)
AM Level of Service - 2014

Average approach delay: 19 sec
PM Level of Service - 2014

Average approach delay: 42 sec
Typical Tuesday Evening Speeds (Google Traffic)
Crashes (2003 to 2012)

- Many incidents along Central Ave and Main Street in downtown area

- Intersections with highest crashes:
  - Chestnut & Fourth (14)
  - Chestnut & Second (12)
  - Chestnut & Washington (11)
  - Central & Sixth (11)
  - Lower Square (10)
  - Chestnut & Fifth (9)
Crashes (2003 to 2012)

- Bike/Ped crashes (right) highest along Chestnut and Central Ave
- Crashes peak from 12:00-1:00 and from 4:00 – 6:00.
Parking: On and Off Street, Public and Private, Full and Vacant
Downtown Parking

- Downtown Dover Transportation Study (2004)
- Downtown Parking Facility and Management Study (2008)
  - 1pm to 2pm peak parking period
  - On-street parking: 10% higher than 2004 study
  - Off-street parking: 5% lower than 2004 study

- Recommendations:
  - On-Street Monthly Permits for underutilized spaces
  - Lease unused private spaces and resell as permit spaces
  - Comprehensive residential permit parking program
  - Increase enforcement
Focus Areas

Transportation Center

Upper Square

Parking Garage

Locust & Chestnut St

Lower Square

Dover Landing
Lower Square

- Convergence of traffic flows results in traffic congestion
- Wide approaches create long pedestrian crossing times
- Not all approaches have pedestrian signalization
- Wide pavement expanse divides intersection quadrants
Upper Square

- Vibrant mixed-use setting
- Convergence of several cross streets
- Complex turning movements from Main Street, Chapel Street, Second Street, Third Street
- Highest number of crashes in downtown (*Rizzo, 2001*)
Dover Landing / Cocheco Riverfront

- Significant potential growth
- Access limited by Cocheco River to the west and north
Downtown Parking Garage

- Currently over 800 on-street and 3,000 off-street parking spaces in Dover (50-60% utilization in 2004)
- Garage plan includes 514 spaces in 5 levels
- Cocheco Falls Mill and Riverfront development create demand for additional parking
- Construction of a parking structure creates opportunities for denser development in the core including infill development of adjacent properties
Chestnut Street

- Currently provides bypass to downtown
- Potential road-diet north of Orchard Street
- Sight distance issues at Washington St/Locust St
Dover Transportation Center

- Transportation Center is a great asset - provides opportunity for increased multi-modal connections
- Connection to community trail and downtown sidewalks
- Disconnect from Downtown Core
- Opportunity for transit-oriented redevelopment around Transportation Center
Circulation: Transit

- Key patterns
- Modes

- Amtrak
  (Downeaster)
- COAST
  (Cooperative Alliance for Seacoast Transportation)
- Wildcat Transit
  (University of New Hampshire)
- Fast Trans (Part of COAST)
Circulation: Pedestrians

- **Patterns**

  - Primary pedestrian
  - Secondary pedestrian
  - Crosswalks
  - Long crosswalks
  - Limited or hazardous crossings
Primary Study Area

- Land Use

Legend

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<td>industrial - commercial</td>
<td>red</td>
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<td>mixed urban (commercial / residential)</td>
<td>orange</td>
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<td>railroads</td>
<td>gray</td>
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<td>blue</td>
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<td>idle / other open</td>
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source: GrantUNH.edu, Strafford County Land Use 1962, with updates in 1974, 1998
Primary Study Area

- Zoning
  (Central Business District)
- Form Based Code District
  (Adopted in 2009)
Urban Design

- Sub-districts and connections
Urban Design

- Streetwall and continuity

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Frontage with continuity
Urban Design

- Sense of Place
- Negative Gaps

Surface Parking
Urban Design

- Parking and use

Convenience shop
(traffic dependent)

Walkable district
(park-once nearby)

Destination Uses
(park nearby if convenient)
Streetscape

- Edges
  - Street tree planters
  - Planting strip
  - Brick walk
  - Concrete walks
Streetscape

- Edges
Streetscape

- Edges
Streetscape

- Lighting
Streetscape

- Banners and flags

*Image from Dover Vision 2023*
Streetscape

- Signage and wayfinding
Streetscape

- Curb extensions
- Urban spaces
Streetscape

- Sidewalks and crosswalks
- Universal accessibility
Streetscape

- Amenities (trash, benches, parking meters, bike racks)
- Appropriate locations and orientation
Openspaces

- Cocheco Mill Courtyard
- Fish Ladder Park
- Riverwalk
- Community Trail
- Henry Law Park
- View sheds
Key Issues

- Circulation and parking
- Uniformity and conformity
- Wayfinding
- Accessibility
- Connectivity
- Safety
Opportunities

- Traffic calming
- Parking plan
- Bicycle facilities
- Lighting uniformity/efficiency
- Street tree improvement plan
- Art installation
- Sustainability
- Placemaking
Fundamental Techniques / Trends

- Establishing identity
- Place
- Continuity
- Theme
Fundamental Techniques / Trends

- Functional curb extensions
- Parklets
- Public art
Fundamental Techniques / Trends

- Circulation
- Accessibility
- Complete Streets
Working Group Session
## Project Initiation and Communication
- a. Kick-off Meeting
- b. Project Coordination Meetings (8)
- c. Transportation Advisory Committee Meetings (5)
- d. Special stakeholder outreach and workshop meetings (3)
- e. Communication support and surveys

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Next Steps

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Interim Reports: R1, R2, R3, R4

Gibbs to facilitate