

Summary Proposed Downtown Pedestrian Vehicular Access Study Recommendations – February, 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: (Phase 1)

- Install round about 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 and streetscape improvements (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

	Upper Square	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, 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