

***Bikes Belong:* Administrative Information**

City of Ellsworth <small>Legal Name of Organization</small>		November 12, 2008 <small>Date of Application</small>
Ellsworth Rail with Trail Connector <small>Name of Project or Program</small>		Facility = 0.7 mile Connector Trail <small>Type of Project or Program (eg. facility or advocacy)</small>
1 City Hall Plaza <small>Address</small>		
Ellsworth, ME 04605 <small>City, State, Zip (9-digit)</small>	(207) 667-2563 <small>Telephone</small>	http://www.cityofellsworthme.org <small>Website</small>
Municipality <small>Type of Corporation (501(c))(3), 501(c)(4), etc.)</small>	Incorporated 1869 <small>State of Incorporation, Year Incorporated</small>	01-6000027 <small>Federal Employer Identification Number (EIN)</small>

Staff Information

Jef Fitzgerald <small>Contact person</small>		Deputy Planner <small>Title</small>
669-6615 <small>Direct Phone #</small>		jfitzgerald@cityofellsworthme.org <small>Email Address</small>
<small>Planning Dept. has 2 Full-Time Paid</small>	<small>Planning Dept. has no part-time</small>	<small>The Bike-Ped Committee is comprised of ten volunteers.</small>
<small>Number of Staff: Full Time Paid</small>	<small>Number of Staff: Part Time Paid</small>	<small>Number of Staff: Volunteer</small>

Financial Information

\$10,000 for 0.7 mile connector trail <small>Amount Requested</small>	\$47,000 total for 0.7 mile connector trail. \$2,847,000 total for 3-miles of rail trail in Ellsworth <small>Total Project Budget</small>	\$105,942 Current FY Ellsworth Planning Department Budget <small>Total Organization Budget</small>
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Authorization

<i>Michelle Beal</i> (See signature page for original) <small>Authorized Signature</small>	Ellsworth City Manager <small>Title</small>	
Michelle Beal <small>Print Name</small>	 <small>Date</small>	

Facilities Grant Application Narrative

The application narrative should be no more than **seven** pages and should be attached to the e-mail message that introduces your organization and funding. Please submit additional information (item 5, below) as attachments to the same e-mail, so your entire project proposal arrives in **ONE** e-mail. (Microsoft Word, Excel, pdf, and jpg files are fine.) The message size of your application and all additional information should not exceed 10 MB.

Proposal Narrative

1. Organizational Information

a) Mission:

The City of Ellsworth is leading an effort to provide people with safe places and good reasons to walk and bicycle in the Ellsworth area. The [2004 Comprehensive Plan](#) expresses the community's desire to connect schools, parks, businesses and homes with safe and attractive places for children and adults to travel, exercise and recreate. The city recognizes the many economic, social, health and recreational benefits that will result from more people walking and bicycling more often. A stated objective of the [Ellsworth Community Health Plan](#) is to increase the number of people using bicycles by creating a safe biking environment.

The City's [2007 Bicycle-Pedestrian Plan](#) outlines many of the benefits, challenges and opportunities for improving walking and biking in Ellsworth. The Bicycle-Pedestrian Committee has worked with City staff and the Hancock County Planning Commission to identify a vision, goals, objectives, strategies and specific investments for the city. The plan identifies completing the rail with trail as a high priority for the City and the region.

The vision statement put forth in the Bike-Ped Plan is: "Ellsworth is a vibrant community with many inviting destinations, providing a safe and accessible transportation system for all users. People walk and bike daily for transportation and recreation. Pedestrian and bicycle facilities are designed, encouraged and celebrated as indicators of a healthy community."

The Planning Department and Bike-Ped Committee seek to realize this vision by networking and advocating for appropriate pedestrian and bicycle-friendly development in the Ellsworth area.

b) Recent Successes:

The City of Ellsworth has succeeded in supporting efforts to fund a proposed 1.3 mile rail with trail “[Shared Use Path](#)” from Route 179 in Ellsworth Falls to Birch Avenue near downtown Ellsworth. The route will provide a safe, 8-foot wide, paved bicycle-pedestrian path connecting neighborhoods, commercial centers and recreation areas. The project is scheduled to go out to bid in the spring of 2009. The expected cost for this segment is \$800,000. See maps and diagram below.

Another recent success that Ellsworth has participated in is the [Downeast Sunrise Trail](#) (DEST). This 86-mile multi-use rail-trail is under construction from Washington Junction in Hancock, Maine to Ayers Junction in Ayers, Maine. The two-mile stretch of rail with trail from Ellsworth to Washington Junction is scheduled to be built in 2009. The expected cost is about \$2,000,000 for the rail with trail portion.

2. Purpose of the Grant

a) Need:

The trail segments to be constructed, the “Shared Use Path” and Downeast Sunrise Trail (DEST) will leave about a 0.7-mile gap between them. The planned 0.7-mile connector route follows existing local roadways adjacent to the railroad tracks:



The proposed Ellsworth Rail with Trail Connector will give bicyclers a safe, convenient connection to fill this gap through the heart of Ellsworth’s urban core where existing roads are not very bicycle-friendly. The proposed link will allow both recreational cyclists and commuters to greatly expand their ranges, creating opportunities for improvements to health, economy and the local environment. The new trail will also provide a better location and highly visible starting point for the major bike routes mentioned below. The flat terrain of the railroad corridor will provide a very inviting route for bicycling in contrast to the often hilly alternatives.

b) Environment:

Current bicycling conditions: Ellsworth is an economic service center and a crossroads of major bike routes in the area. As a hub for tourism, Ellsworth hosts upwards of three million summertime visitors to area parks, lakes and coastline. The [East Coast Greenway](#), which extends from Florida to Canada, follows Route 1 and other roadways through Ellsworth. Cyclists use Route 1A and Route 3 to travel from Bangor (Maine’s third largest city) through Ellsworth to Acadia National Park, which is less than twenty bikeable miles to the south. The Park has 45 miles of carriage roads open to bikers. Some local roads accommodate safe cycling, while many do not. The most dangerous local roads, in the Ellsworth urban core, can be effectively bypassed with the proposed trail.

Allies: As it plans this trail segment, [Ellsworth's Planning Department](#) will continue to work with other City Departments, the [Bike-Ped Committee](#), the [Bar Harbor Bike Shop](#) (a Bikes Belong Member), the [Downeast Bicycle Club](#), the [Ellsworth Downtown Business Association](#), the [Bicycle Coalition of Maine](#), the [Downeast Sunrise Trail Coalition \(DEST\)](#), the [Downeast Rail Heritage Preservation Trust](#), the [Surface Transportation and Recreation \(STAR\) Center](#) partners, [Friends of Acadia](#), [Union River Healthy Communities](#), the [Ellsworth Youth Obesity Think Tank](#), the [Hancock County Planning Commission \(HCPC\)](#), [Ellsworth on the Move](#) (a grass-roots bike-ped initiative) and the [Maine Department of Transportation \(MDOT\)](#).

Resistance that must be overcome: Though broad support for the trail exists, the City faces some challenges in planning the details. The new connecting segment of trail passes through narrow city streets. Safely sharing the roadway with vehicles and crossing the path of the Downeast Excursion Rail will take careful planning for physical improvements, road striping and signage. Concerns from abutters to the trail will need to be heard and addressed in the trail segment design process.

- c) **Short-term Goals:** *The immediate goal of the project is to construct a safe, highly visible bicycle path between the two planned rail with trail segments for use by recreational and commuting cyclists.*
- d) **Action Plan:** Present a clear plan for reaching these goals. Be specific—describe your accomplishments so far, list individuals or groups assigned to tasks, and outline due dates/timetables for achieving your goals.

Accomplishments: *The route of this 0.7-mile trail segment was originally proposed in 2000 by the City as part of a two-mile "Shared Use Path" from Ellsworth Falls to a "point to be determined" south of Main Street where it would meet the terminus of the planned 86-mile Downeast Sunrise Trail (DEST) to Washington County.*

The City has helped MDOT to bring the Shared Use Path and DEST to the point where their construction is very likely in 2009. The relatively short stretch on either side of Main Street (0.7-mile trail segment) was kept for last because it would not have been necessary without the construction of the longer trails it connects. It is a project that will affect neighboring property owners and vehicular traffic flow in downtown Ellsworth, so very careful attention is being paid to its design and impact.

Tasks: *The City needs to...*

1. *Work with the Maine Department of Transportation and the Downeast Sunrise Trail Coalition on the successful completion of the two planned rail with trail segments scheduled to be built in 2009.*
2. *Work with the Hancock County Planning Commission (HCPC) on determining the location of the proposed [Surface Transportation and Recreation \(STAR\) Center](#). The STAR Center is a possible termination point of the proposed shared use path, the DEST, an information center, the Downeast Excursion Rail, buses*

and other multi-modal transportation uses. HCPC is currently studying the feasibility of the STAR Center as a consultant for MDOT.

3. *Contact neighboring landowners regarding possible impacts of and to the trail.*
4. *Conduct public informational meetings on the proposed design.*
5. *Coordinate input from project allies (listed in 2B), project abutters, City staff and the general public in the overall project final design and details.*
6. *Construct physical improvements, re-pave and add road striping and signage to transform portions of city streets, MDOT right-of-way and possible private easements into a shared use bikeable pathway. This will likely include creating one-way road segments from an existing, narrow, two-way street.*

IMPACT OF YOUR WORK: Long-term Goals

e) Deliverables:

The proposal is to construct a 0.7-mile long bicycle-pedestrian trail to connect the 1.3 mile shared use path to the 86-mile Downeast Sunrise Trail, both to be built in 2009. The location of the trail and signs in downtown Ellsworth will provide a highly visible indication that bikes do belong. The expected result of the construction is a significant increase in bicycle ridership for the Ellsworth downtown area. A secondary benefit of creating a formal shared use for the railroad right-of-way is the protection of the corridor from competing uses that might preclude future restoration of the railroad.

f) Ridership:

Though difficult to quantify, many new bicycle riders are expected along the proposed trail route and in the greater Ellsworth area as a result of the trail. The trail's location allows it to be used for recreational, commercial and educational endeavors.

Commuting to schools: Ellsworth's two elementary schools, it's middle school, it's high school and a satellite branch of the University of Maine (representing about 1800 students) are all less than a mile from the proposed rail with trail.

Commerce: Much improved bicycle access to downtown businesses will enhance the business climate for dozens of galleries, restaurants, institutions, shops and professional services.

Recreational Riding: Acadia National Park has partnered with the City and others to explore options for the multi-modal STAR Center in Ellsworth for several reasons. Primarily, Acadia National Park is looking to divert some of its 2 million annual visitors to other forms of transportation and to alternate recreation destinations in the area. The proposed trail will help fulfill this goal by providing another nearby option. Downeast Sunrise Trail and East Coast Greenway riders will be given an improved, safer route heading north and east from downtown Ellsworth.

3. Evaluation

- a) **Measurability:** Explain strategies and plans for determining your project's success—both in the short term and in the long term.

Determining the project's success in terms of construction of the half-mile path will be a straight forward review of the design documents. Regarding usage, the railroad tracks have been used by walkers, bicyclers and ATV's historically, but all have recently been put on notice of a ban since the leasing of the tracks by the Downeast Heritage Rail for its excursion rail service. Therefore, the base-line for ridership along this corridor will be zero, making it simple to count the increase.

Increased visibility of the Shared Use Path, Downeast Sunrise Trail and East Coast Greenway will be obvious as brightly colored trail signs, trail pavement markings and trail users appear in downtown Ellsworth.

- b) **Replicability:** Describe how your project could serve as a model for other communities.

The project's overall situation is of course, unique. Successful planning and cooperation to achieve a shared use of local roads in conjunction with the sharing of the railroad right-of-way could be inspirational to others needing to do the same. The health and environmental benefits of connecting a predominately rural path into a city's commercial area will also be made evident by the project.

4. Project Budget

- a) **Total Budget:** Describe the total budget for the project and how the funding from Bikes Belong will be spent. Be specific. (See attached budget for more details)

<u>Item</u>	<u>Lead/Responsibility</u>	<u>Est. Amount/Funding Type</u>
1. Planning	City Planning Department	\$4,000/in-kind
2. Design	Private Consultant and MDOT	\$4,000/appropriation
3. Legal issues	City Finance Dept and Attorney	\$4,000/appropriation
4. Other paving	City Highway Dept / contractor	\$12,000/appropriation
5. Path construction	City Highway Dept / contractor	\$18,500/BB grant, cash
6. Signs	City Highway Dept / contractor	\$3,000/BB grant, cash
7. Striping	City Highway Dept / contractor	\$1,500/BB grant, cash
TOTAL		\$47,000

Budget summary: The \$10,000 requested from Bikes Belong would be used for path construction, signs and pavement marking. All other expenses would be covered by City or State of Maine contributions. See the attached budget for a summary of other related trail estimates.

b) Other Funding: Note all other sources of funding (committed or proposed) besides those requested from Bikes Belong. Will the Bikes Belong funding leverage federal, state, or private funds? Will it help serve as a matching grant?

1. Maine Department of Transportation (Shared Use Path and DEST) federal and state funding. Bikes Belong funds would count for matching on the Shared Use Path project. The Downeast Sunrise Trail construction may include a portion of the connector trail at the eastern end depending on the chosen location of the STAR Multi-modal Center and the final terminus of DEST.
2. City in-kind planning and possible construction by the Highway Department.

5. Additional Information

FINANCIALS

- a) Financial Statements** from your most recently completed fiscal year. *A FY2008 Ellsworth Planning Department Appropriations Control Report is attached. More City financial information may be found at <http://cityofellsworthme.org>*
- b) Organizational Budget** for the present year *A current (FY2009) Ellsworth Planning Department Appropriations Control Report is attached.*

OTHER SUPPORTING MATERIALS

- c) Support Letters** from the local bicycle industry*
- d) List of Board Members**, including their affiliations
- e) Map/Plan** of the project and area (if applicable)
- f) Media Articles**, if available

*Support letters from the local bicycle industry are required and tremendously important to your proposal. Letters from Bikes Belong member companies are preferred. Additional (non-industry) support letters will be considered if they are relevant.

Support letters, a Bike-Ped Committee Member list, Maps and other supporting materials are included with the application.