

Ellsworth Bicycle Pedestrian Committee
Thursday, January 4, 2007
Minutes

1. Introductions

- Jef Fitzgerald, Deputy Planner, City of Ellsworth
- David Baldwin, Downeast Scenic Rail. RR will work out of the STAR Center (trailhead, multi-modal facility for busing people to Acadia, etc.) once it becomes a reality; trail proposed to parallel the rail between Washington Junction and in-town. Plan for rail line to be operational by 2008.
- Tom Stipe, member Union River Healthy Communities Coalition (URHCC); Ellsworth resident; interest in sidewalks; put together a website with maps of sidewalks; Bangor Daily News just interviewed him -- article soon to follow.
- Helena Peterson, Director of URHCC, Ellsworth resident
- Cathy Kozaryn, URHCC member, Ellsworth resident
- Heather Albert-Knopp, working with Hancock County Planning Commission (HCPC) to help staff the Ellsworth Bicycle Pedestrian planning
- Jane Freeman, URHCC member, Ellsworth resident
- Jim Fisher, Transportation Planner with HCPC; Working last 7 years on bike/ped planning in Hancock County; HCPC is coordinating development of the bicycle pedestrian plan
- Candy Gammelin, Ellsworth Recreation Commission
- Mary Ann Locke, Ellsworth Recreation Commission
- Paul Markosian, bicyclist, new Ellsworth resident, Member of Bicycle Coalition of Maine
- Other people who should be represented at the table:
 - Myron Grant, Ellsworth's Highway Foreman, will be able to help once there is a plan; has worked in Ellsworth 30 years, knows the roads well
 - Ellsworth Transportation Committee representative?
 - Waterfront Development Committee representative?
 - School system representative – Perhaps Dave Norwood; or contact superintendent to refer a school rep to the committee.
 - Another business community rep? Chamber of Commerce member?
 - Law enforcement – John DeLeo

2. Overview of the Planning Process

History

- URHCC gave City of Ellsworth a grant to start the Bicycle Pedestrian planning process. The hope is to create a standing committee to better coordinate the committees that already exist and are responsible for different pieces of bicycle/pedestrian planning and infrastructure. Creating Bicycle Pedestrian Plan is the first step in this process.
- City of Ellsworth issued a "Request for Proposals" seeking a group to put together the plan, which is largely modeled on the City of Brunswick Bicycle Pedestrian Plan. Hancock County Planning Commission was awarded the contract to coordinate development of the Plan.

- Work of the Bicycle Pedestrian Committee:
 - Inventory of what we have (existing infrastructure), including bicycle focus; identify the gaps in the existing infrastructure
 - Establishing priorities for improvements – what should be done first?

3. Vision

Group brainstormed what they envision for bicycle and pedestrian access in Ellsworth “20 years from now”:

Draft Vision Statement

“Ellsworth is a welcoming community that offers safe and accessible options for walking and bicycling. People walk and bike daily for transportation and recreation inside the compact area and to reach favorite destinations.”

Elements proposed by the committee used to create the vision statement.

- People are walking, biking
- “Incorporate physical activities into daily routines” Ellsworth Health Plan
- “Multiple options for safe transportation to essential and recreational services”

- Ellsworth as a welcoming walk-able community;
 - safe and accessible for all ages
 - a place where people can walk to get their groceries, walk to school
- Ellsworth as a destination
 - Within the compact area
 - Connections to other destinations
- Ellsworth Health Plan
- Alternate modes of transportation

Sample vision statement from St. Petersburg, Florida:

“St. Petersburg will be a City with a balanced transportation system designed to move people safely and effectively. Pedestrian and bicycle facilities shall be designed, encouraged and celebrated as indicators of a healthy city.”

Other examples of other vision statements are available from the links on the Ellsworth Bike Plan website.

Draft Mission Statement for the Committee

“The Ellsworth Bicycle and Pedestrian Committee is a standing subcommittee of the parks and recreation committee created to promote development of policies, infrastructure and activities for bicycling and walking.”

Goals, Objectives and Strategies

Goal 1: Safety

- Crosswalks safe
- Safe way to get to the waterfront – marina
- Safe and easy link to the STAR Center
- RR Crossing safe for bikes and pedestrians
- Safer Winkumpaugh Rd
- Safe routes to school
- Shore Rd is heavily used by walkers – could be safer

Goal 2: Education and Awareness

- Education programs
- Burlington, VT has a great web site <http://www.localmotion.org/index.php>
 - Examples of maps, trails, events
- Build awareness of existing bike/pedestrian assets – build on those
- Information & signage for trails, routes
 - brochures, maps, kiosk, website
 - accessible in many locations
- Car-free stretch of road one day/week; could have farmers' market/other destinations; “take back the streets”; could do in less-trafficked area
- Events to bring people in to use this infrastructure – music programs, etc.

Goal 3: Connectivity – within city, beyond city Reaching Destinations: schools, shopping/services, recreation (including waterfront)

- Routes to destinations – what are the key destinations?
- Bikeway on Bayside Rd
- Leonard Lake as a destination – trail along or around the lake; bridge across Leonard Lake
- Bicycle & multi-use connectivity between Ellsworth, Bangor, Bar Harbor, Machias, other areas; and between downtown and outlying areas of Ellsworth
- Safe route to Ellsworth Falls (people using this area)
- Island Explorer buses
- Connecting to the Myer Field complex as a destination
- Bike/Pedestrian solutions help reduce traffic congestion – balance between congestion and traffic calming – separate pedestrians from high speed traffic (bypass)

Goal 4: Infrastructure

- See full bike racks at schools – creating the conditions and changing the culture for people to ride to school
- Bike parking facilities at other destinations
- Ability to cross High Street – crosswalks, lights
- Multi-purpose waterfront path
- Trailheads with parking; designated parking for walking/biking destinations
- Sidewalks to Birdsacre, Woodlawn, Indian Point – walkers can walk to trails

- Pedestrian over/under pass
- Connected Sidewalks – obvious gaps: side streets connect to High Street; Foster Street, Elm St, Washington St
- Bike Rental Business / Kayak Rental

4. Homework:

- Jef: define the “compact area”
- Everyone: Look at website; other bike plans
- Heather: Mapping and field work – identifying sites that need improvement, recent improvements, and existing infrastructure
- Jim: will “digitize” Tom Stipe’s sidewalk maps to make them more use-able for planning purposes.

5. Next Meeting:

- Thursday, February 1, 5:30PM
- Criteria & prioritizing options
- “Good, bad & ugly” slide show

