

# Ellsworth High Street Corridor Study

## AGENDA

### Community Partners Meeting

March 31, 2026

#### AGENDA

1. Introductions
2. Project Overview
3. Existing Conditions
4. Focus Areas
5. Next Steps



# Ellsworth High Street Corridor Study

## INTRODUCTIONS

### Project Team

#### Consulting Team

##### Stantec

- **Jessa Berna**, Project Manager
- **Paul Pottle**, Transportation Engineer
- **Evan Drew**, Traffic Engineer
- **Ngan Han**, Landscape Architect

#### Project Partners

City of Ellsworth

MaineDOT

RCAP Solutions

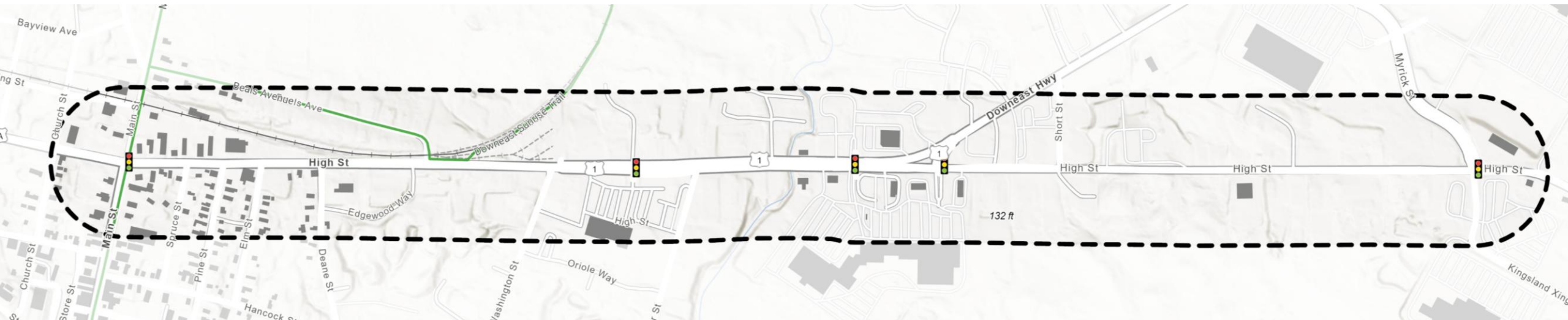
# Ellsworth High Street Corridor Study

## PROJECT OVERVIEW

### Project Overview

The City of Ellsworth has been selected for U.S. Department of Transportation support through the **FY 2023 Thriving Communities Program**, which provides technical assistance, planning, and capacity-building.

This effort focuses on a 2.25-mile segment of High Street between Main Street and Myrick Street.



# Ellsworth High Street Corridor Study

## PROJECT OVERVIEW

### Project Goals

**Create a safe and sustainable High Street corridor by:**

- Improving **multimodal safety** along High Street, while maintaining existing roadway capacity.
- Integrating safety enhancements with **stormwater-friendly streetscaping and green infrastructure**.
- Positioning the City for **future success** by providing clear, actionable deliverables—including conceptual renderings, planning-level cost estimates, and a phased implementation roadmap.

## PROJECT OVERVIEW

### Project Scope

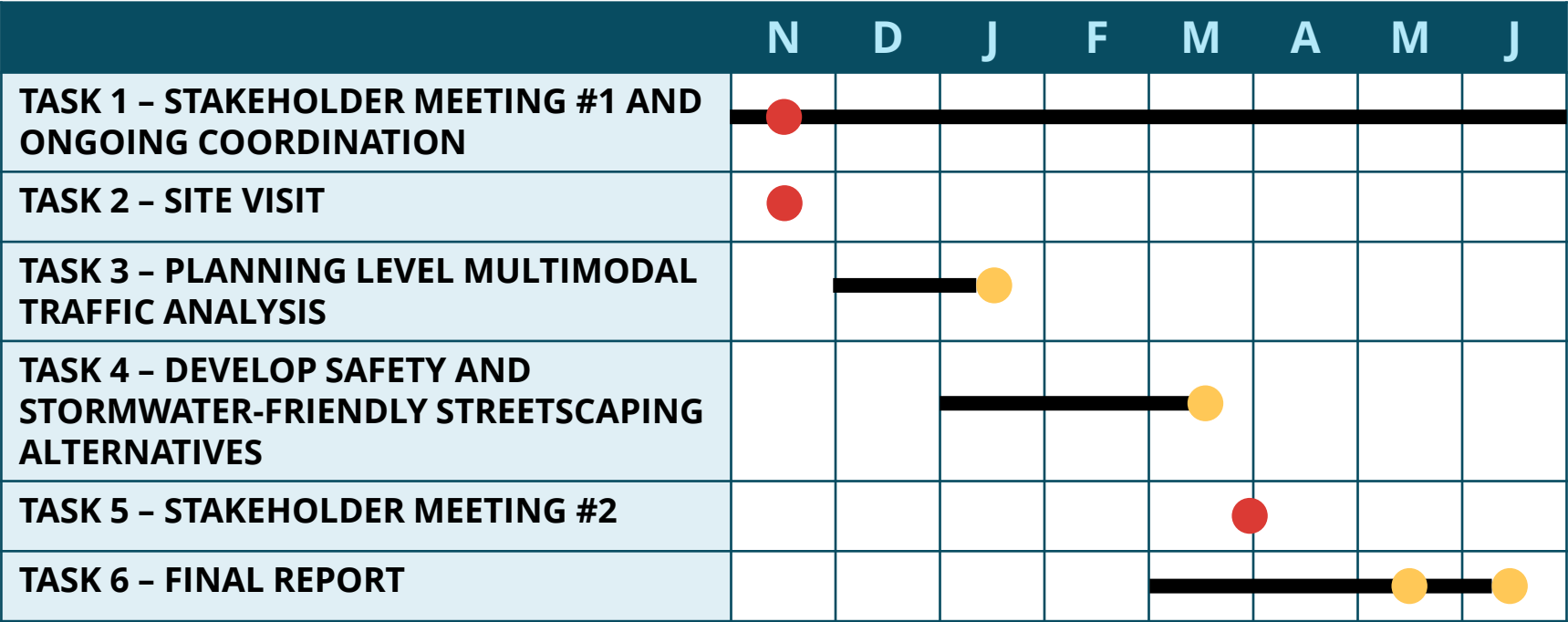
#### Create a safe and sustainable High Street corridor by:

- Completing a planning-level multimodal traffic analysis
- Identifying 5 focus areas in collaboration with the project partners
  - *Beals Street intersection*
  - *Merrill Lane intersection*
  - *High Street / Downeast Highway / McDonald's intersection*
  - *Myrick Street intersection*
  - *Overall Bike/Ped and Access Management*
- Developing concepts for each focus area to improve safety (particularly for pedestrian and cyclists) and stormwater-friendly streetscaping
- Producing a final report presenting the concepts for each focus area and positioning the City for future grant funding

# Ellsworth High Street Corridor Study

## PROJECT OVERVIEW

### Schedule



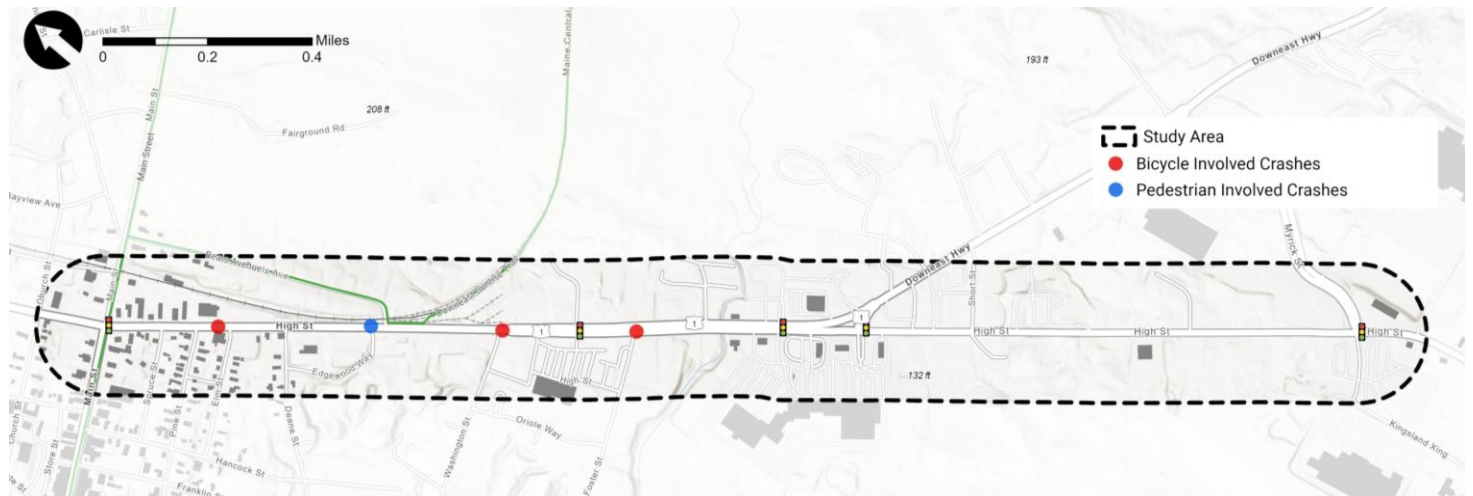
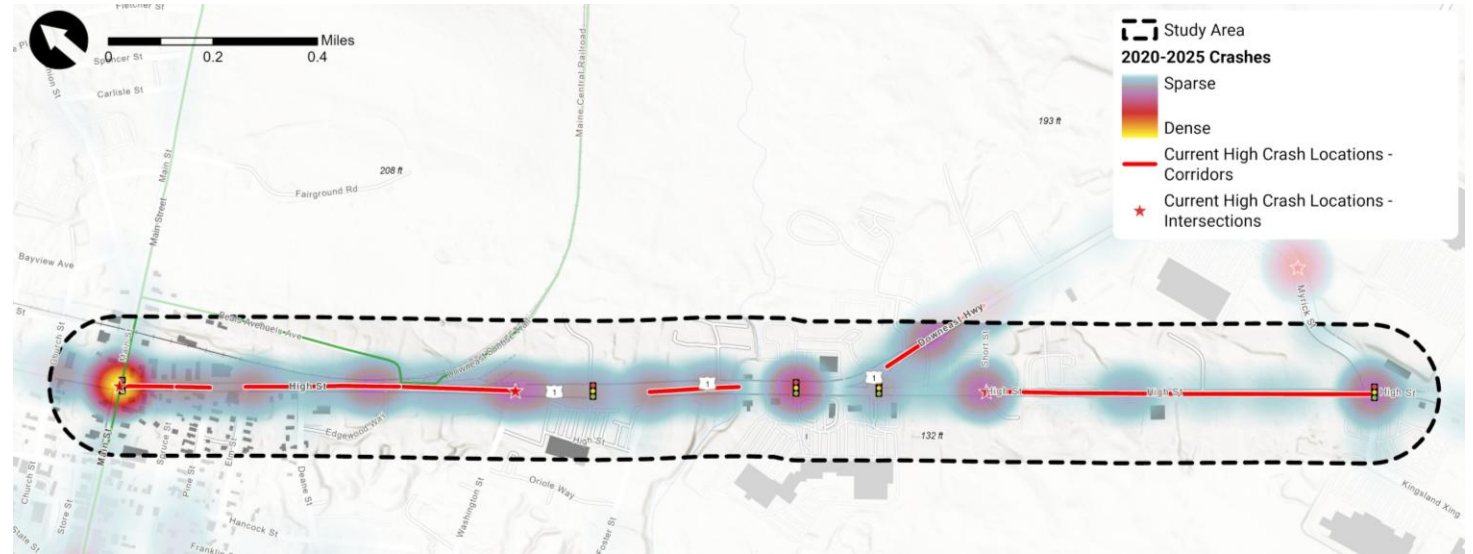
 Meeting  
 Deliverable

# Ellsworth High Street Corridor Study

## EXISTING CONDITIONS

### Roadway Safety

- Most of the corridor is classified as a High Crash Location by MaineDOT
- 363 crashes in the past 5 years, 72 resulting in injury
- 4 crashes involving Bike/Ped (all resulting in injury)

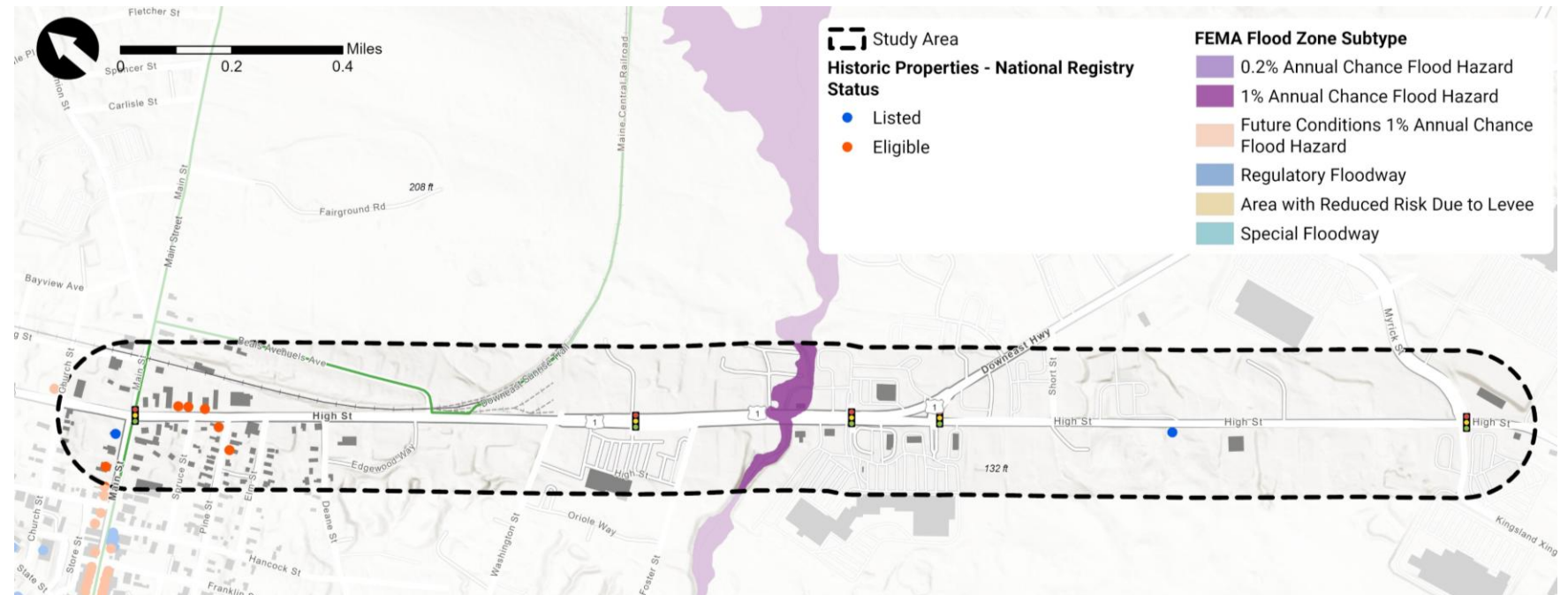


# Ellsworth High Street Corridor Study

## EXISTING CONDITIONS

### Environmental and Historic Resources

- Many historic properties close to Main Street
- 1% Annual Chance of Flood Hazard surrounding Card Brook, an urban impaired stream.
- A lot of impervious surface and little green space

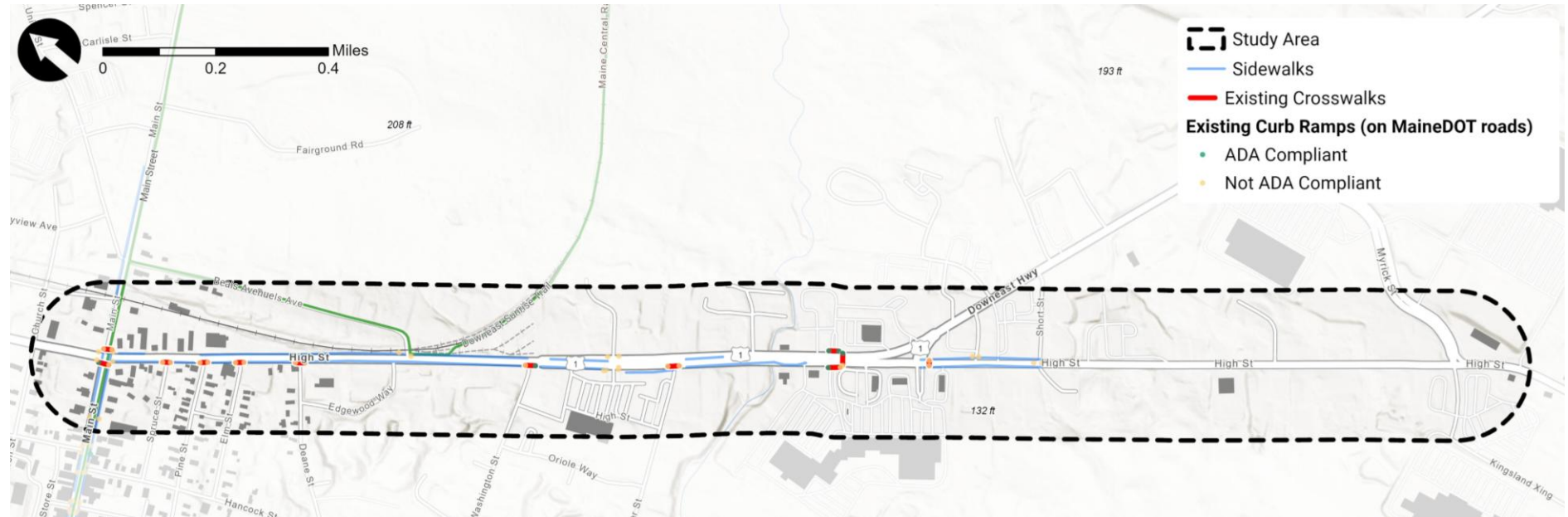


# Ellsworth High Street Corridor Study

## EXISTING CONDITIONS

### Bicycle and Pedestrian Conditions

- Sunrise Trail is an asset
- Few opportunities to cross High Street
- Sidewalks sporadic and often unbuffered and in poor condition

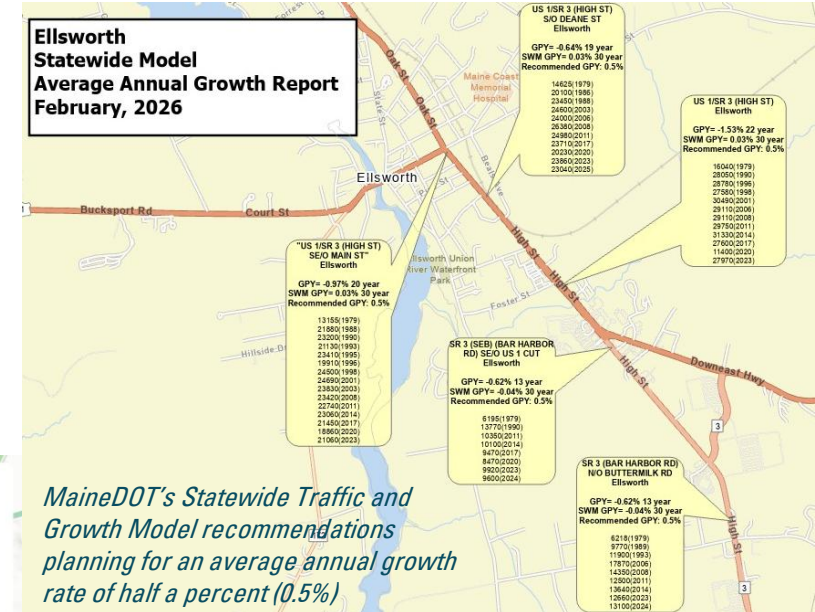
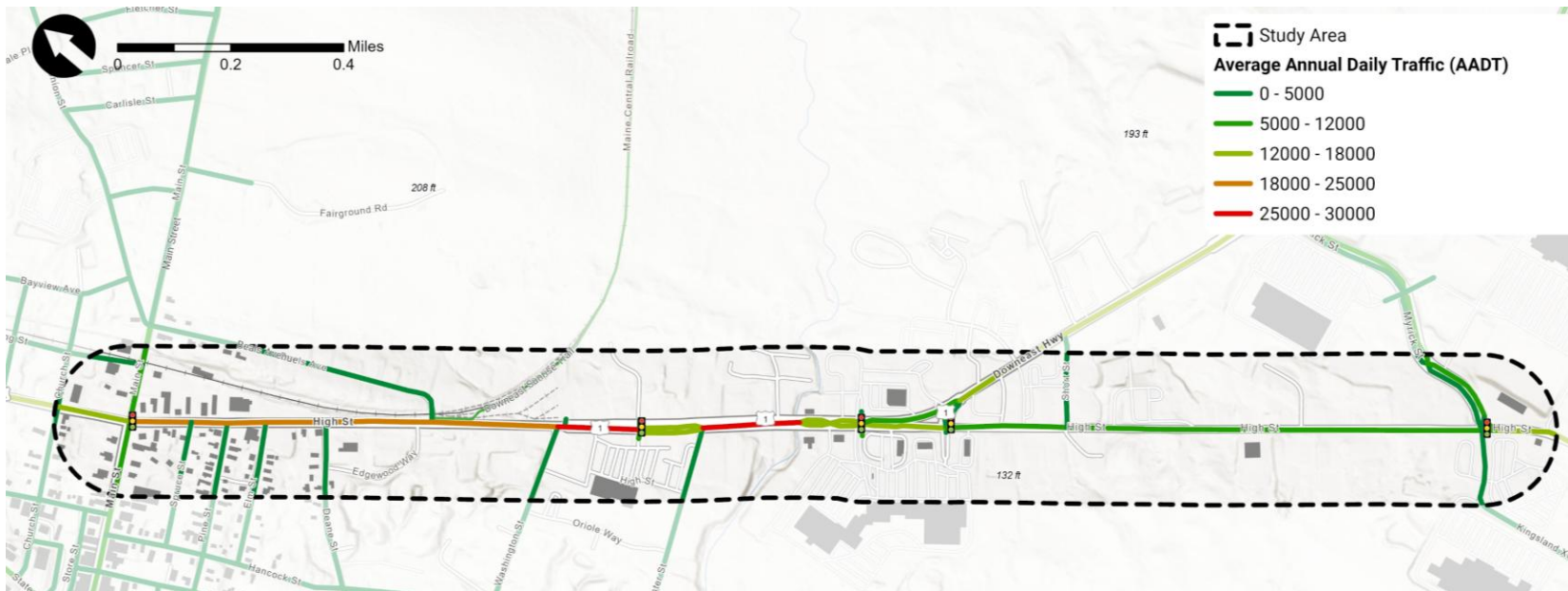


# Ellsworth High Street Corridor Study

## EXISTING CONDITIONS

### Existing and Future Traffic Volumes

- AADT as high as 29,000 vehicles on the two-way, commercial sections of the corridor.
- Daily peak volumes as high as 32,000 vehicles per day in summer months.



*MaineDOT's Statewide Traffic and Growth Model recommendations planning for an average annual growth rate of half a percent (0.5%)*

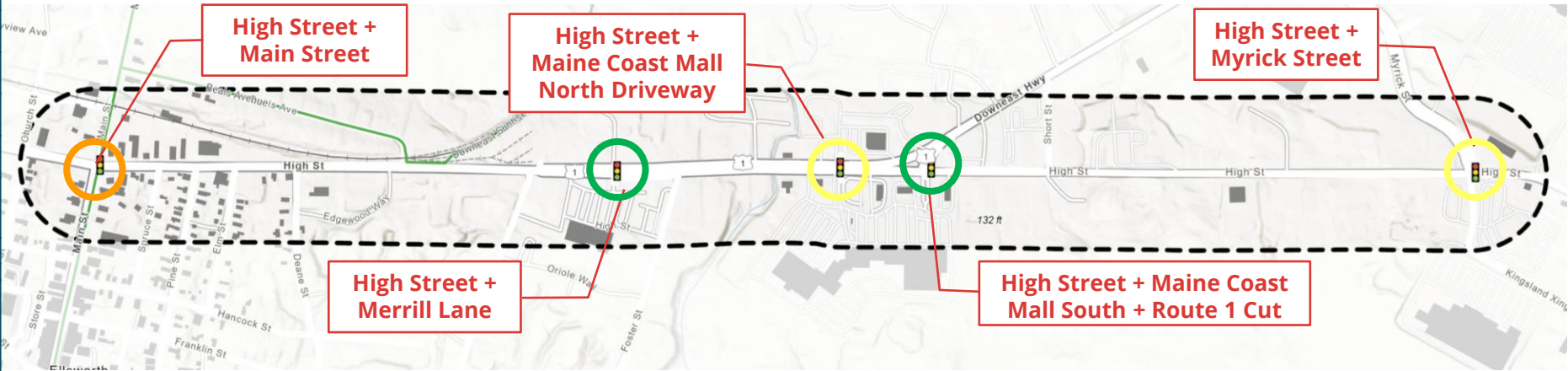
# Ellsworth High Street Corridor Study

## EXISTING CONDITIONS

### Traffic Performance

| Intersection                                       | Weekday Peak Hour | Level-of-Service | Average Delay Time per Vehicle |
|----------------------------------------------------|-------------------|------------------|--------------------------------|
| High Street + Main Street                          | AM                | C                | 30.1 seconds                   |
|                                                    | PM                | D                | 48.7 seconds                   |
| High Street + Merrill Lane                         | AM                | A                | 6.1 seconds                    |
|                                                    | PM                | A                | 9.6 seconds                    |
| High Street + Maine Coast Mall North Driveway      | AM                | B                | 11.0 seconds                   |
|                                                    | PM                | C                | 21.2 seconds                   |
| High Street + Maine Coast Mall South + Route 1 Cut | AM                | A                | 5.5 seconds                    |
|                                                    | PM                | A                | 7.7 seconds                    |
| High Street + Myrick Street                        | AM                | B                | 13.9 seconds                   |
|                                                    | PM                | B                | 13.3 seconds                   |

| Level-of -Service | Weekday Peak Hour                                                                       |
|-------------------|-----------------------------------------------------------------------------------------|
| A                 | Free flow, with low volumes and high speeds.                                            |
| B                 | Reasonably free flow, but speeds beginning to be restricted by traffic conditions.      |
| C                 | Stable flow, but most drivers are restricted in the freedom to select their own speeds. |
| D                 | Approaching unstable flow; drivers have little freedom to select their own speeds.      |
| E                 | Unstable flow; may be short stoppages.                                                  |
| F                 | Forced or breakdown flow; unacceptable congestion; stop-and-go.                         |



# Ellsworth High Street Corridor Study

## FOCUS AREAS

### Focus Areas Overview

1. Beals Street intersection
2. Merrill Lane intersection
3. High Street / Downeast Highway /  
McDonald's intersection
4. Myrick Street intersection
5. Overall Bike/Ped and Access  
Management

# Ellsworth High Street Corridor Study

## FOCUS AREAS

### Beals Street intersection

#### Existing Conditions Aerial



# Ellsworth High Street Corridor Study

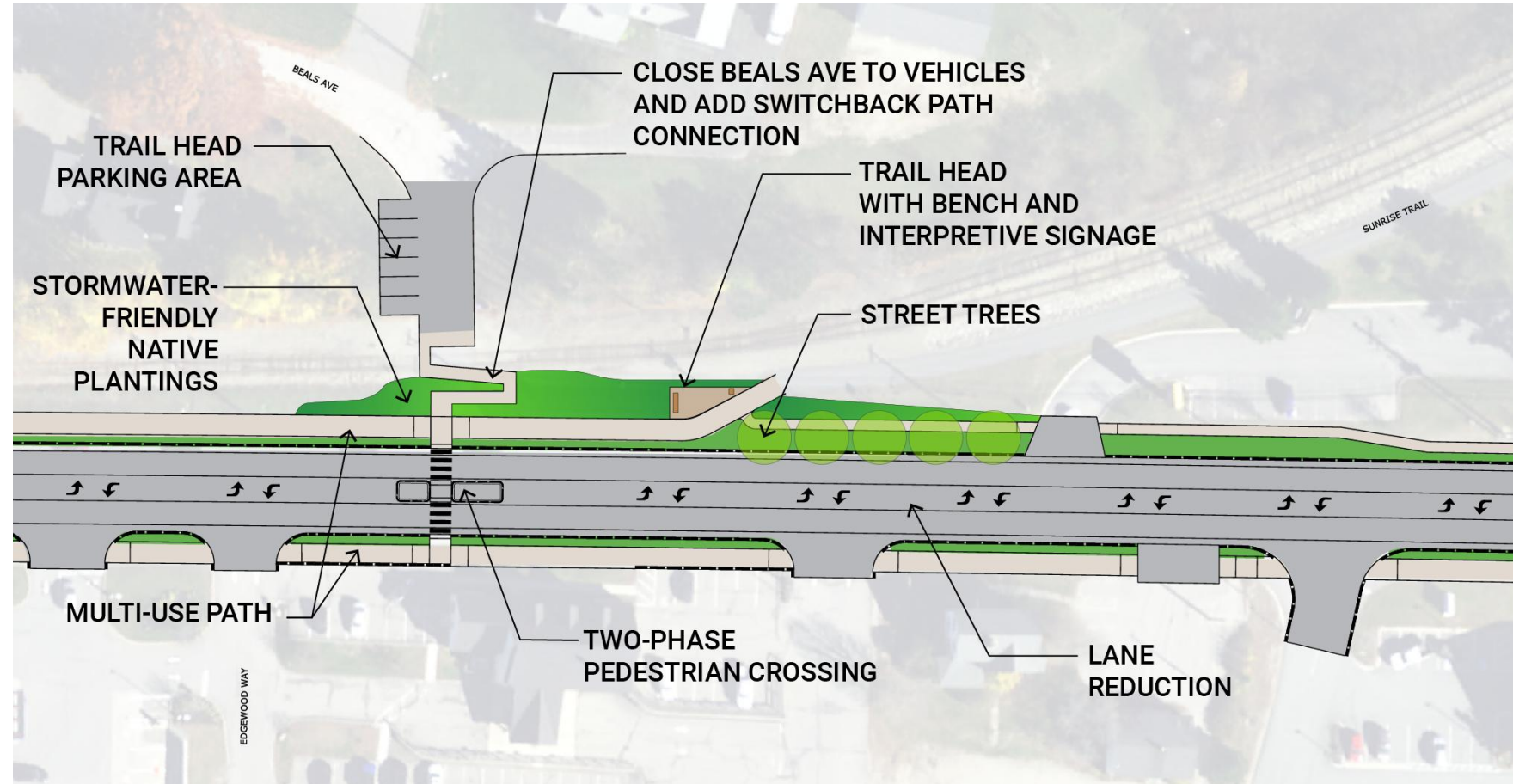
## FOCUS AREAS

Planning-Level Cost Estimate: \$500,000

### Beals Street intersection

#### Proposed Improvements

1. Lane reductions – conversion from 2 lanes in each direction to 1 lane in each direction and a center turn lane
2. Added crosswalk with center pedestrian refuge island
3. Sunrise Trail extension shown with added parking on Beals Ave and connecting switchback trail
4. Multiuse path added on western side of road
5. Additional plantings, street trees and trail head with bench and interpretative signage



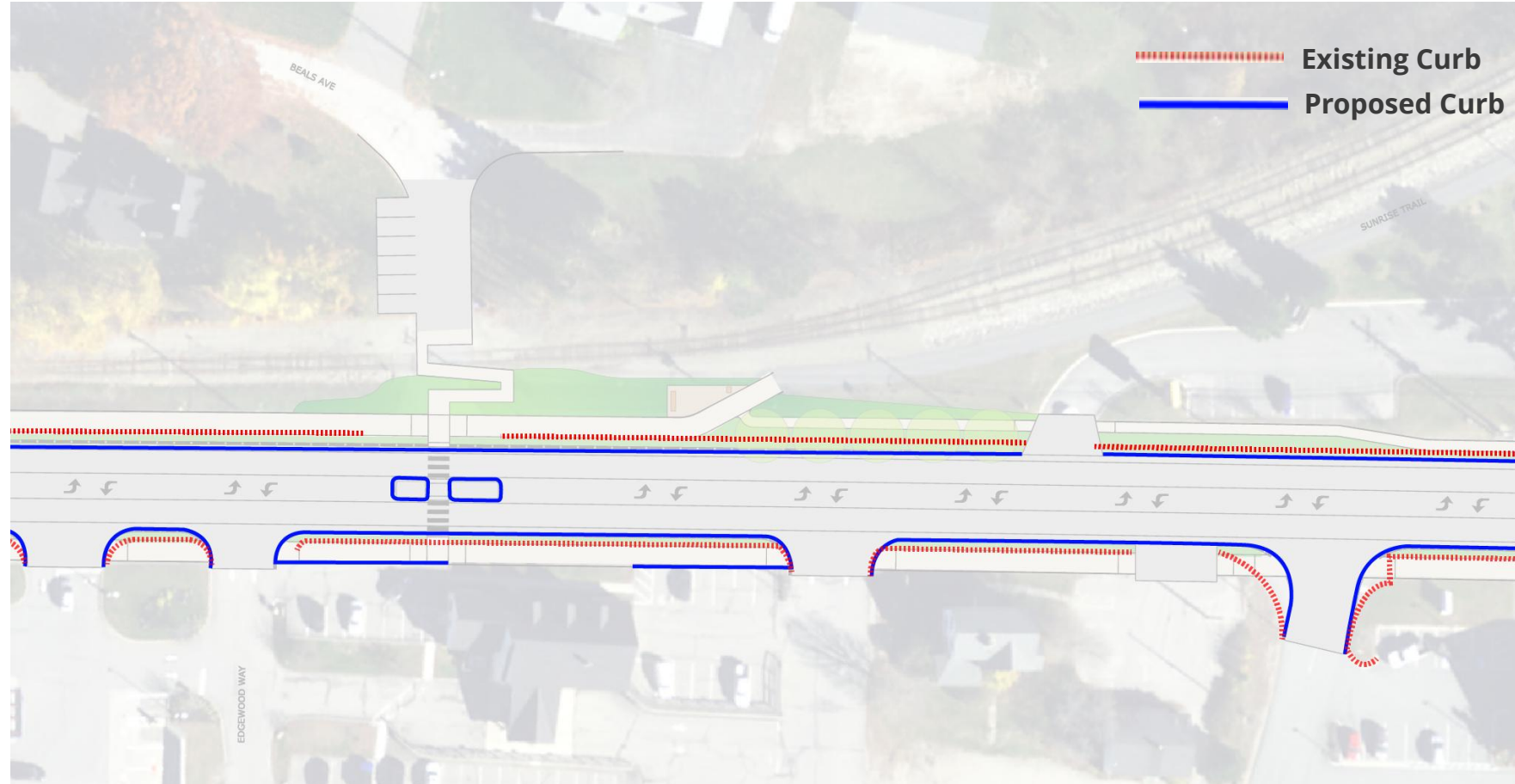
# Ellsworth High Street Corridor Study

## FOCUS AREAS

### Beals Street intersection

#### Changes to Curb Cut

1. Beals Ave intersection closed
2. Curb lines moved in due to reduced travel lanes
3. Pedestrian Refuge Island added



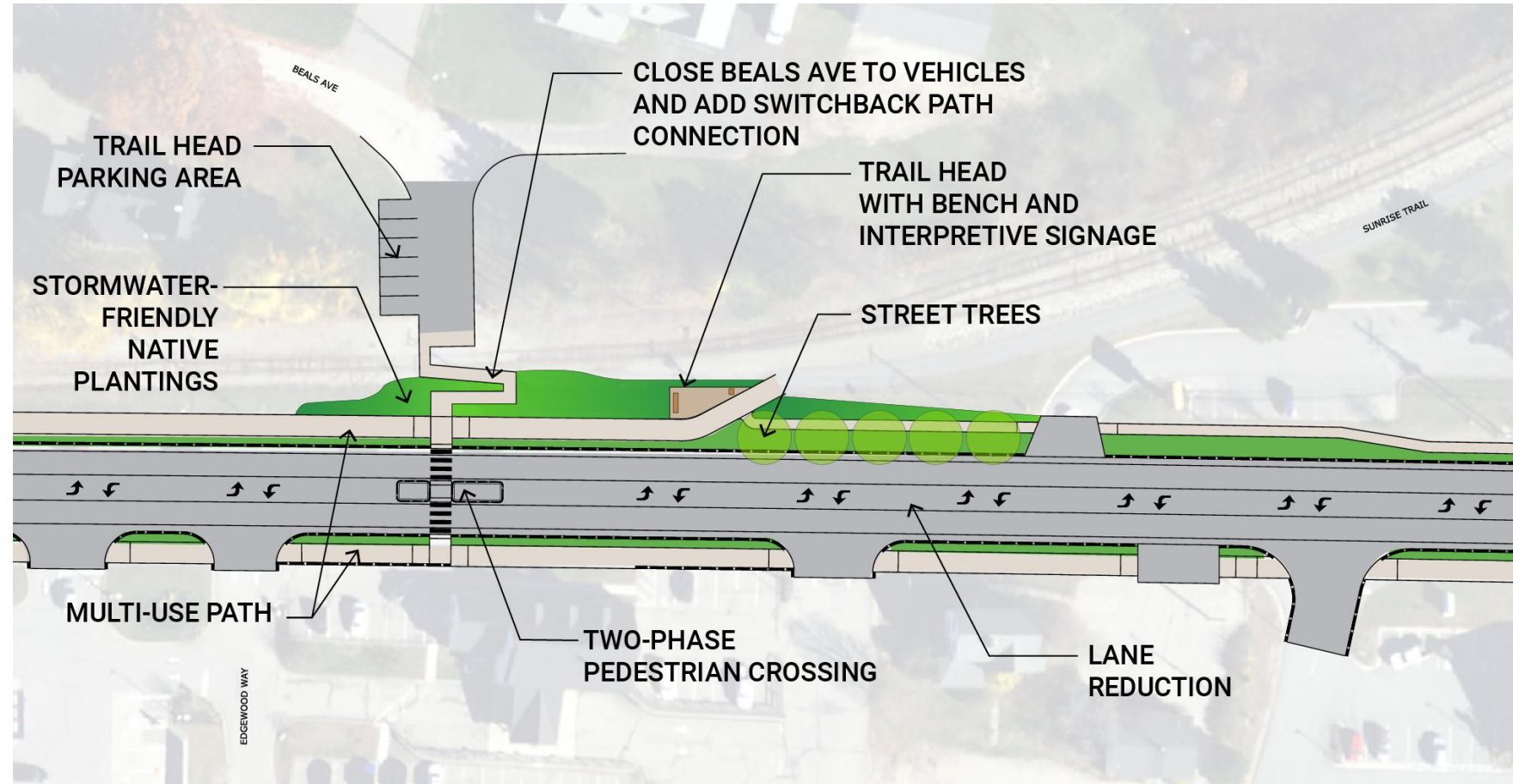
# Ellsworth High Street Corridor Study

## FOCUS AREAS

### Beals Street intersection

#### Questions for Community Partners

1. Do you have any safety concerns at this location today?
2. Is there a desire to extend streetscaping onto the Comfort Inn property?
3. How do you think these changes will impact the use of this access point to the Sunrise Trail?



# Ellsworth High Street Corridor Study

## FOCUS AREAS

### Merrill Lane intersection

#### Existing Conditions Aerial



# Ellsworth High Street Corridor Study

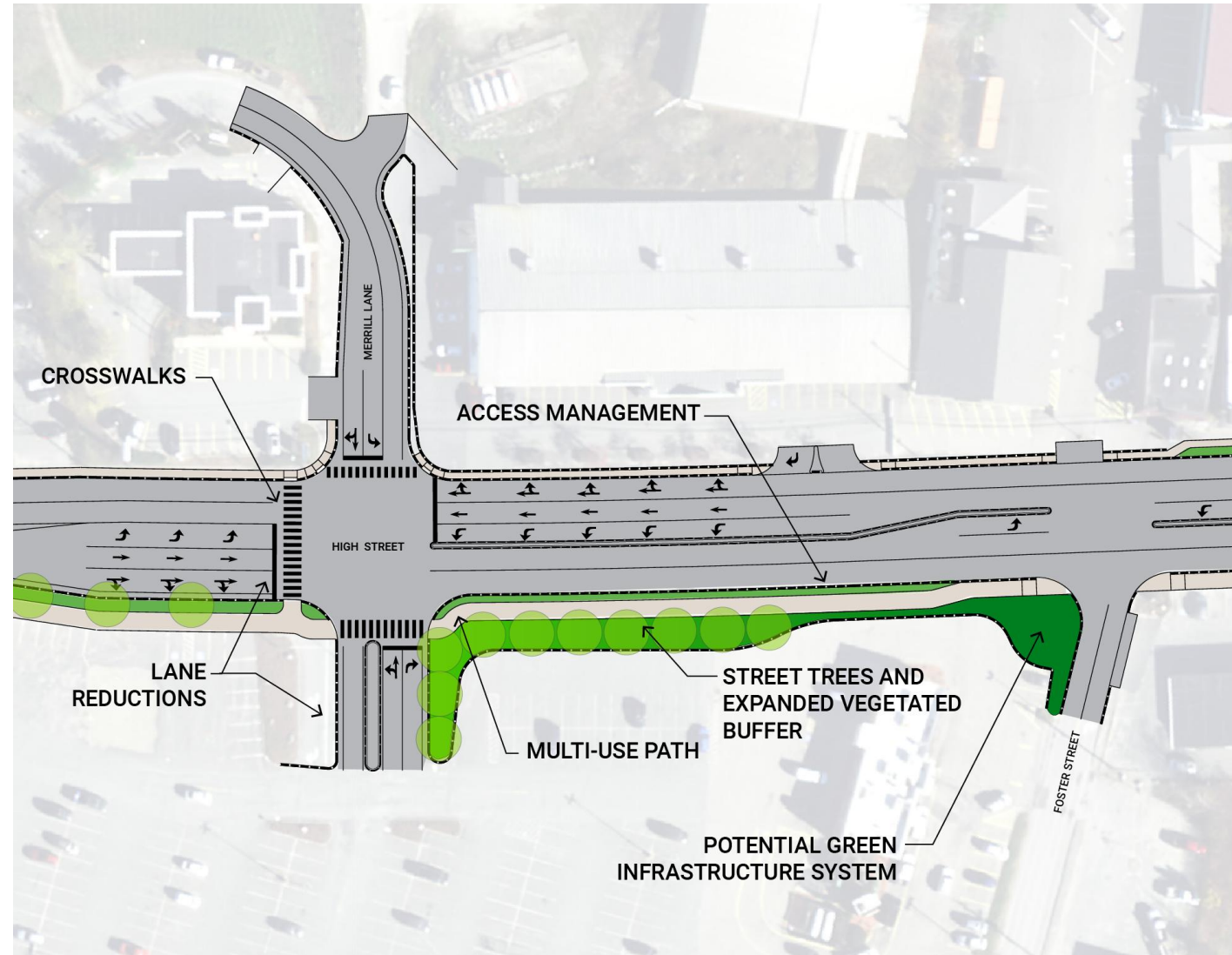
## FOCUS AREAS

Planning-Level Cost Estimate: \$1,000,000

### Merrill Lane intersection

#### Proposed Improvements

1. Crosswalks added across 3 sides of the intersection.
2. Lanes reduced entering/exiting Ellsworth Shopping Center
3. Multiuse Path on western side of the road
4. Expanded vegetated buffer with street trees and potential green infrastructure system in front of Ellsworth Shopping Center



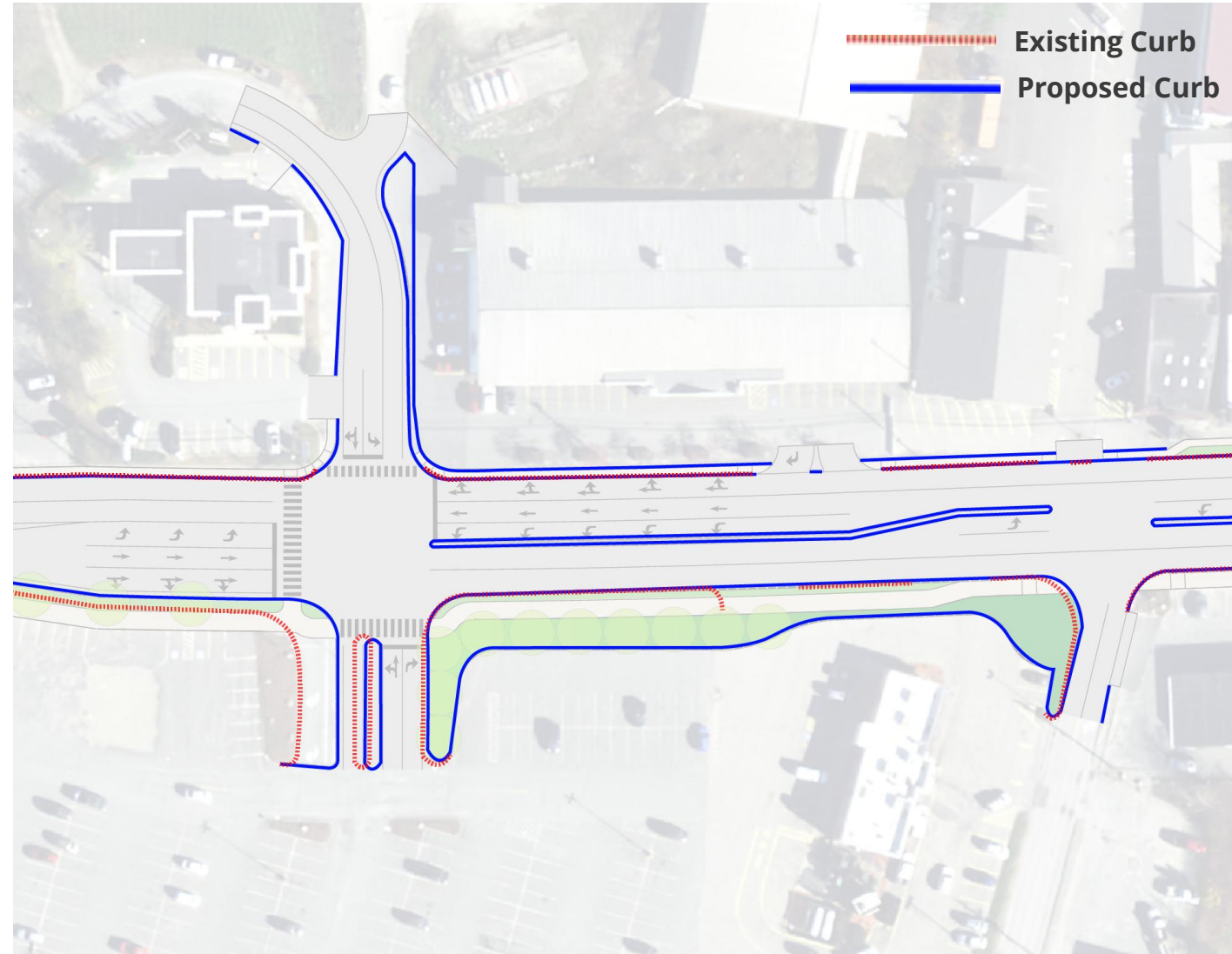
# Ellsworth High Street Corridor Study

## FOCUS AREAS

### Merrill Lane intersection

#### Changes to Curb Cut

1. Curb added to Merrill Lane
2. Curb added to center medians
3. Curb brought in for lane reductions at intersection
4. Access management at Ellsworth Shopping Center (8 access points reduced to 4)



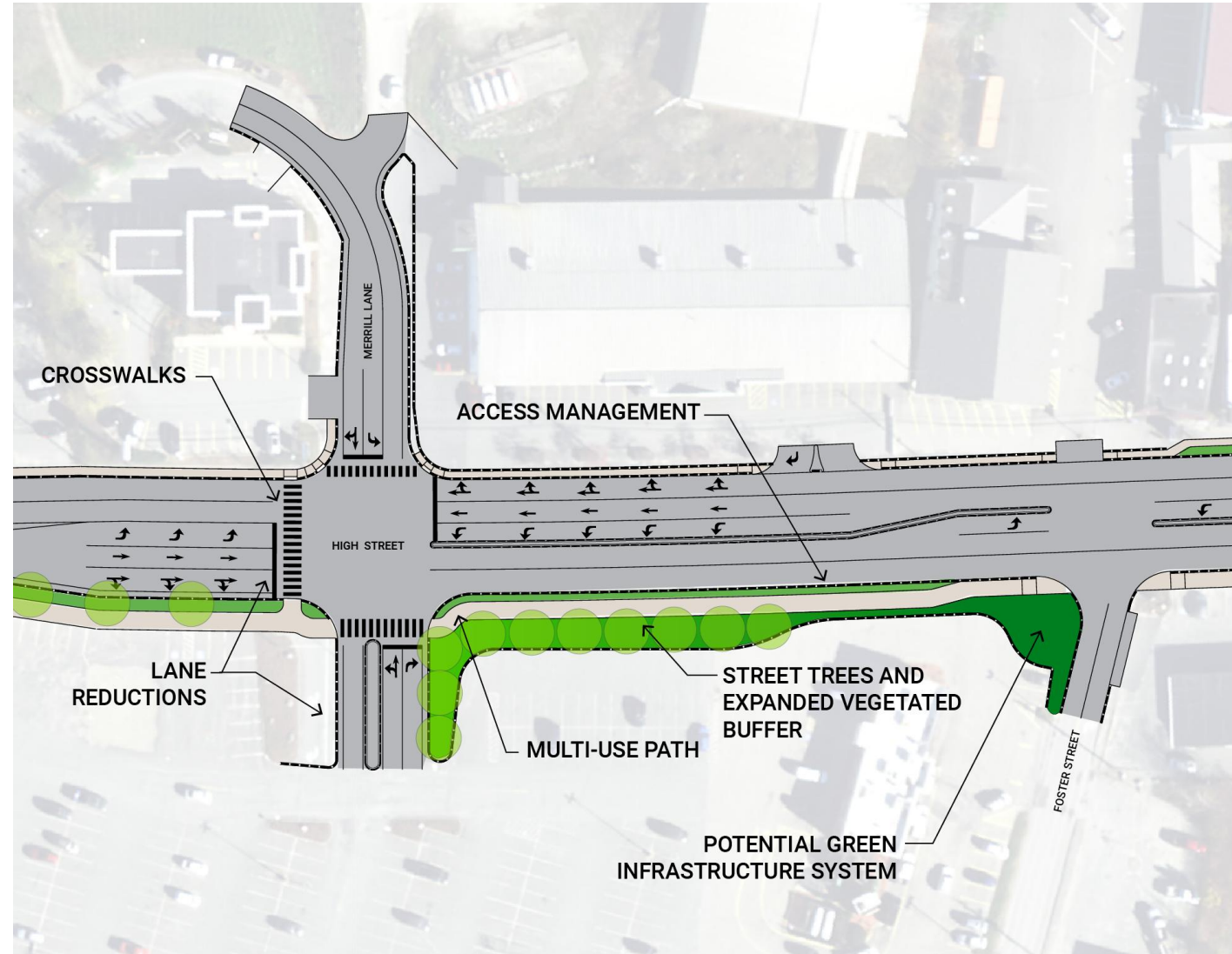
# Ellsworth High Street Corridor Study

## FOCUS AREAS

### Merrill Lane intersection

#### Questions for Community Partners

1. Do you have any safety concerns at this location today?
2. How do you think the addition of the Courthouse will change this area? Will it increase pedestrian traffic?
3. Is there a desire to connect to the Sunrise Trail at this location?



# Ellsworth High Street Corridor Study

## FOCUS AREAS

### High Street / Downeast Highway / McDonald's intersection

#### Existing Conditions Aerial



# Ellsworth High Street Corridor Study

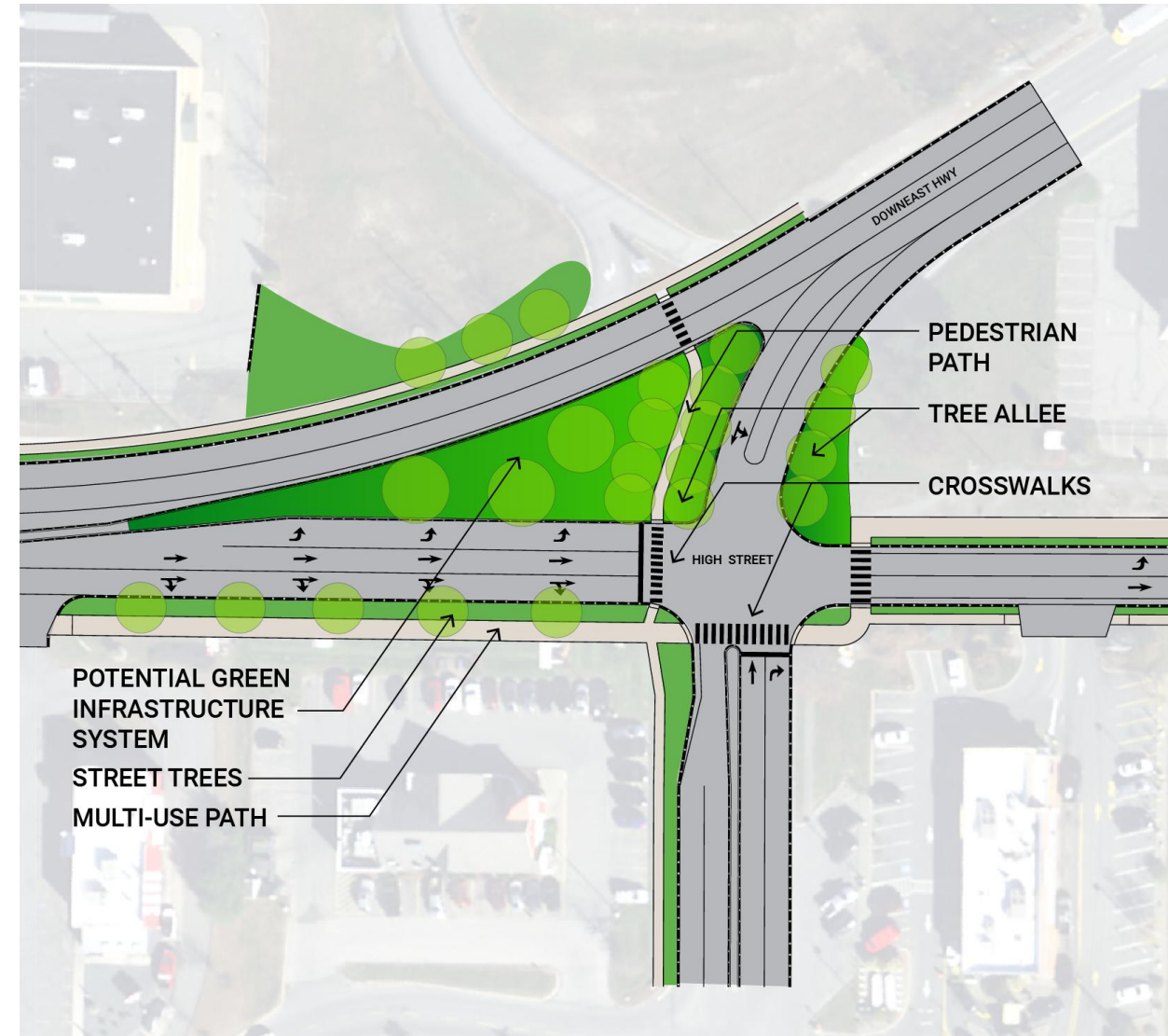
## FOCUS AREAS

Planning-Level Cost Estimate: \$1,000,000

### High Street / Downeast Highway / McDonald's intersection

#### Proposed Improvements

1. Enhance the center triangle with a green infrastructure system, and a pedestrian path lined with trees
2. Crosswalks across 3 legs on intersection
3. Multiuse path on the western side of road crossing to the eastern side of road



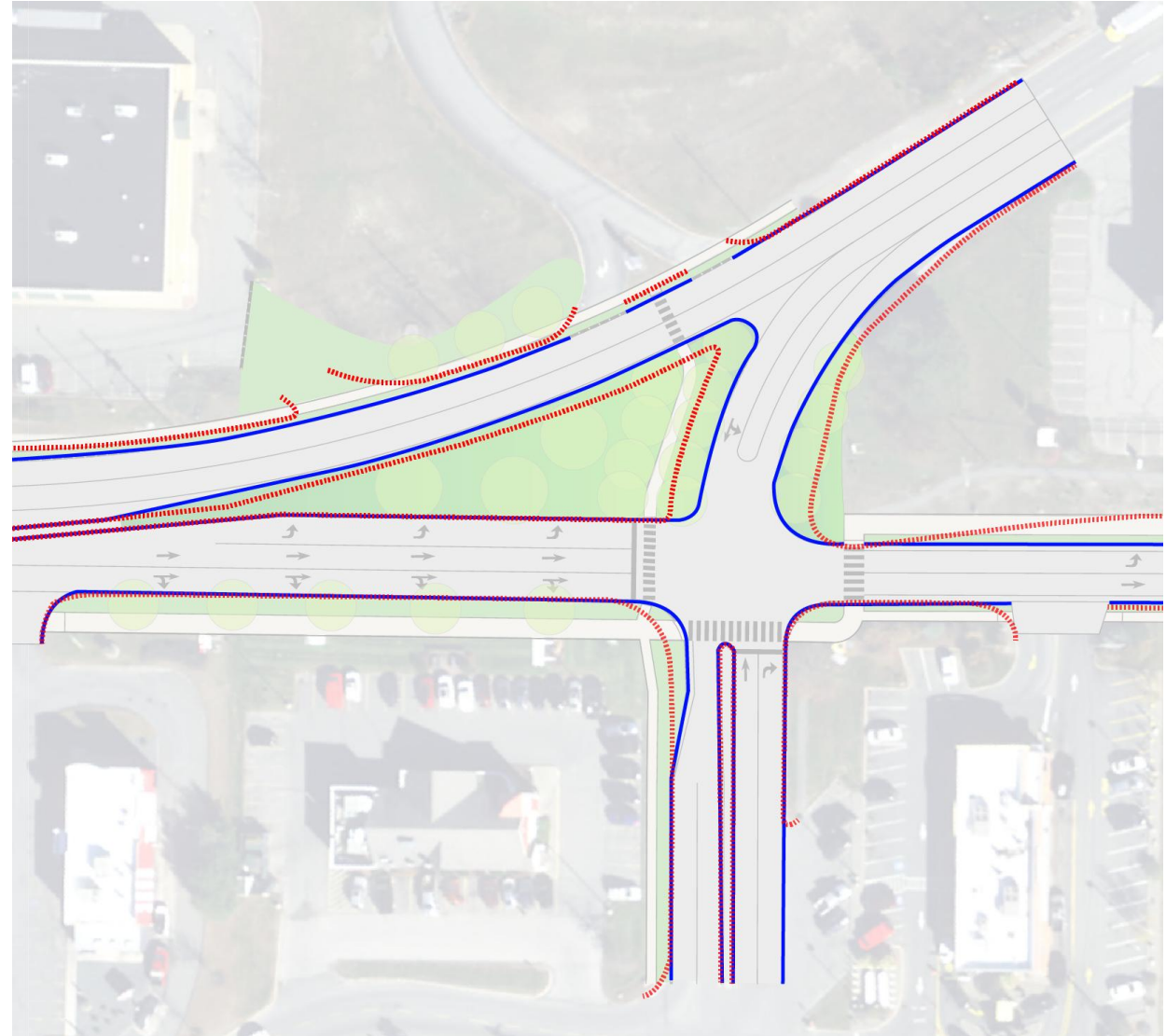
# Ellsworth High Street Corridor Study

## FOCUS AREAS

### High Street / Downeast Highway / McDonald's intersection

#### Changes to Curb Cut

1. Tighten geometry into Maine Coast Mall
2. Narrow travel lanes
3. Eliminate curb cut off Maine Coast Mall exit



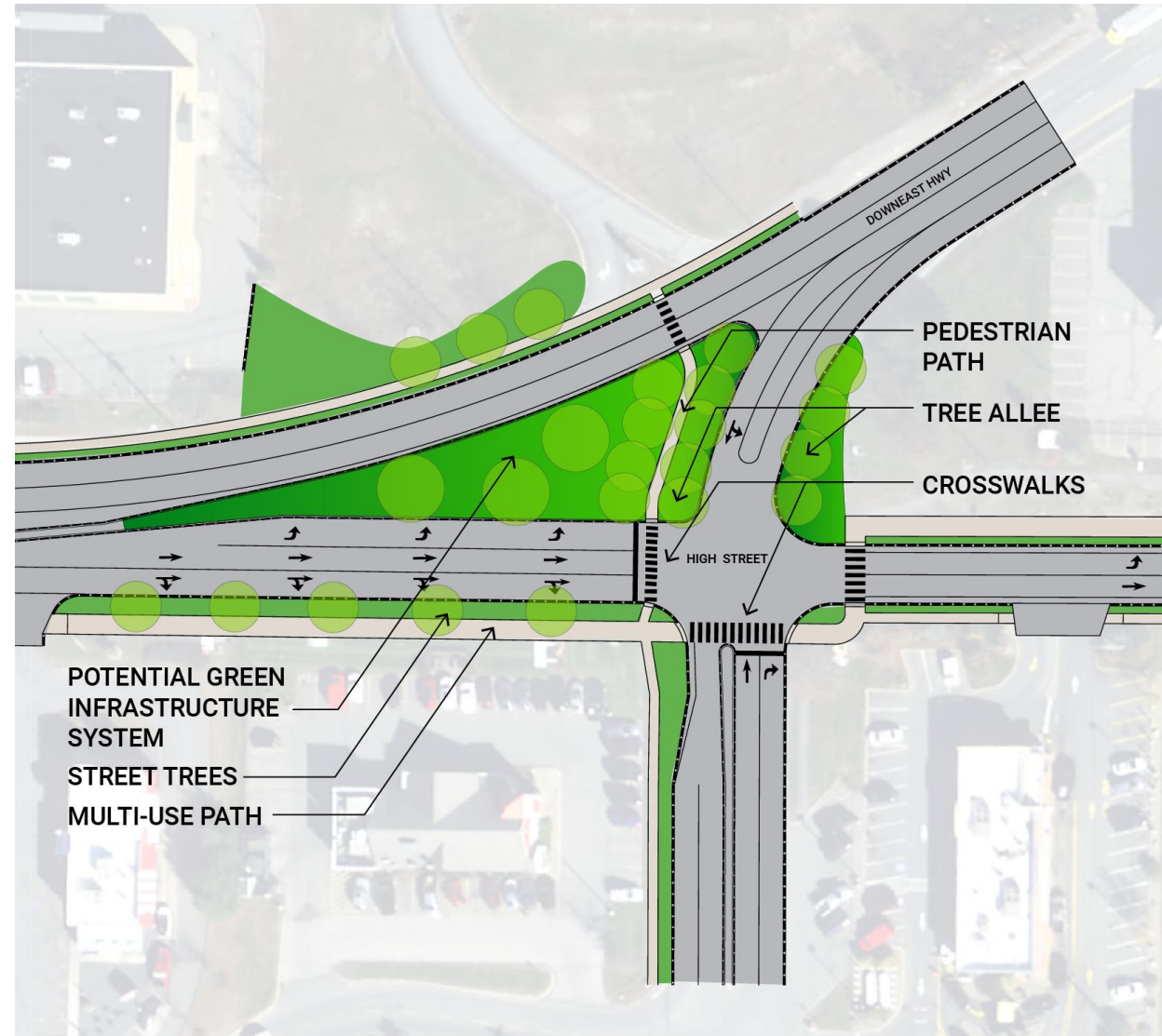
# Ellsworth High Street Corridor Study

## FOCUS AREAS

### High Street / Downeast Highway / McDonald's intersection

#### Questions for Community Partners

1. Do you have any safety concerns at this location today?
2. How would adding street trees impact surrounding businesses?
3. Do you think the triangle island could ever be a destination or a place people linger?



# Ellsworth High Street Corridor Study

## FOCUS AREAS

### Myrick St intersection

#### Existing Conditions Aerial



# Ellsworth High Street Corridor Study

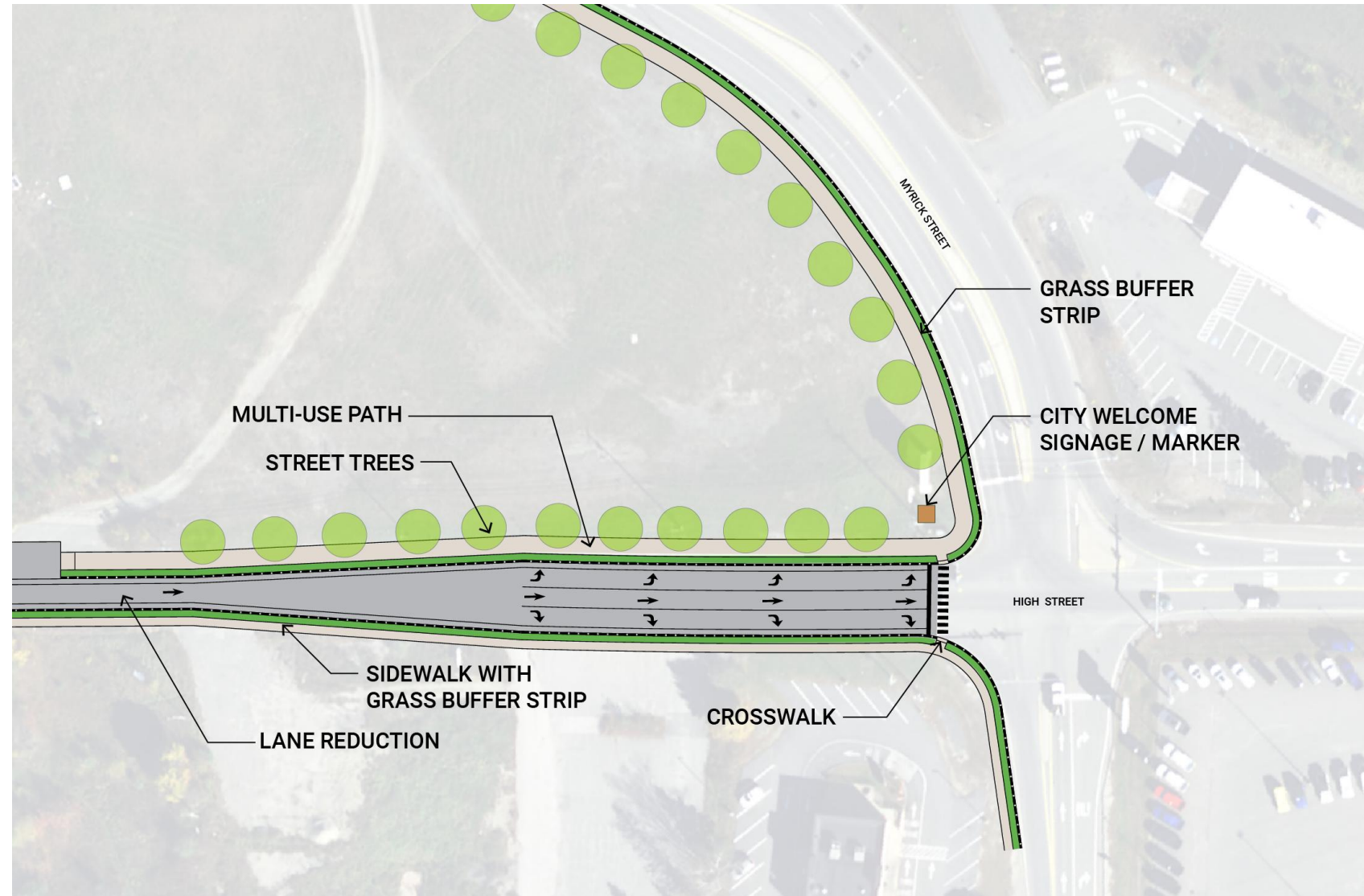
## FOCUS AREAS

Planning-Level Cost Estimate: \$750,000

### Myrick St intersection

#### Proposed Improvements

1. Lane reduction north of intersection
2. Multiuse Path and street trees on eastern side of High Street and Myrick Street, connecting to the Walmart
3. Sidewalk with grass buffer strip on western side of road
4. Crosswalk across one leg of intersection



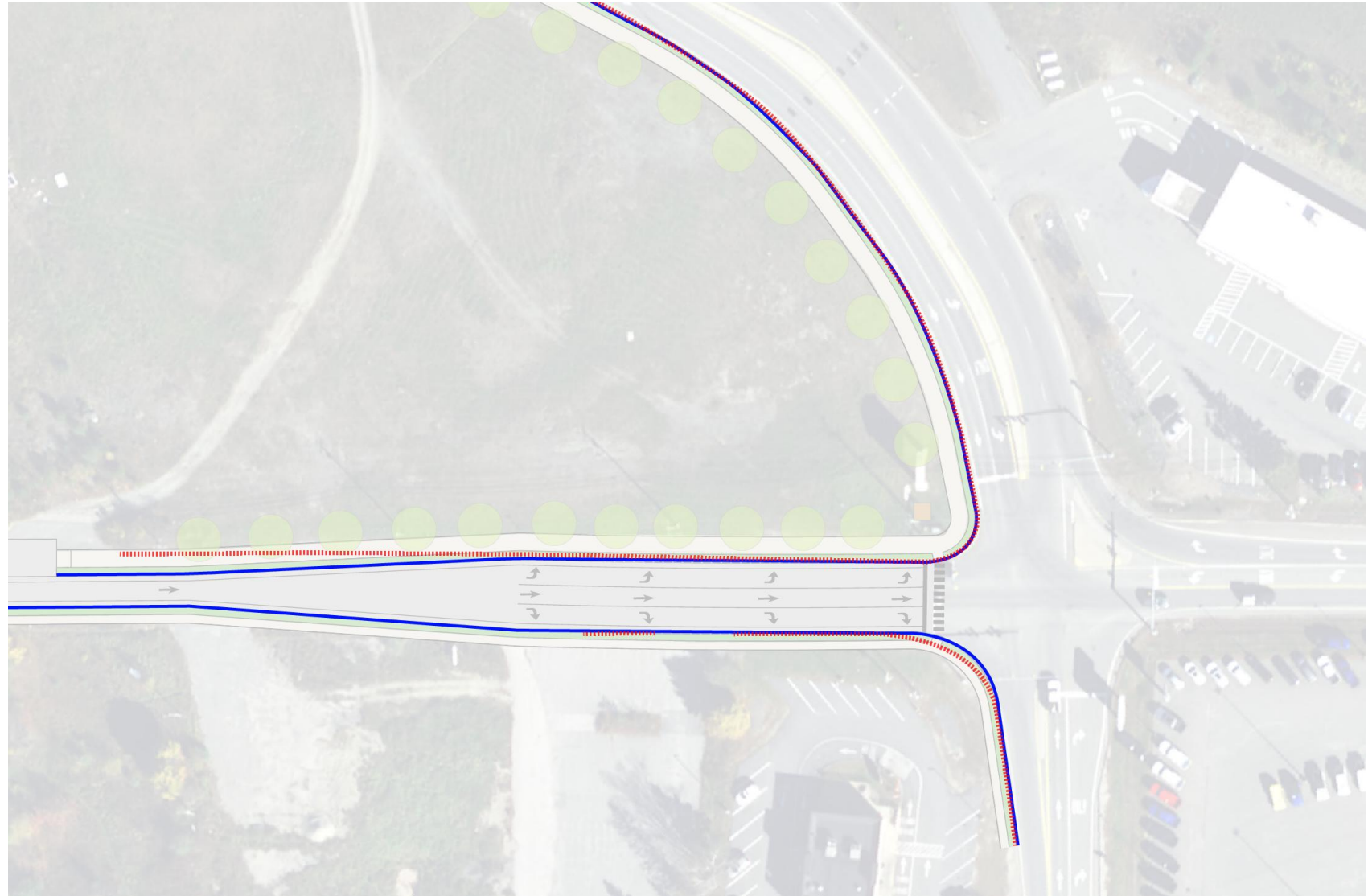
# Ellsworth High Street Corridor Study

## FOCUS AREAS

### Myrick St intersection

#### Changes to Curb Cut

1. Remove curb cuts on western side of High Street
2. Narrow curb cuts consistent with lane reductions



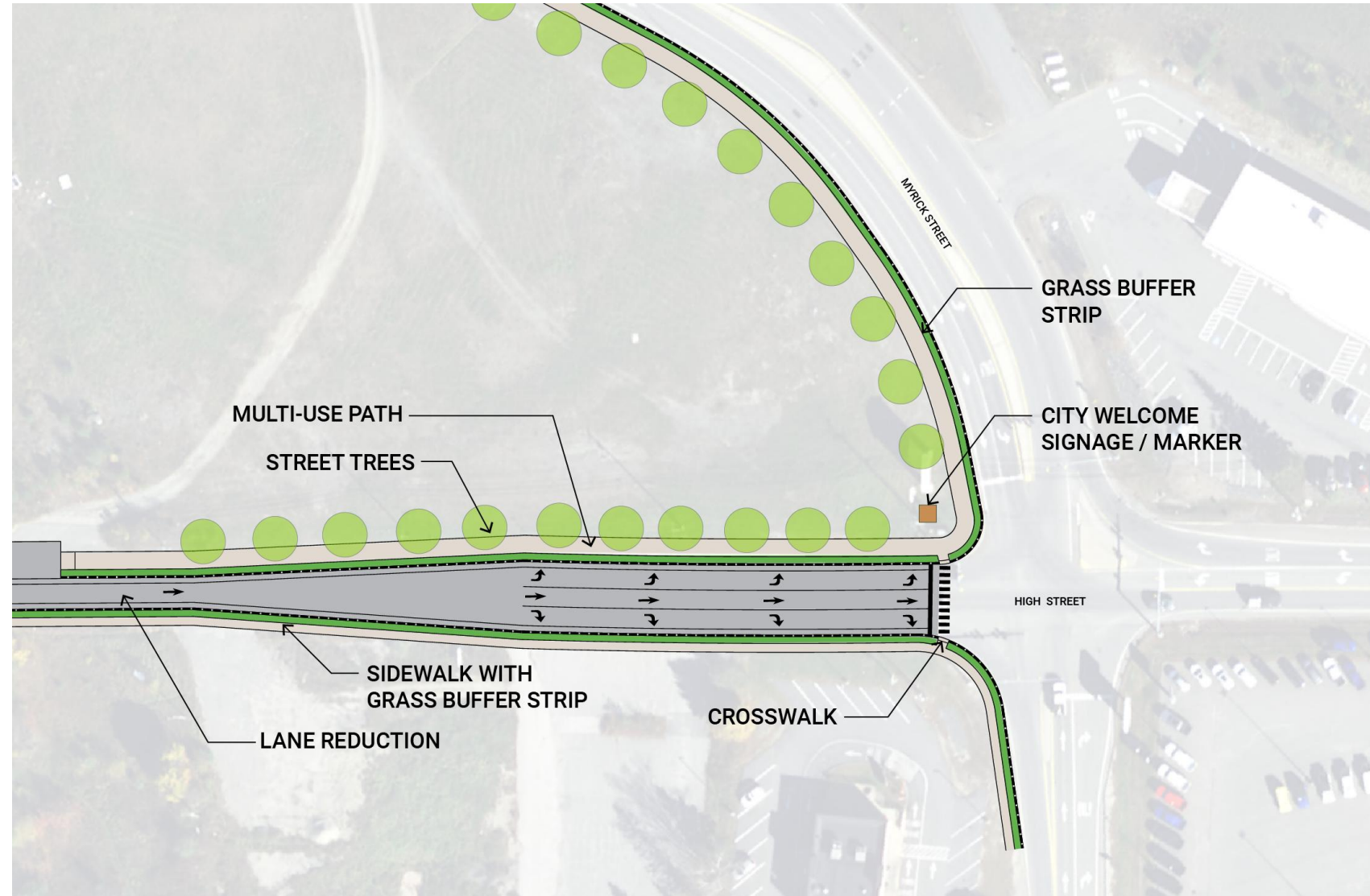
# Ellsworth High Street Corridor Study

## FOCUS AREAS

### Myrick St intersection

#### Questions for Community Partners

1. Do you have any safety concerns at this location today?
2. Do you think this crosswalk will be used? Is there a desire for any other crossings at this intersection?



# Ellsworth High Street Corridor Study

## FOCUS AREAS

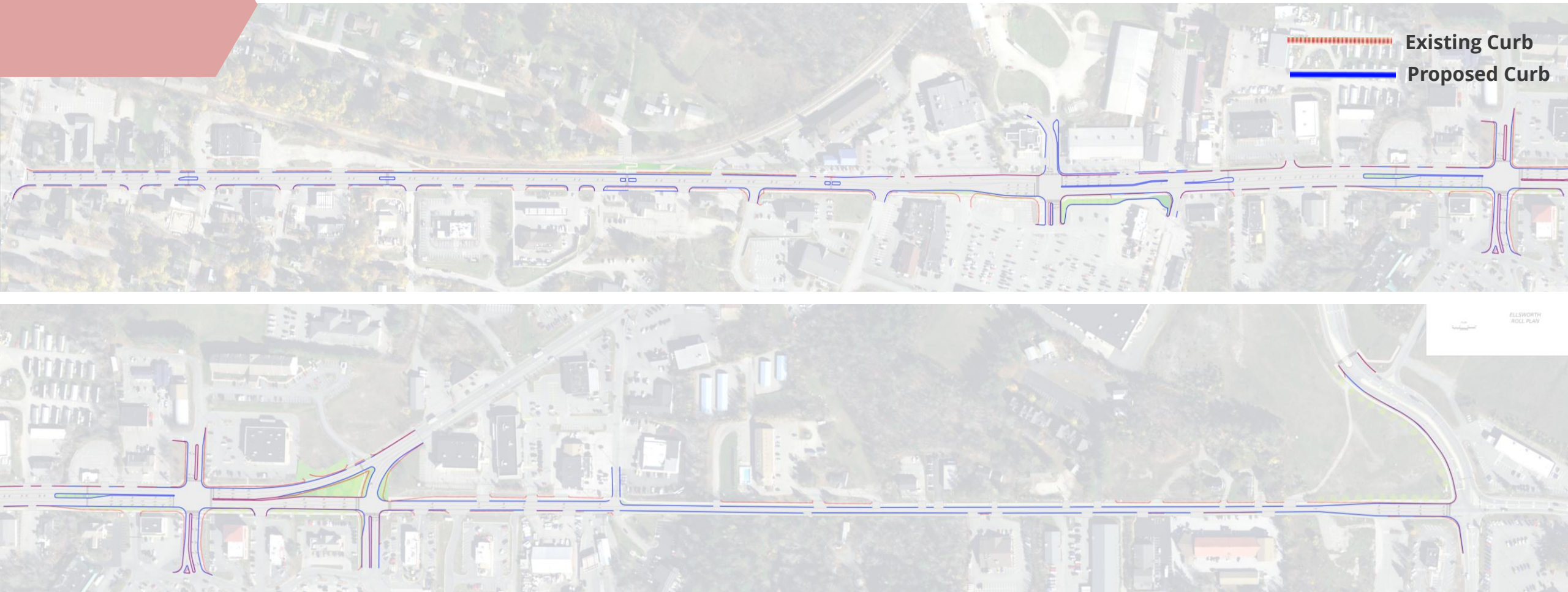
### Overall Bicycle and Pedestrian Connectivity



# Ellsworth High Street Corridor Study

## FOCUS AREAS

### Overall Access Management



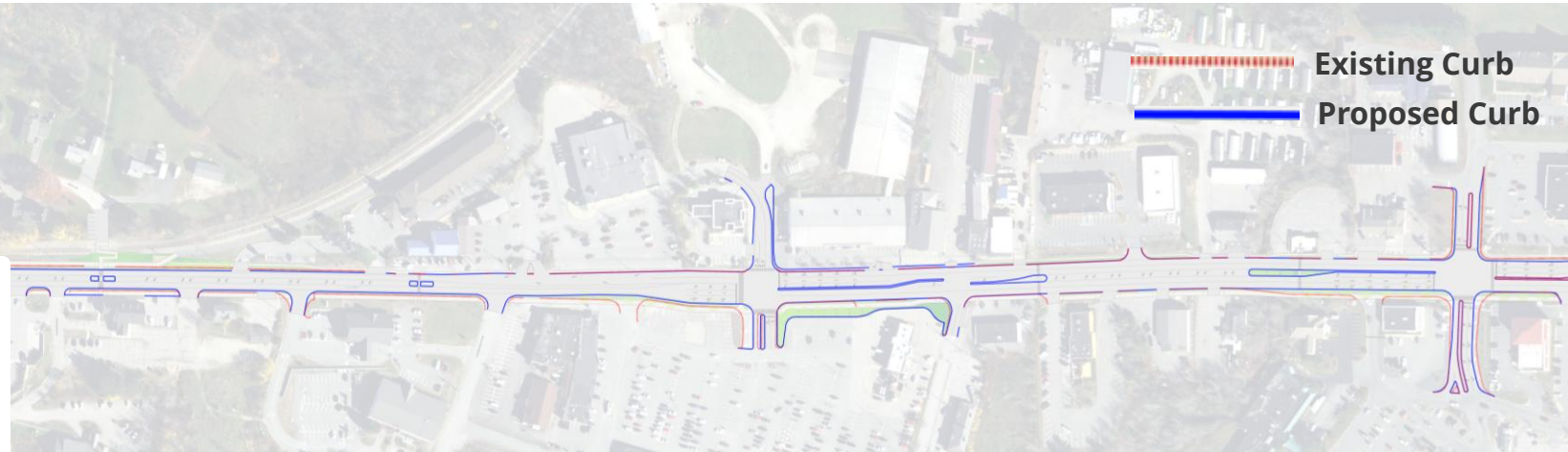
# Ellsworth High Street Corridor Study

## FOCUS AREAS

### Overall Access Management

#### Questions for Community Partners

1. Do you have any safety concerns related to access management in this corridor?
2. Are there particular locations where the current access management is working well or not working well?



# Ellsworth High Street Corridor Study

## NEXT STEPS

### Upcoming

#### Final Report

→ June 2026

#### Future Funding Opportunities

→ Federal

- Safe Streets for All (SS4A)
- Rural and Tribal Assistance Pilot Program
- Reconnecting Communities Program
- Rural Surface Transportation Grant Program
- PROTECT, BUILD, INFRA

→ Maine Bureau of Parks and Land

- Land and Water Conservation Fund
- Maine Trails Program
- Recreational Trails Program

→ MaineDOT

- Bicycle and Pedestrian Program
- Community Based Initiatives (VPI, MPI, PPI, BPI)

→ Local Funding

- Capital Improvement Program
- Local bonding
- Tax Increment Financing (TIF)

→ Private Grants and Foundations

- AARP Community Challenge
- Project for Public Spaces Community Placemaking Grants
- T-Mobile Hometown Grants