

Downtown Ellsworth Transportation Improvement Study

Second Public Workshop

June 10, 2026
5:30-7:30 PM

CITY OF ELLSWORTH
VILLAGE PARTNERSHIP INITIATIVE (VPI)



MaineDOT

Sewall
Engineering Since 1880
A SEVEE & MAHER ENGINEERS COMPANY

VIEWSHED

AGENDA

- **Welcome** ~5 min
- **Presentation** ~45 min
- **Breakout Activities** ~60 min

PROJECT TEAM

Sewall

Traffic Engineers
Lead Consultant



Jodi O'Neal
Project Manager



Skyler Wright
Engineer

VIEWSHED

Public Engagement &
Landscape Design
Subconsultant



Jessica Higgins
Landscape Designer



Madeline Tripp
Public Engagement Specialist

MaineDOT

Funding Partner,
Technical Assistance
Coordinator, Client



Jarod Farn-Guillete
Planner & Tribal Liaison

City of Ellsworth

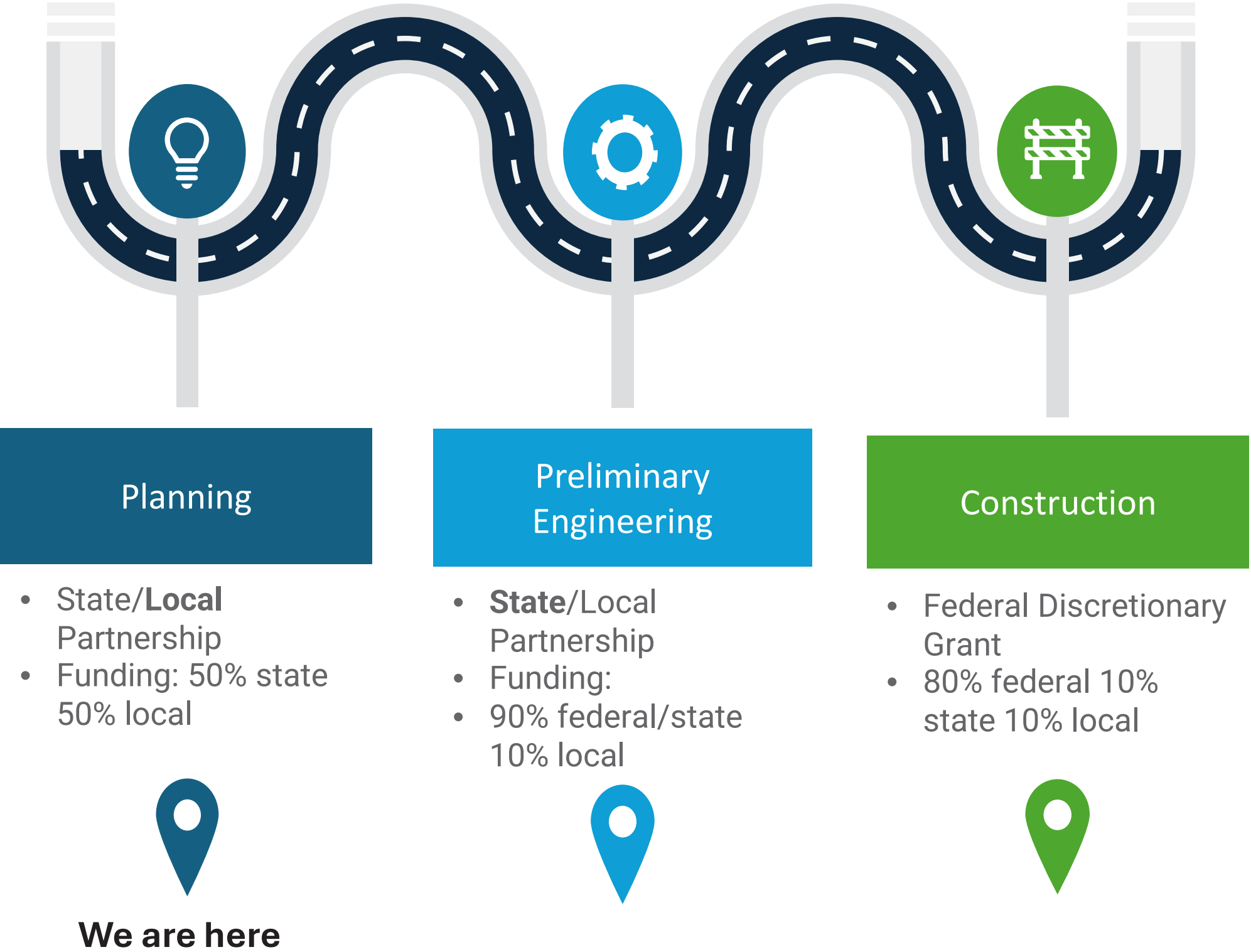
Client



Ellsworth
The FRIENDLY CITY

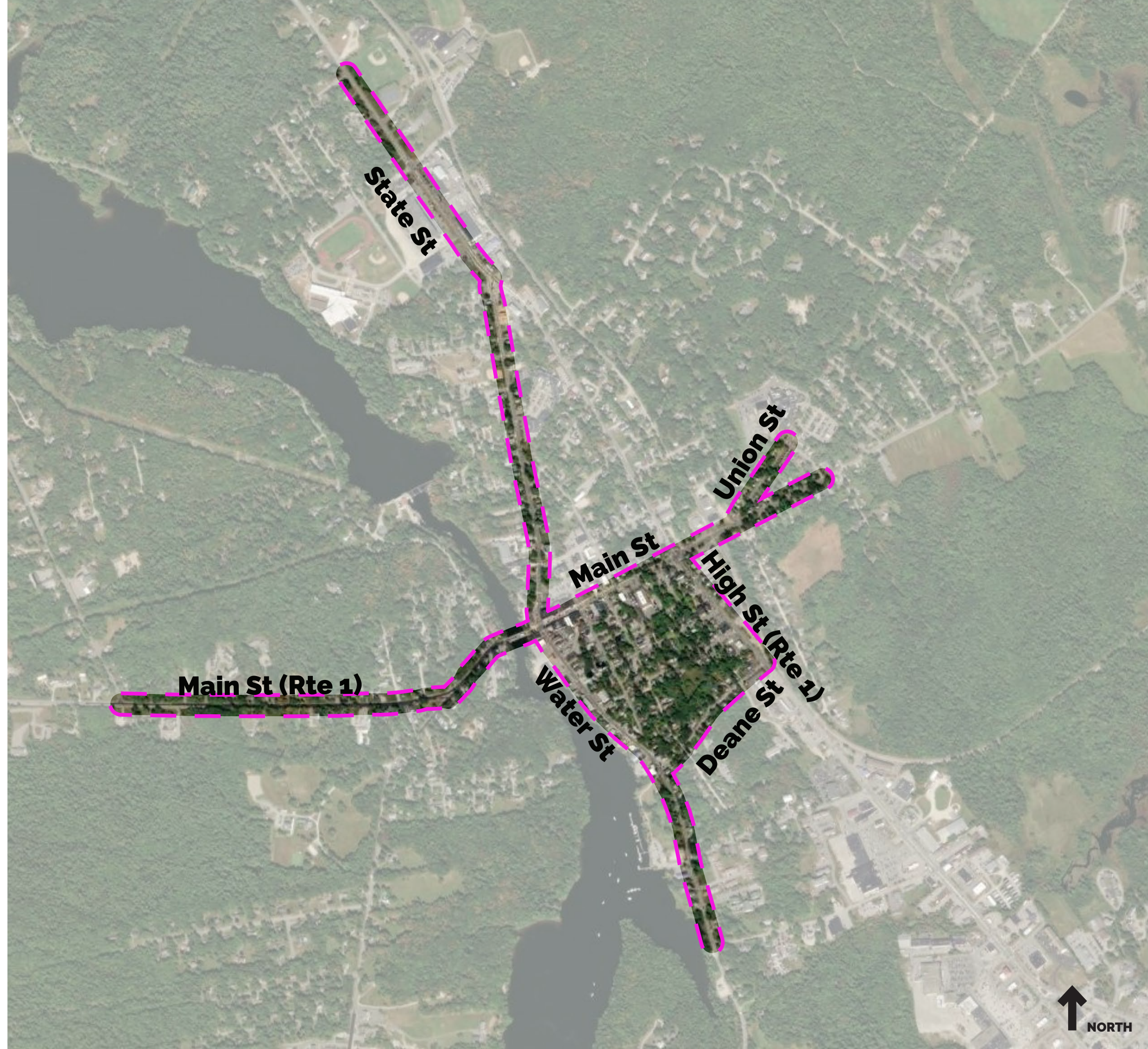
Ellsworth City Staff

VILLAGE PARTNERSHIP INITIATIVE PROCESS



OVERALL STUDY AREA

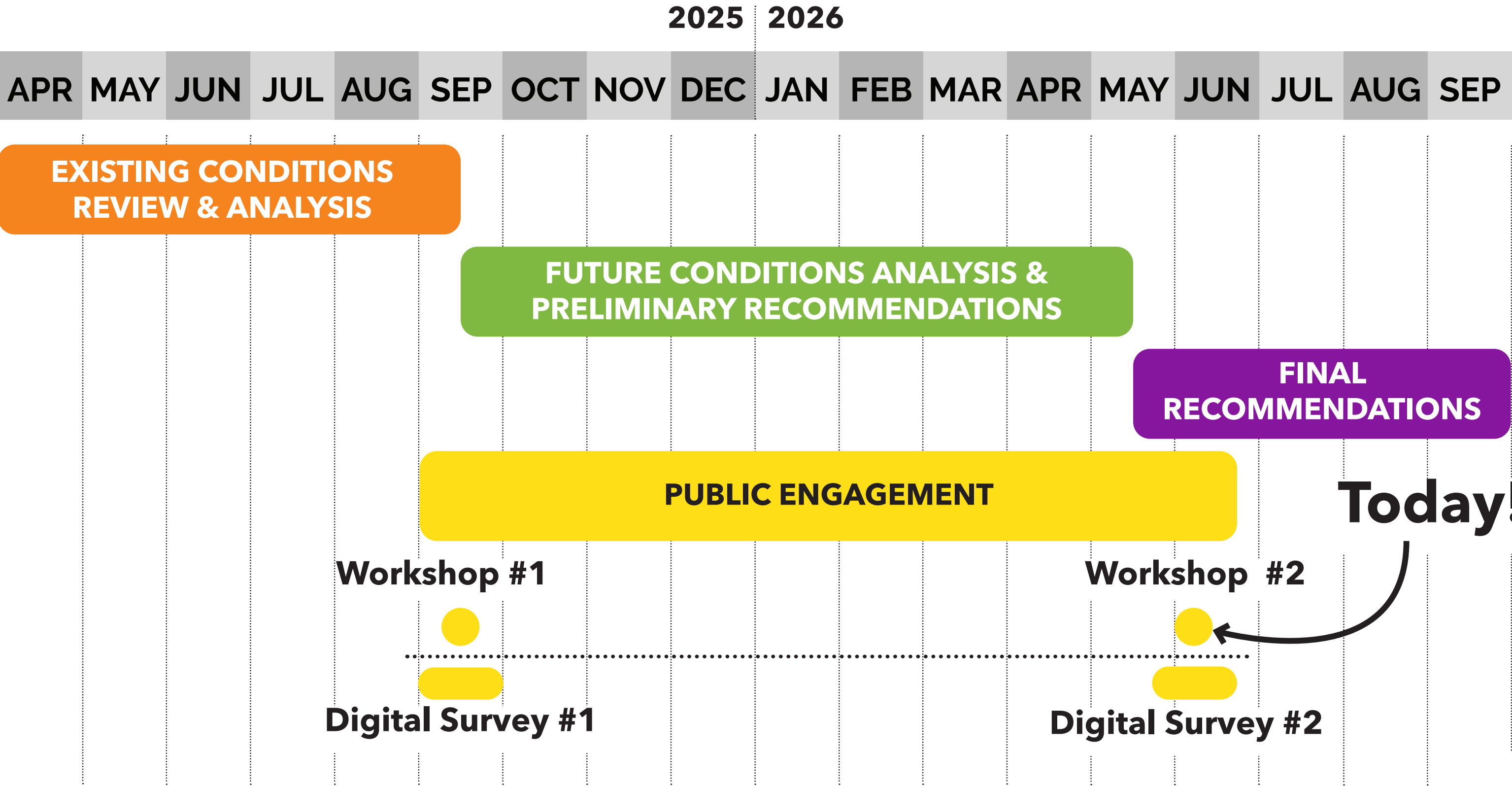
- Main St (Rte 1)
- Water St
- State St
- Downtown Core



STUDY GOALS

- Improve safety + accessibility for all transportation users
- Address wayfinding issues
- Address traffic congestion issues
- Provide safe connections to community resources
- Improve riverfront access
- Connect active transportation networks to downtown

PROJECT TIMELINE



PUBLIC ENGAGEMENT FEEDBACK

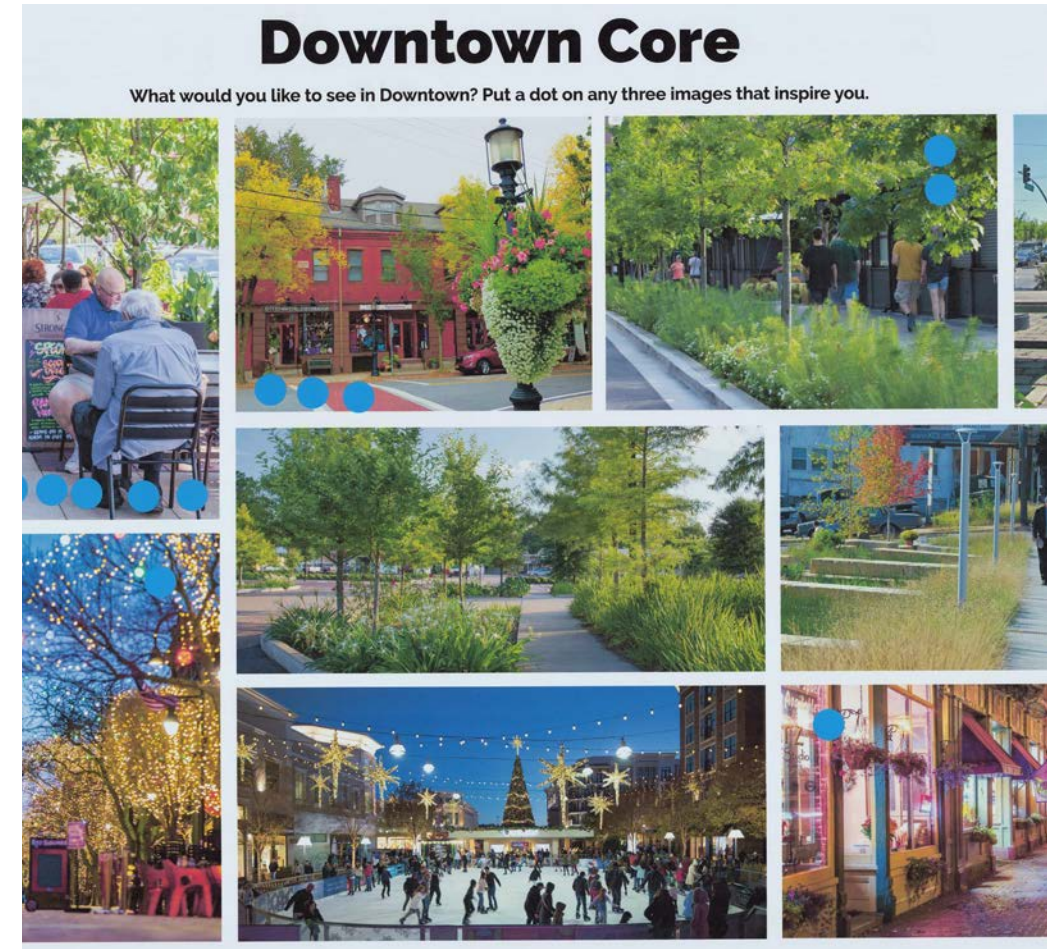
ENGAGEMENT EVENTS

Public Workshop #1

- September 18, 2025
- ~ 15 attendees

Digital Survey #1

- September - November, 2025
- 97 Responses



FOCUS AREAS

Downtown Core

Waterfront

Gateways



DOWNTOWN CORE

How is this area used?

- Driving Through
- Shopping, Dining, and Attending Events
- Walking



DOWNTOWN CORE

What's working?

- Crosswalks on Main St + Hancock St

What's not working?

- Pedestrians feel unsafe at the intersection of Main/State/Water St
- Most drivers reported changing their route to avoid traffic on Main St and Water St
- Speeding issues on Franklin St



WATERFRONT

What's working?

- Drivers reported feeling safe on Water Street



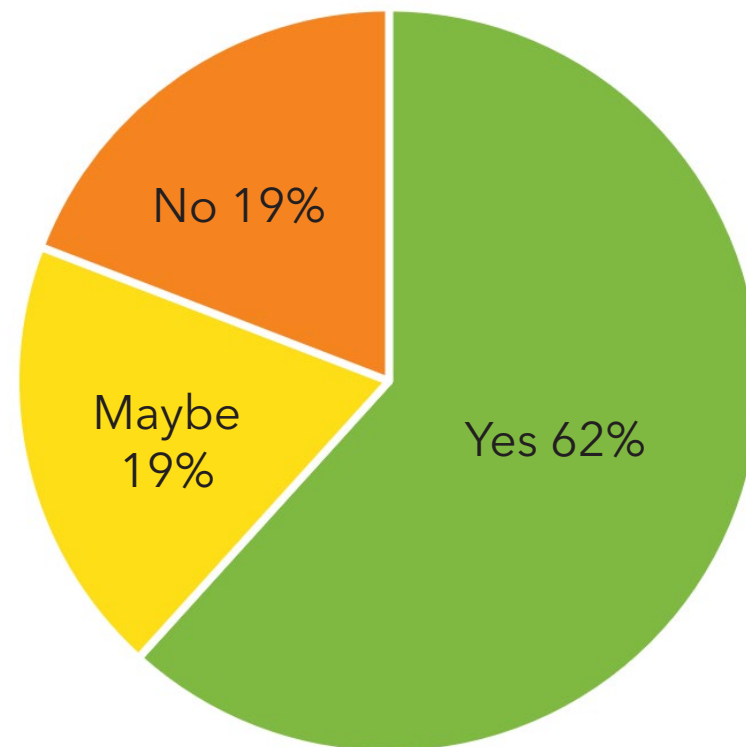
WATERFRONT

What's not working?

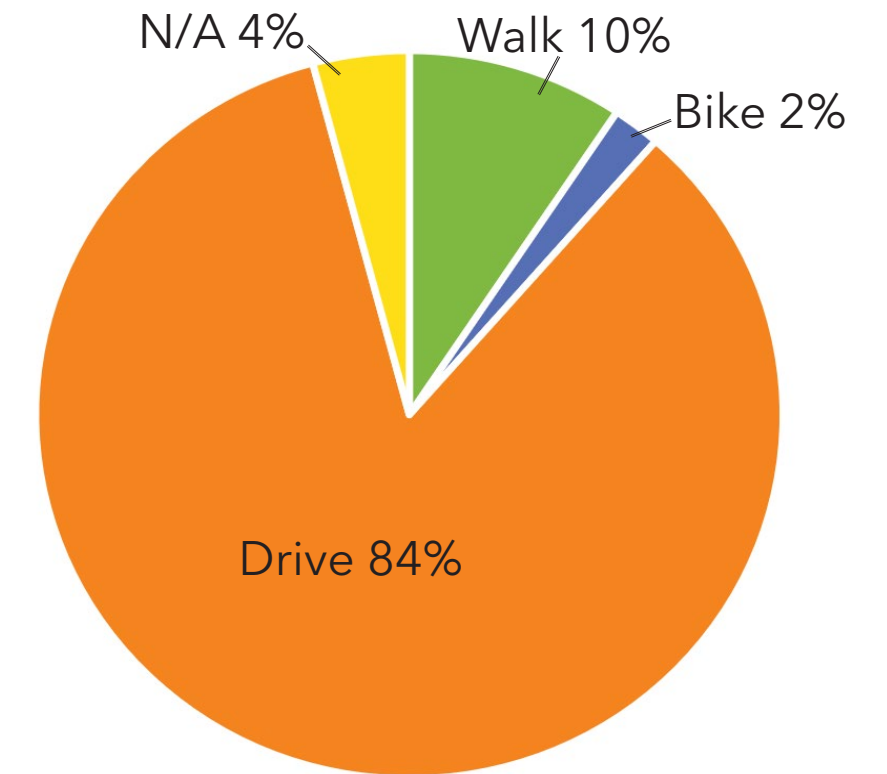
- Pedestrians and bicyclists feel unsafe
- Sidewalks are intermittent and too narrow
- No bike lanes
- Traffic backs up from Main St in evenings
- River is not visible and streetscape feels unwelcoming



Interest in Pursuing Funding for Riverfront Path between Union Bridge and Harbor Park



Typical Mode of Travel between Downtown + Harbor Park



GATEWAY WEST

What's not working?

- Eastbound traffic congestion
- Narrow, broken sidewalks
- Lack of bike facilities



GATEWAY NORTH

What's not working?

- Feels unsafe to walk or bike to school
- Vehicle speeding
- Lack of crosswalks



GATEWAY EAST

What's not working?

- Sidewalk needs repairs in some areas
- More crosswalks are needed



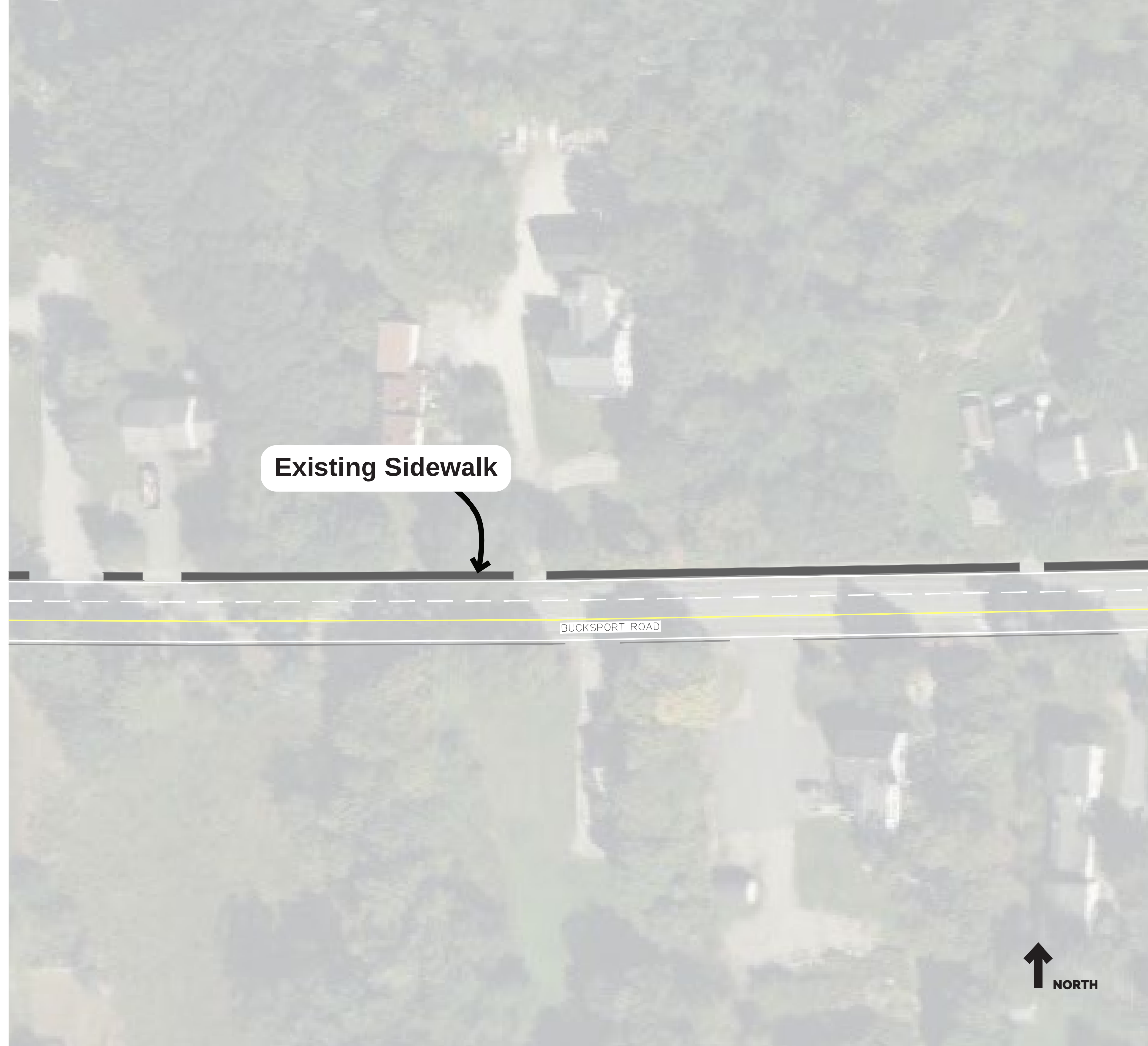
PRELIMINARY DESIGN CONCEPTS

BUCKSPORT ROAD

Christian Ridge Rd
to E Main St

Existing Conditions

- Narrow sidewalk ends abruptly at Bridge Hill Apartments
- Lack of bike lanes



BUCKSPORT ROAD

Christian Ridge Rd
to E Main St

Preliminary Design

- Add a two-way bike lane and extend sidewalk on north side of road from the Union River Bridge to Christian Ridge Rd
- Remove 2nd westbound lane from the Union River Bridge to Bridge Hill Apartments



BUCKSPORT ROAD / MAIN STREET

Existing Conditions

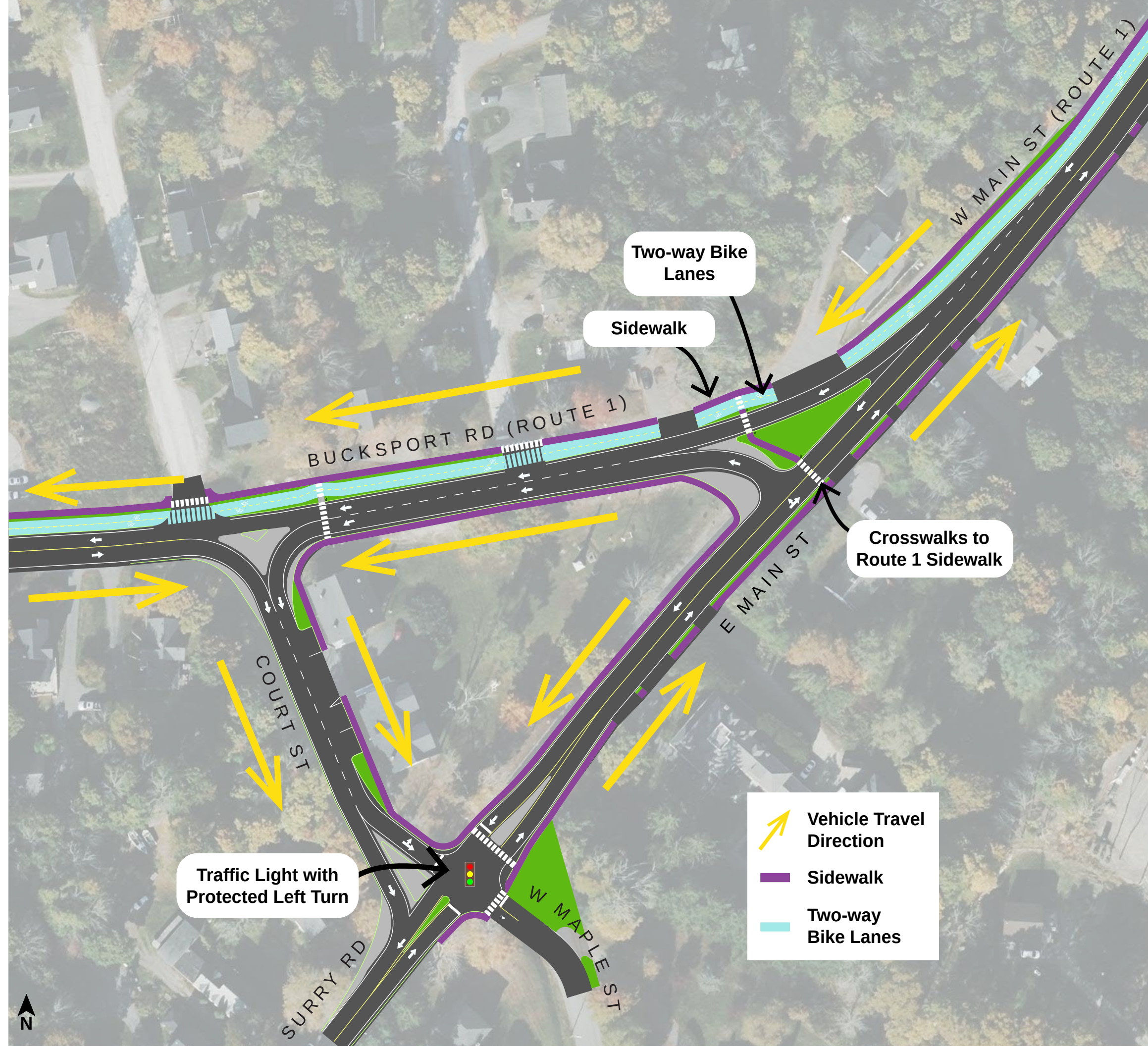
- Traffic congestion at intersection
- Stop sign is not effective
- Sidewalks are narrow and in disrepair
- Not enough crosswalks



BUCKSPORT ROAD / MAIN STREET

Preliminary Design

- Create circular flow of traffic around court house
- Redirect eastbound Rte 1 traffic down Court St
- Add a traffic light to Court St / Main St intersection
- Add sidewalk and two-way bike lane to north side of Bucksport Rd and Main St



PEDESTRIAN RAMP TO RIVERWALK

Existing Conditions

- Difficult for pedestrians to access the Ellsworth Riverwalk (Union River Trail) from the Union River Bridge / Main St
- Limited use of Riverwalk due to access issues



PEDESTRIAN RAMP TO RIVERWALK

Preliminary Design

- Add pedestrian ramps from the sidewalks on both sides of the Union River bridge down to the waterfront
- Adding a more direct Riverwalk to Main St connection would encourage use of existing Riverwalk and potential Riverwalk extension to Harbor Park

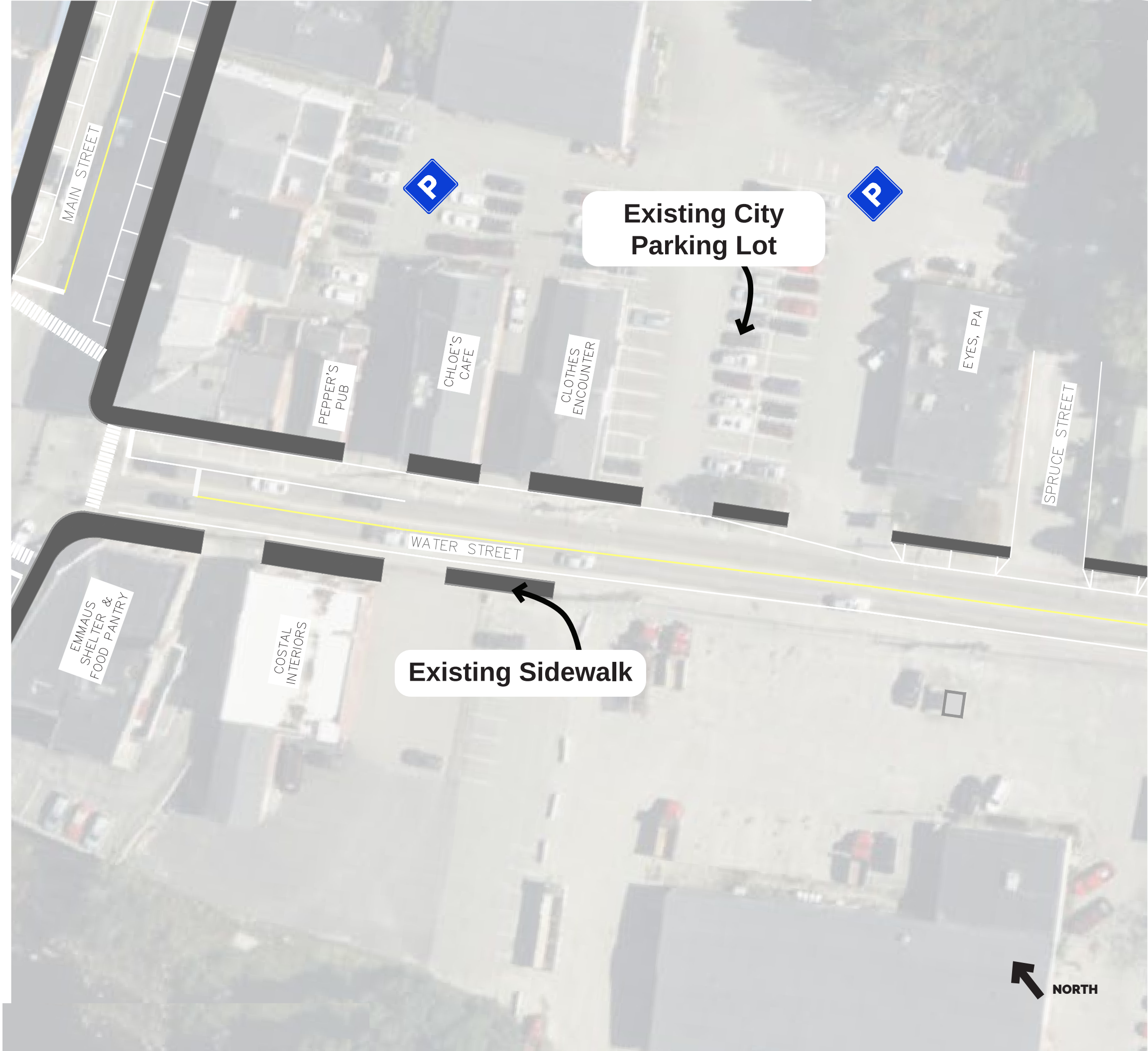


WATER STREET

Main St to Spruce St

Existing Conditions

- Accidents at City parking lot entrance
- Lack of sidewalks in several areas
- Where sidewalks exist, they are narrow and in need of repair



WATER STREET

Main St to Spruce St

Preliminary Design

- Close some curb cuts and realign parking entrances on Water St
- Remove some street parking
- Reconfigure City parking lot
- Add sidewalk along south side of Water St from Main St to Harbor Park

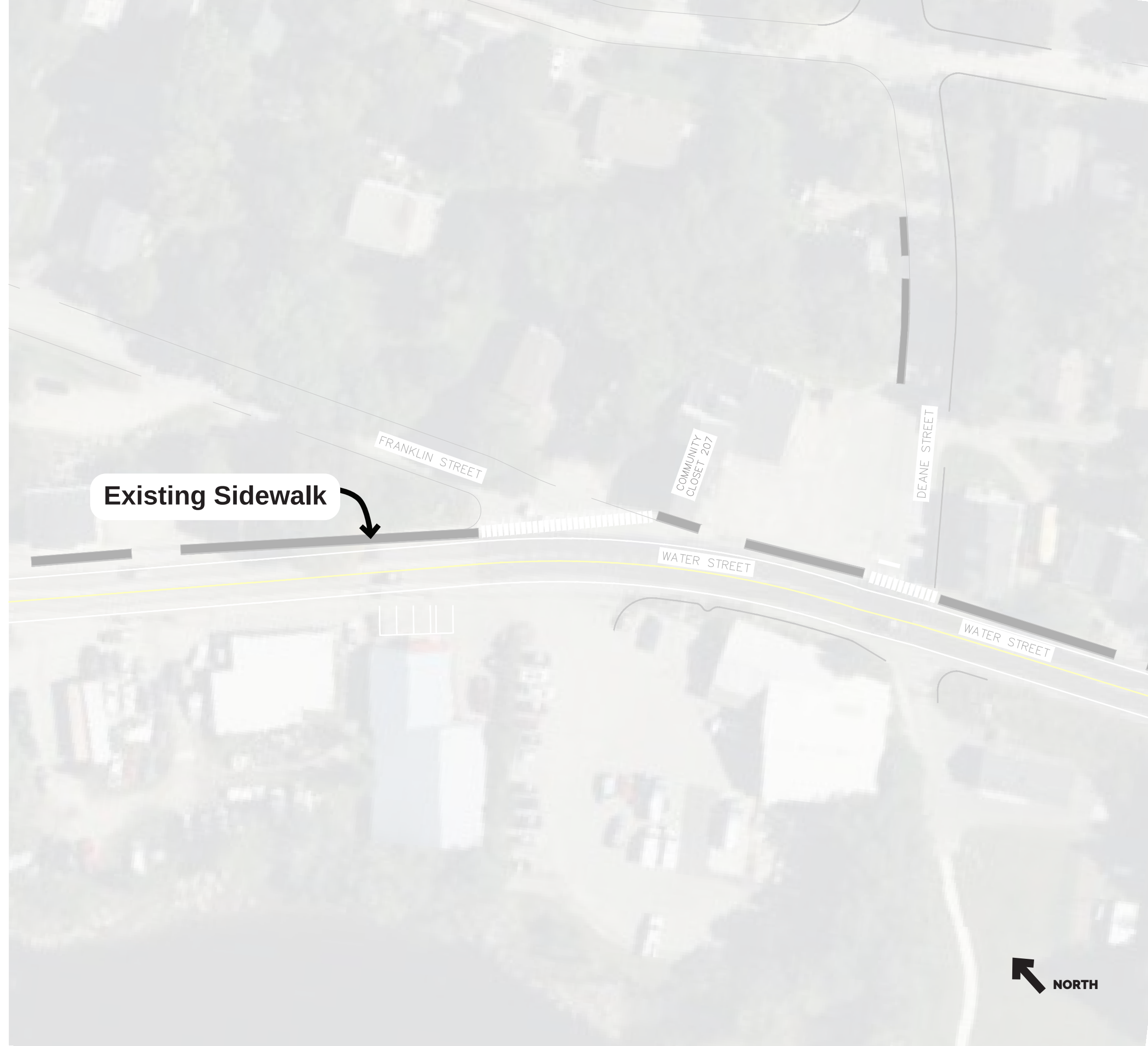


WATER STREET

Pine St to Deane St

Existing Conditions

- Lack of sidewalks in several areas
- Where sidewalks exist, they are narrow and in need of repair
- Traffic speeds are an issue
- Pedestrians feel unsafe

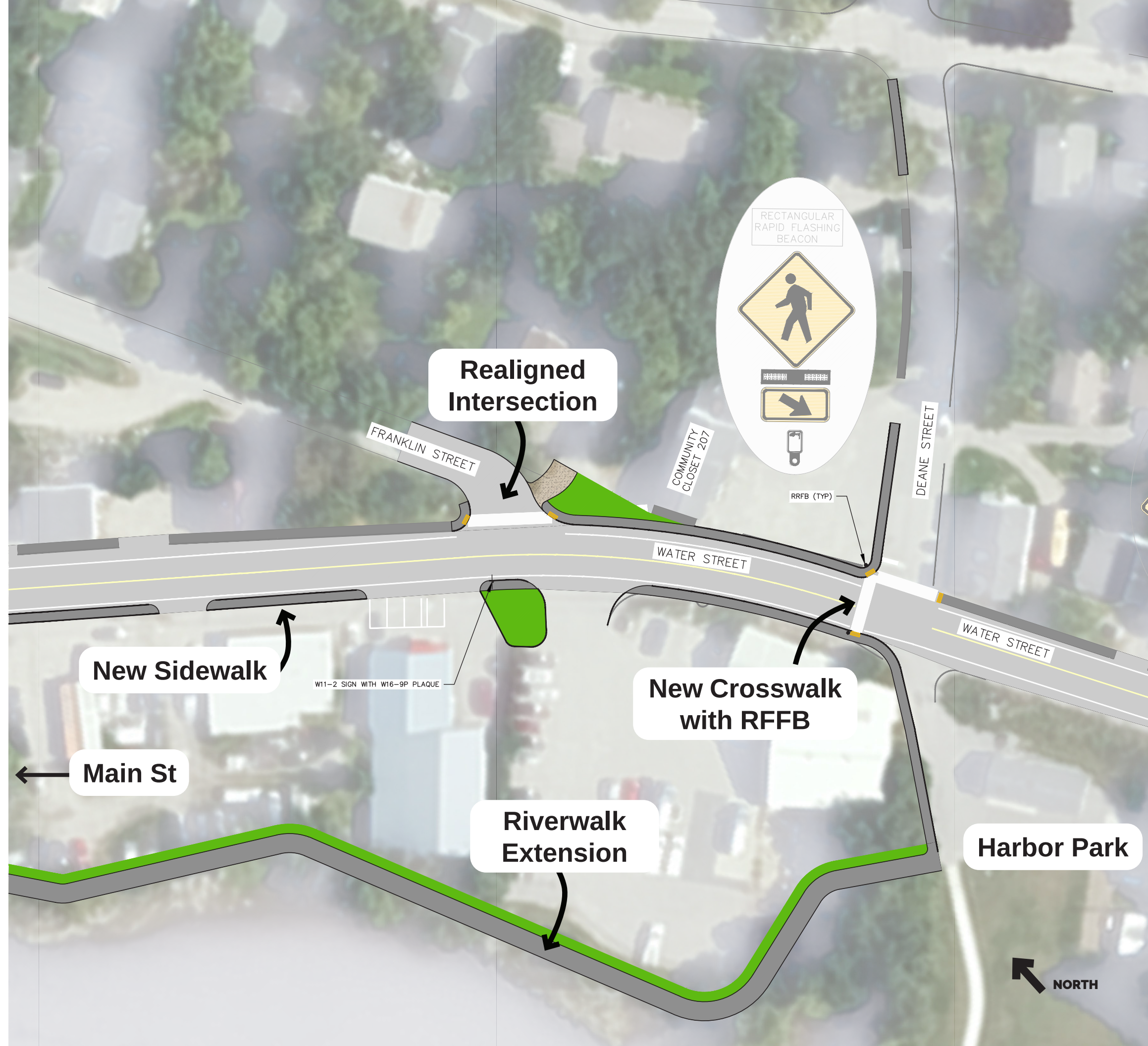


WATER STREET

Pine St to Deane St

Preliminary Design

- Create clearer separation between road, sidewalks, and parking lots
- Realign Franklin St at Water St intersection
- Add crosswalk with RFFB at across Water St at Deane St intersection and add RFFB to existing crosswalk across Deane St
- Extend Riverwalk from Union River Bridge to Harbor Park
- Add sidewalk along south side of Water St from Main St to Harbor Park



WATER STREET

Existing Conditions
Visualization



WATER STREET

Preliminary Design Visualization

- Add sidewalk along south side of Water St from Main St to Harbor Park



DEANE STREET

Preliminary Design

- There is interest in creating more bicycle connections throughout Downtown

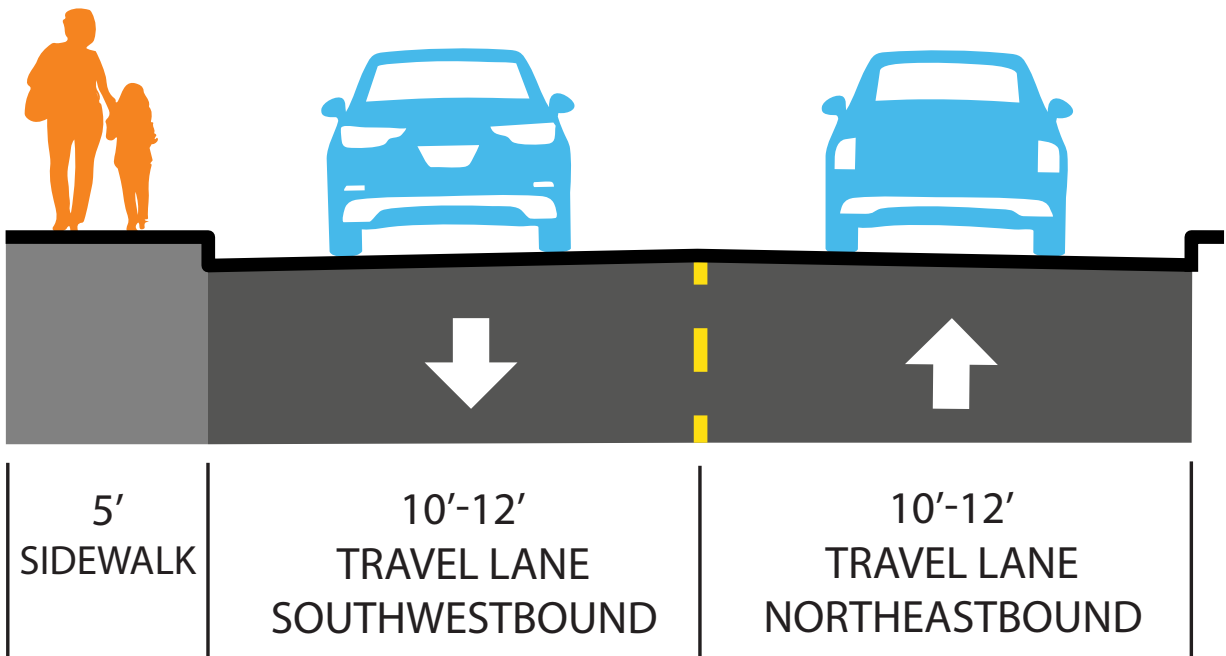


DEANE STREET

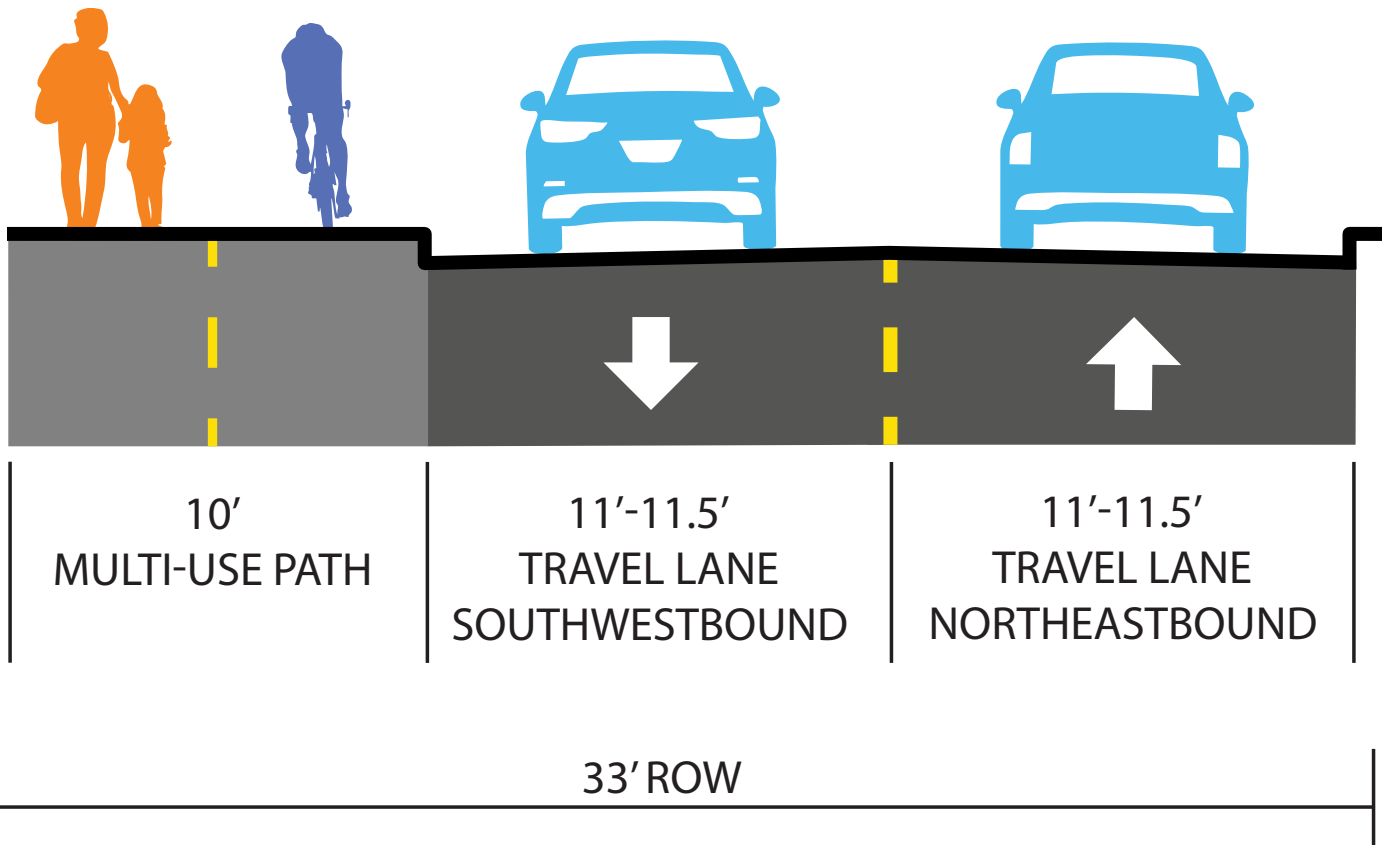
Preliminary Design

- Replace sidewalk with a 10' multi-use path
- Make vehicle travel lanes 11-11.5'

Looking Northeast
EXISTING CONDITIONS



PROPOSED CONCEPT



HIGH STREET CROSSWALK

Preliminary Design

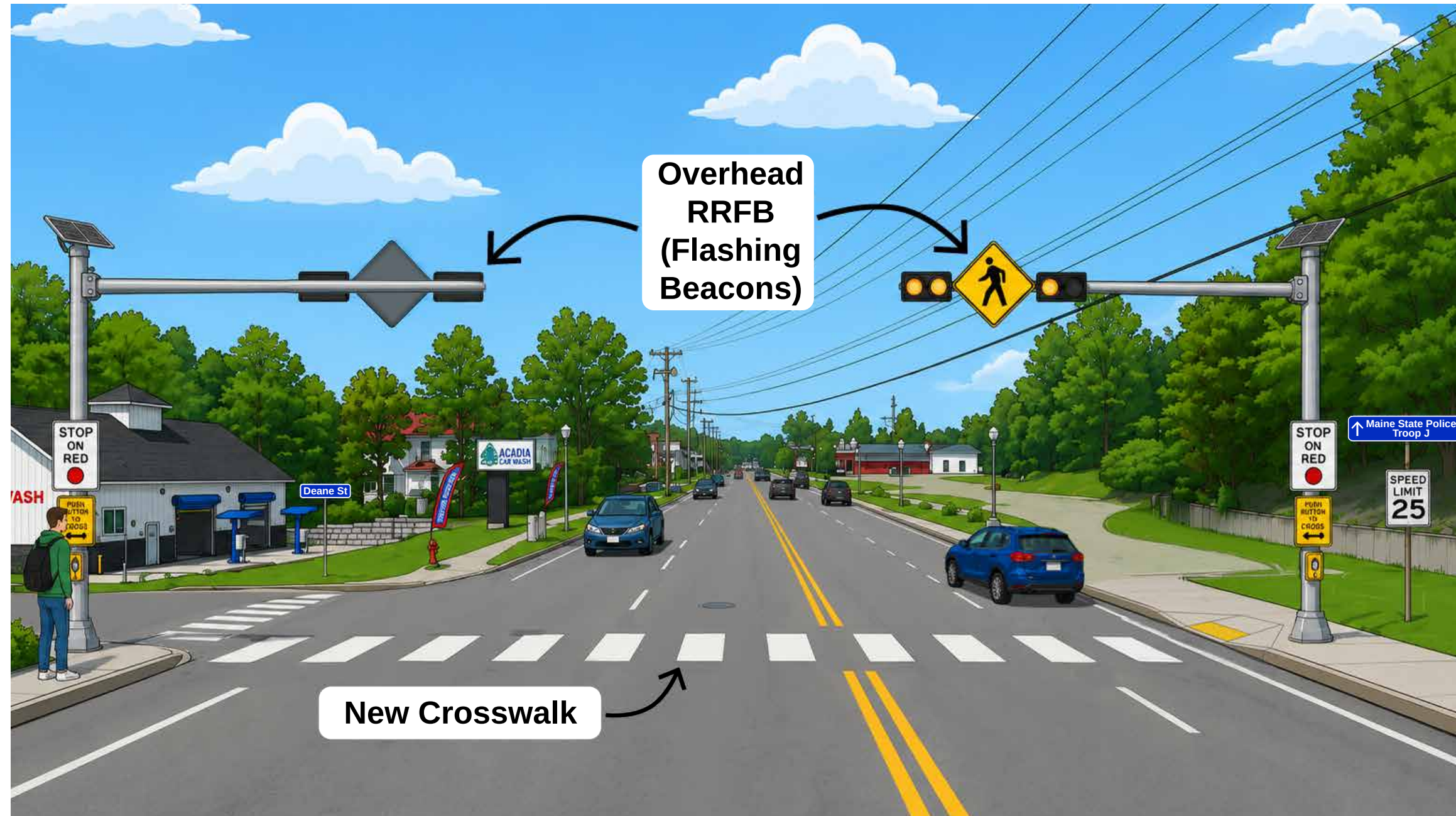
- Need to improve pedestrian safety on High St
- Desire to create bicycle connections to surrounding trail systems



HIGH STREET CROSSWALK

Preliminary Design

- Add a crosswalk with an overhead Rectangular Rapid Flashing Beacon (RRFB) across High Street, connecting Deane Street and the Downeast Sunrise Trail

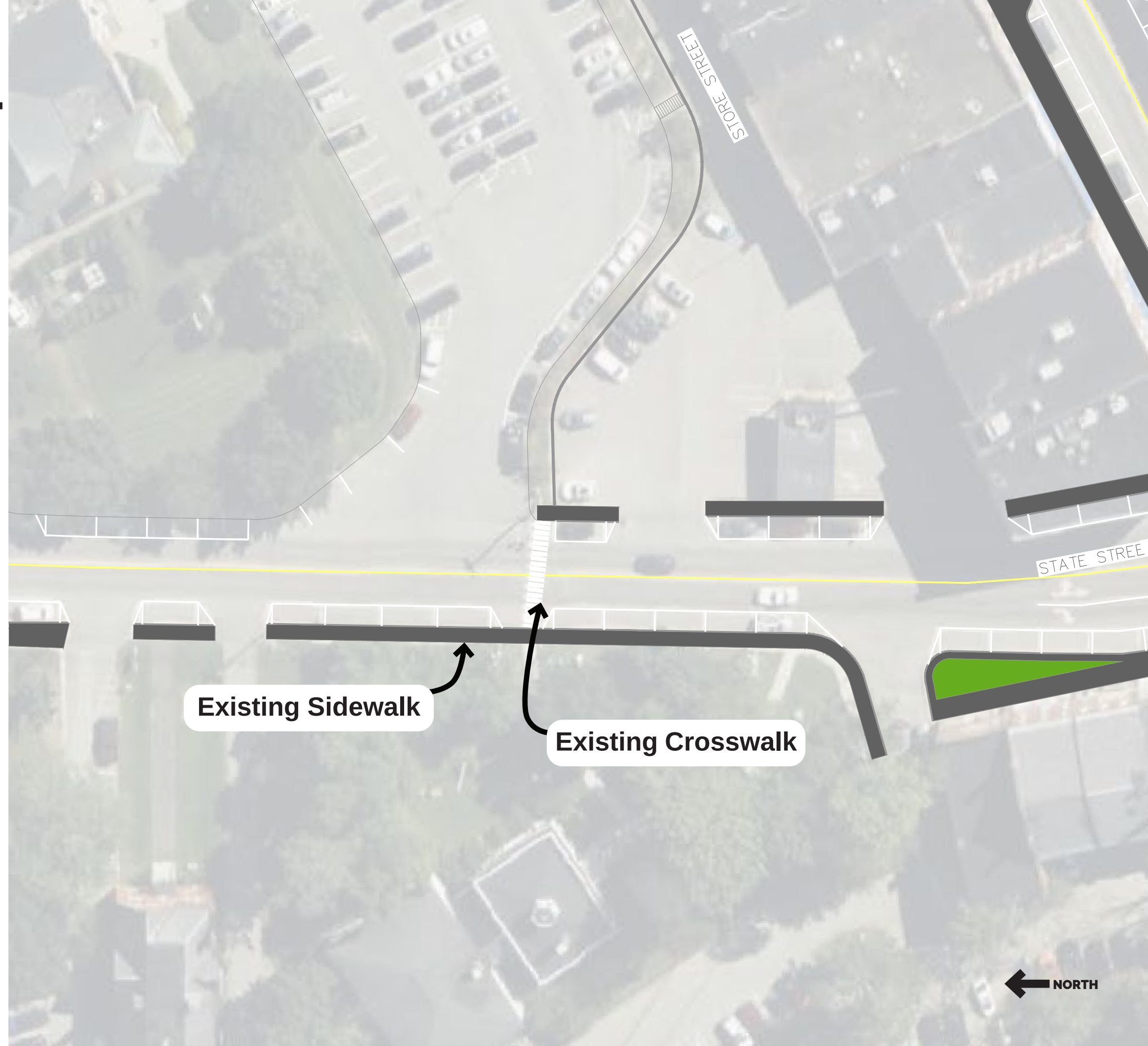


STATE STREET

Church St to Main St

Existing Conditions

- Lack of bike lanes
- Sidewalk on east side of street ends abruptly
- Cars do not yield at crosswalk to City Hall
- Speeding traffic approaching downtown

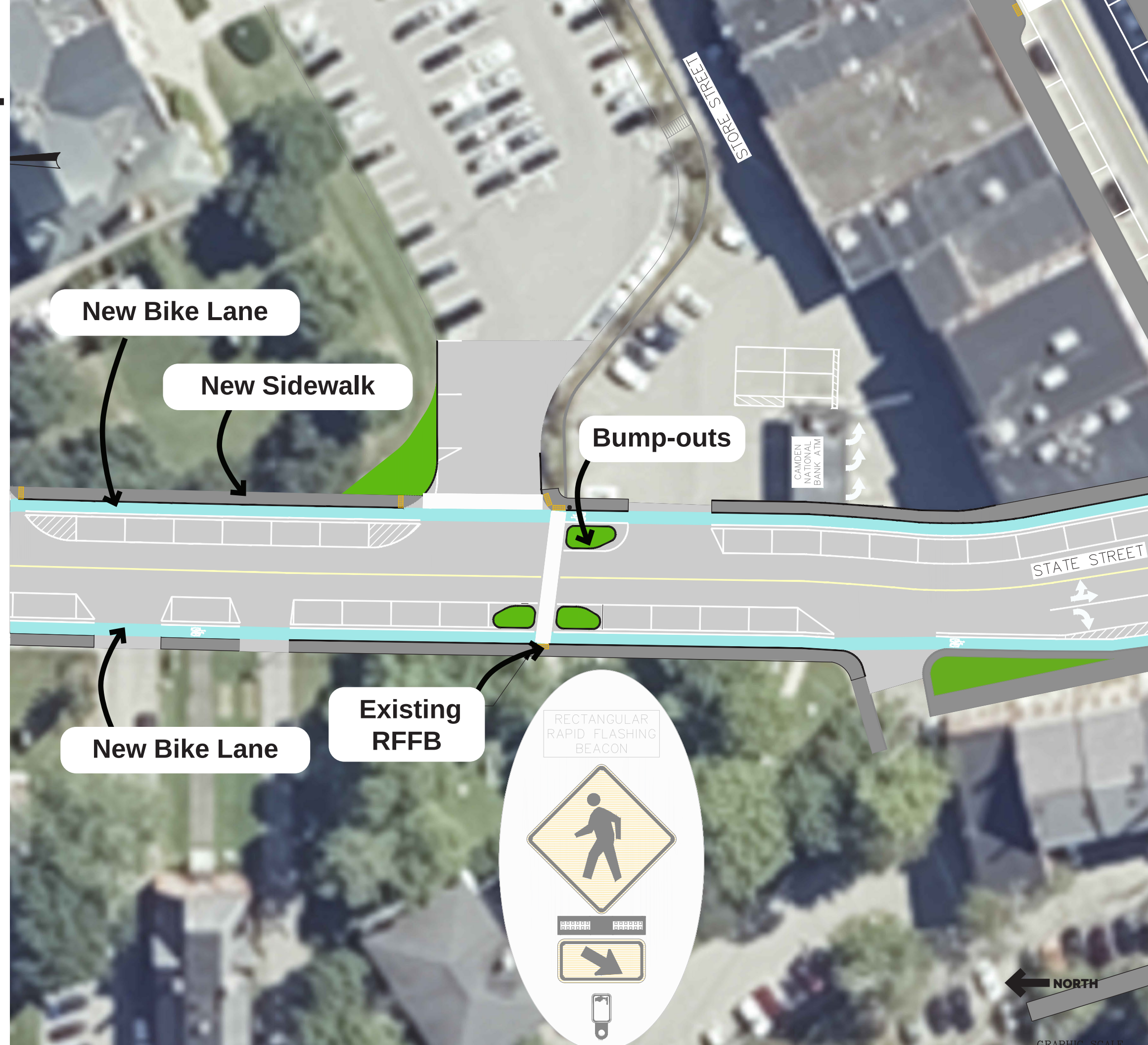


STATE STREET

Church St to Main St

Preliminary Design

- Add bike lanes on both sides of State St
- Remove some on street parking near intersection
- Create continuous sidewalk on east side of State St
- Add RRFB (flashing beacon) at crosswalk to City Hall
- Add bump-outs near crosswalks for added pedestrian protection

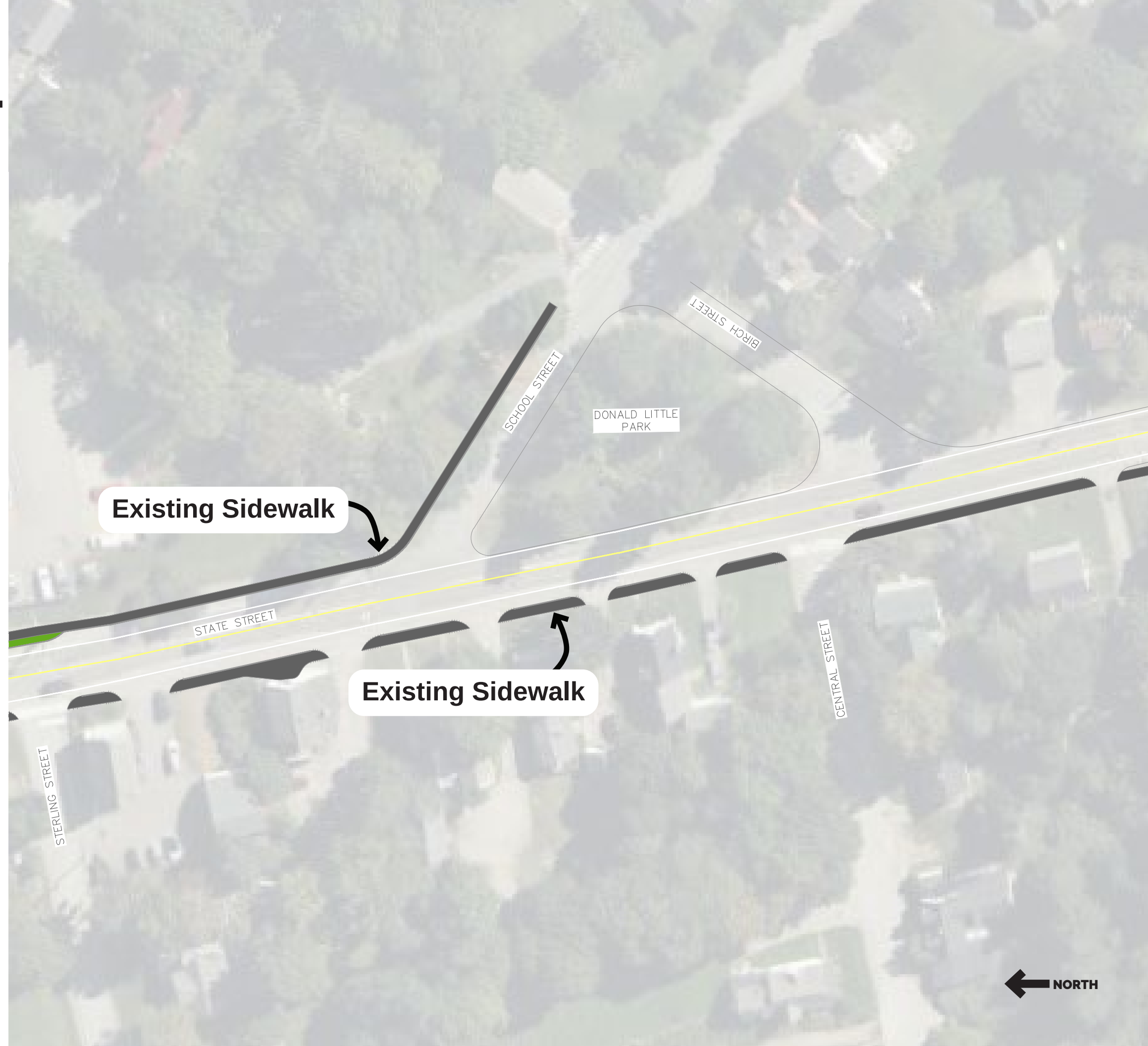


STATE STREET

Sterling St to Church St

Existing Conditions

- Lack of bike lanes
- Sidewalk is discontinuous
- No crosswalks to access Donald Little Park
- Speeding traffic approaching downtown



STATE STREET

Sterling St to Church St

Preliminary Design

- Add bike lanes on both sides of State St
- Create continuous sidewalk on east side of State St
- Add RRFB at crosswalk to Donald Little Park, with bump-outs
- Realign and narrow the entrances to School St and Birch Street



STATE STREET

Knowlton Park to Oak St

Existing Conditions

- Lack of bike lanes
- No sidewalk on east side of State St

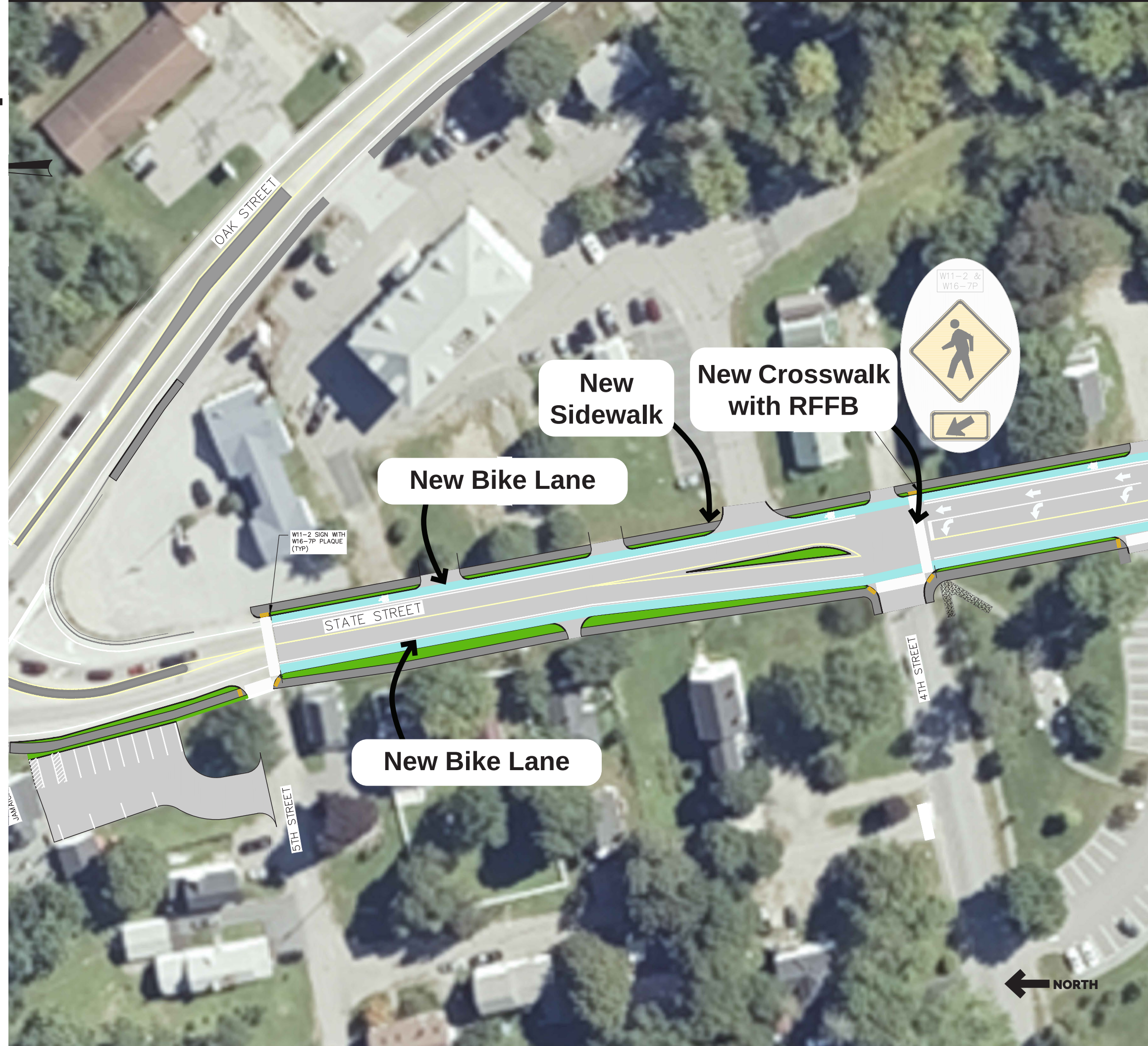


STATE STREET

Knowlton Park to Oak St

Preliminary Design

- Add bike lanes on both sides of State St
- Create continuous sidewalk on east side of State St



GENERAL IMPROVEMENTS

- New dark sky street lighting standard
- New detectable warning fields at all crosswalks
- Add push buttons for crosswalks in high traffic areas



BREAKOUT ACTIVITIES

THANK YOU!

Submit additional feedback in Comment Card Box

Share more online!



Survey: bit.ly/ellsworthvpi