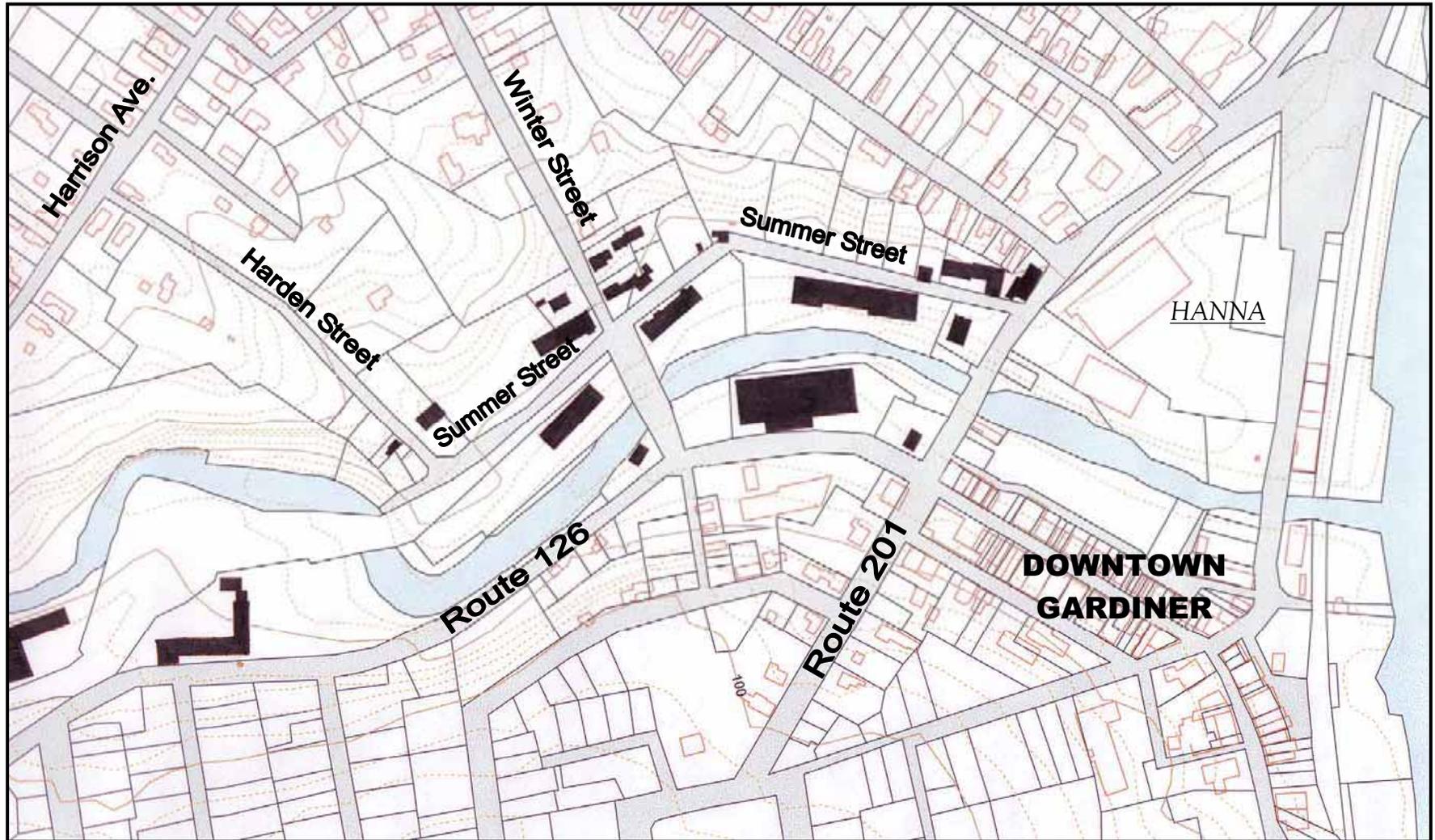
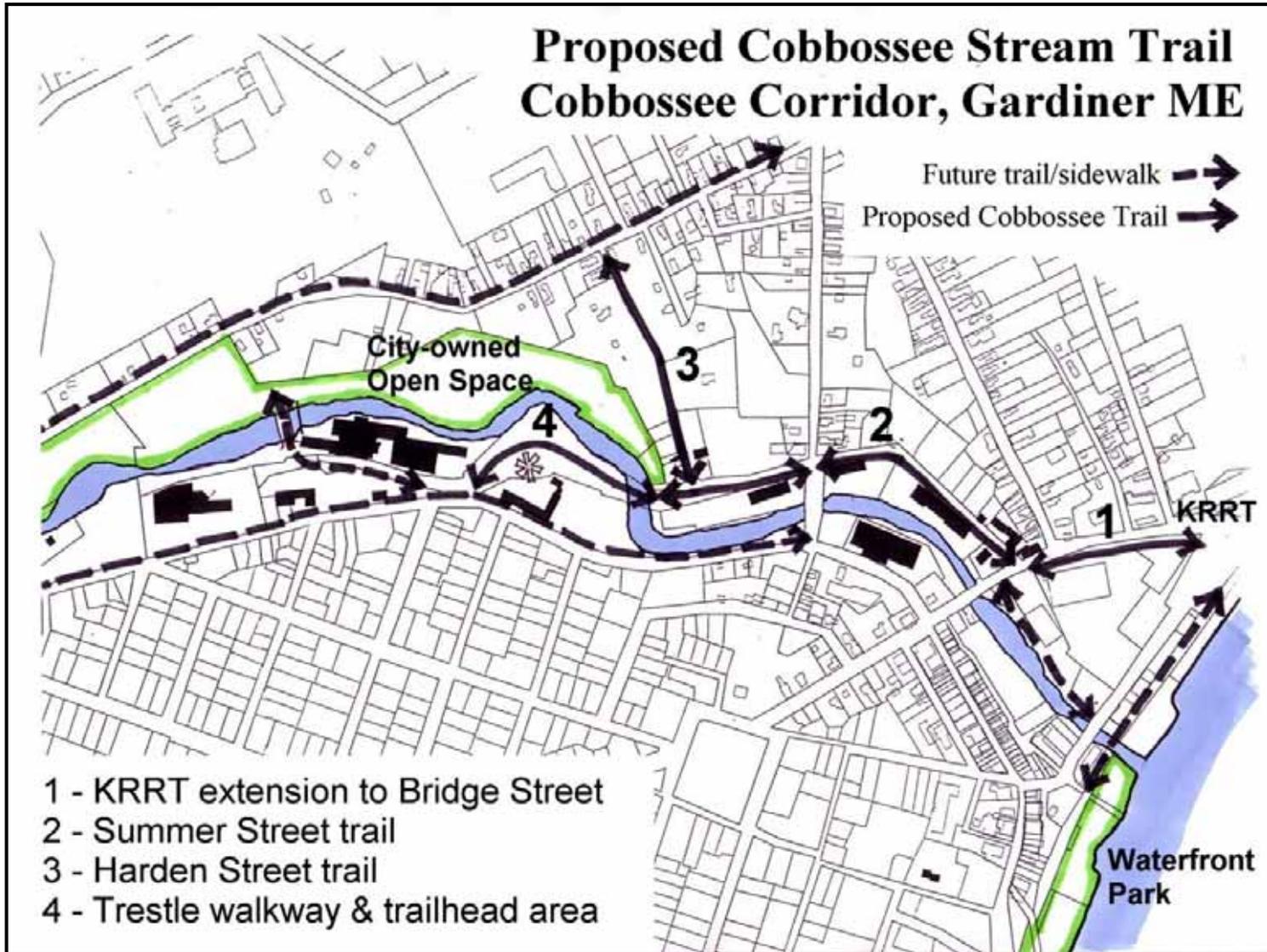


Gardiner Street Map

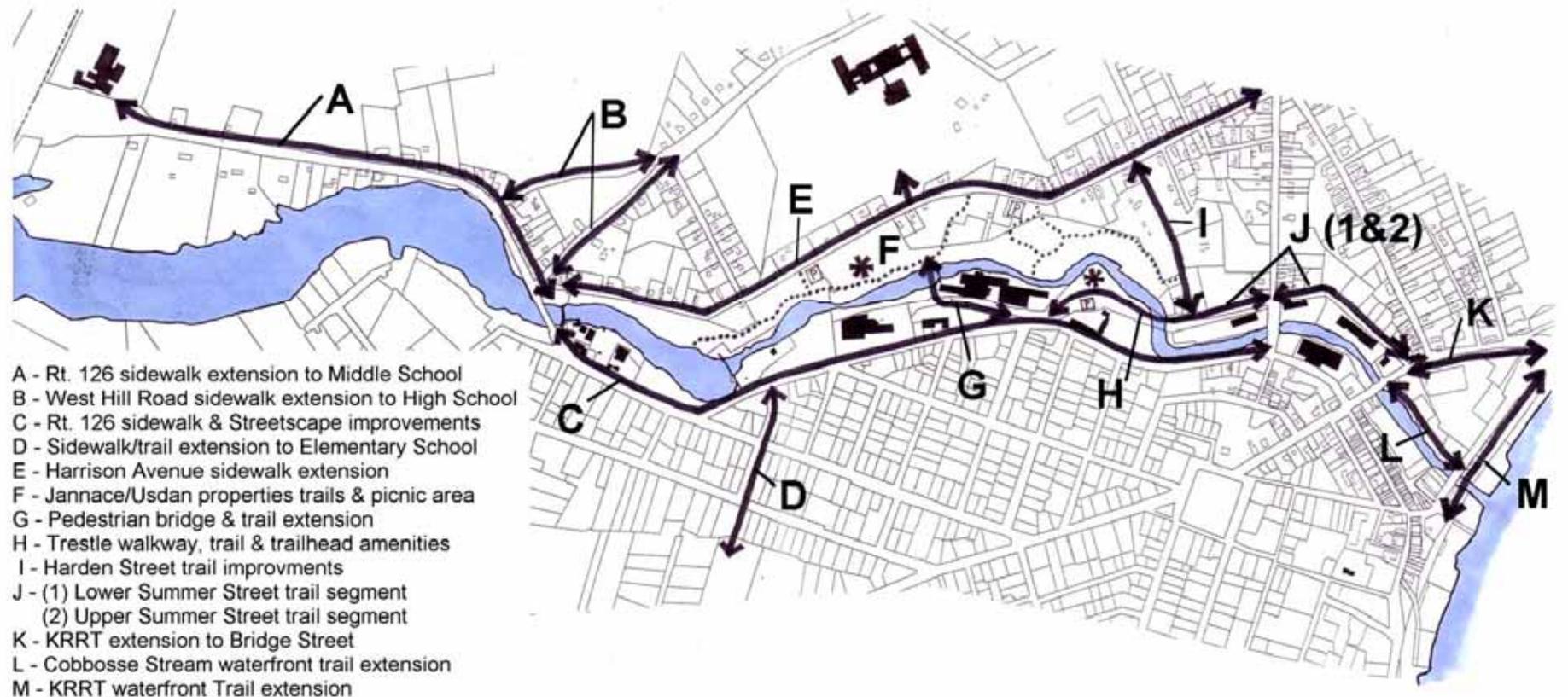




Proposed section of trail for this funding application (solid lines).

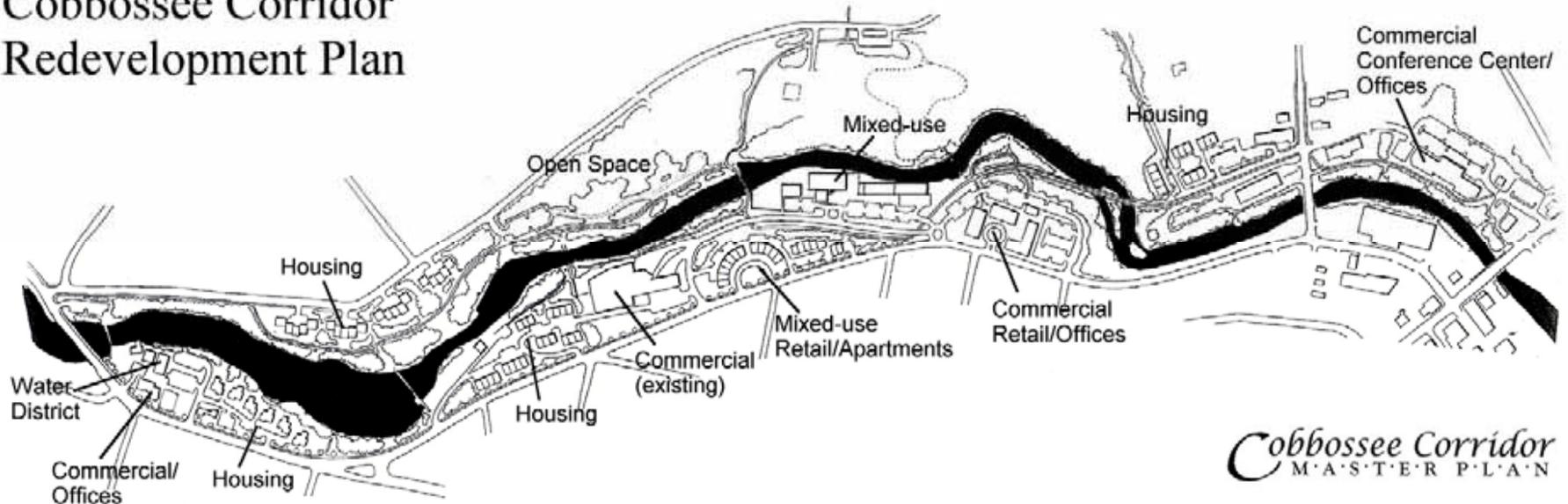
Cobbossee Corridor Master Plan Proposed Trails & Sidewalks

Cobbossee Corridor
M·A·S·T·E·R P·L·A·N



The Cobbossee Stream Trail (letters H, I, J & K) is one piece of the proposed trail & sidewalk improvements within the Cobbossee Corridor master planning area.

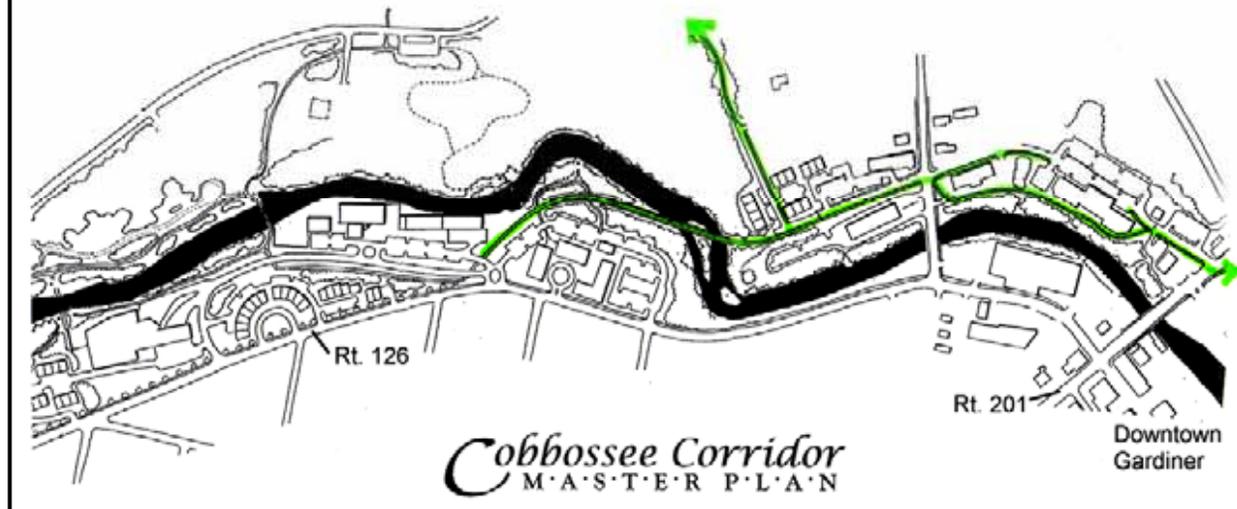
Cobbossee Corridor Redevelopment Plan

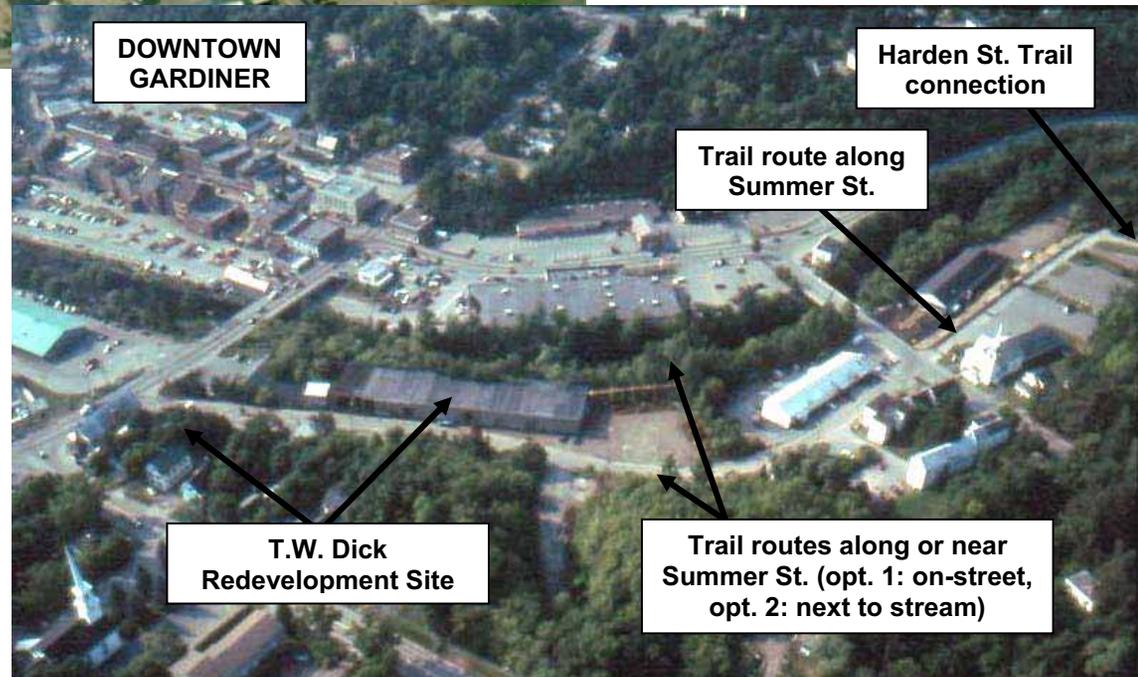


The Cobbossee Corridor Redevelopment Plan (above) has identified opportunities for commercial development, housing, pedestrian/bicycle networks and open space along the Cobbossee Stream. Below, the section of trail included in this application is highlighted.

Proposed Cobbossee Stream Trail

Trail segment shown as part of the Cobbossee Corridor Master Plan





For bicycle and/or pedestrian projects, please complete (d) and (e). All others please go to (f).

- d. Describe why this project is important to your community and how it will improve existing conditions for bicycling or walking from a safety perspective or in terms of providing greater access. Describe the main users of the project by type or classification (e.g. commuters, school children, recreational users, elderly, disabled, etc.).

As the master planning process has underscored, the City recognizes the importance of this corridor historically, economically, environmentally, and recreationally, and is embarking on a major revitalization effort. Bringing people into this Corridor, and showing residents and visitors alike its value, is critical to its revitalization.

The Cobbossee Stream Corridor has historically served as a transportation corridor, dating back to early Native Americans and the first settlers of the area. Once the Corridor was traveled by horse and carriage or by train; today, such transportation connections/modes are lost and the Corridor is traveled mainly by car – yet it clearly holds the potential for high-quality pedestrian/bike routes/transportation.

The current pedestrian/bicycle network in the Cobbossee area consists of an incomplete sidewalk system, informal/unmaintained off-street trails, and unsafe use of the old rail ROW. Of particular concern is improving connections within and to areas surrounding the Corridor, and providing safe connections to local schools. Pedestrian crossings, too, are in need of improvement. The goal of the pedestrian/bicycle plan for the Corridor is to improve access to the Stream and associated open space, and make connections between the Corridor, the KRRT, the downtown and waterfront park, and adjacent neighborhoods and three nearby schools.

Specifically, the Cobbossee Stream Trail would improve the pedestrian crossing at Bridge Street/Summer Street, provide new sidewalk/trail along Summer Street, and improve the Harden Street trail connection to the Harrison Ave. neighborhood.

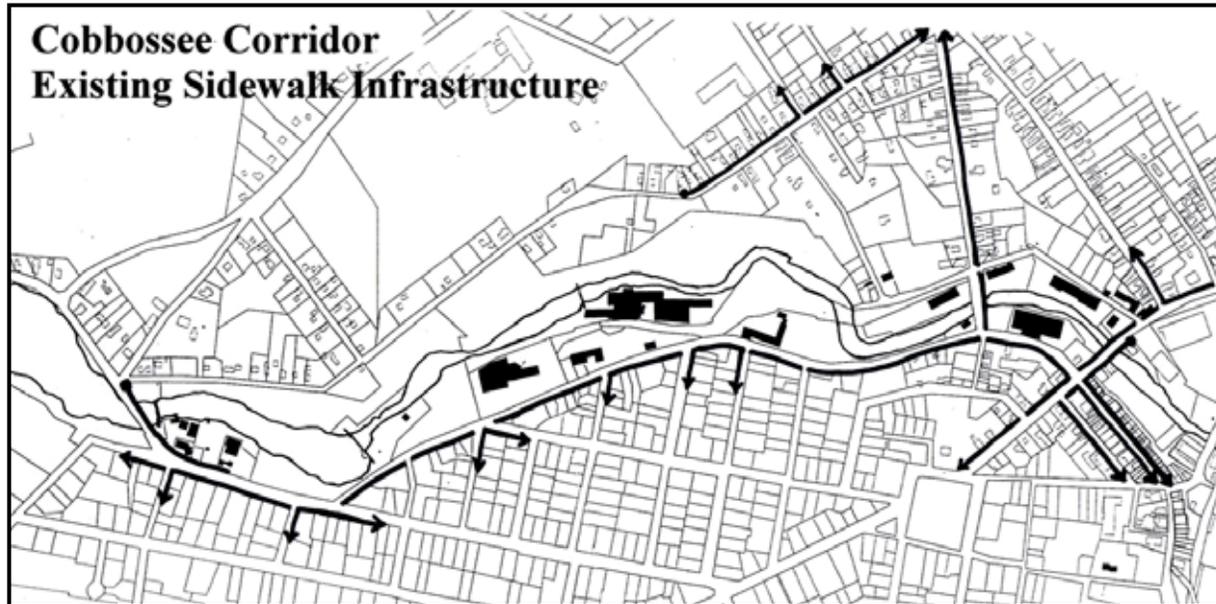
Users of the proposed Cobbossee Trail will include both residents and visitors to the area. Visitors might use the trail as an extension of the KRRT, access the trail from the downtown, or make the trail a destination (with the proposed outdoor museum-by-the-stream and the trestle walkway and park area as draws). Locally, the trail would serve adjacent neighborhoods and other Gardiner residents, and provide new pedestrian/bicycle access to and from the KRRT from the Cobbossee Corridor area. The proposed outdoor museum-by-the-stream would also serve both residents and visitors, and could become incorporated with local/area school history curriculum.

The trail is envisioned as a transportation route that serves recreational and alternative transportation purposes. It will be designed to safely accommodate walkers, joggers, and bicyclists, and would meet ADA standards for accessibility.

- e. Describe how this project contributes to the bicycling and walking system or network in your community (include a description of the existing bicycling or walking facilities at either end of the project). Include a list of any major origins or destinations that will be connected or served by the project.

As mentioned above, the proposed Cobbossee Trail would provide a new, safe connection between the Cobbossee Corridor and surrounding neighborhoods, the KRRT and waterfront area, and the downtown. The existing sidewalk infrastructure inadequately serves pedestrian/bicycle access and safety in this area.

In the larger view, this trail is one vital piece of the overall pedestrian/bicycle network proposed for the Cobbossee Corridor area. In addition to improving the above pedestrian connections, the trail/sidewalk improvements within the Cobbossee Master Plan aim to improve connections to schools and neighborhoods surrounding the Corridor. This trail application, if approved, would kick-start this network of trails and sidewalks, as it comprises the core or centerpiece of the network.



-
- f. Describe any current and/or previous uses of the project area:

The proposed route for the Cobbossee trail follows the existing abandoned MDOT railroad ROW from the KRRT terminus to the railroad trestle. A portion of this ROW overlaps with Summer Street (public ROW). The rail ROW has been unused for many years, and the ties have actually been removed in several areas.

Current uses along the old rail ROW are mixed, and include lower quality residential, commercial, and manufacturing uses; however, this area is in transition, with commercial and residential redevelopment planned for its future as part of the Cobbossee Corridor Master Plan. The trail can help make this redevelopment a success.

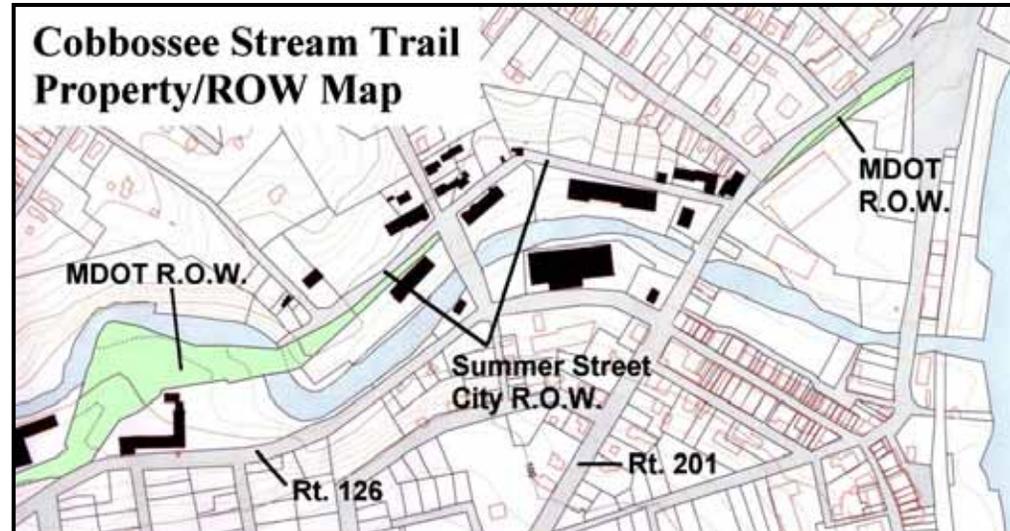
- g. Please explain current and future ownership of the property. Include any proof of ownership and/or easement documentation:

All portions of the proposed trail are within public ROW and/or MDOT ROW. Initial contact has been made with the State Office of Freight Transportation (Robert Elder), relaying the City's interest in the railroad ROW and initiating a discussion on how to proceed. Mr. Elder has indicated a willingness to work with the City; no major obstacles that could derail this project are anticipated.

Landowner Cooperation

The section of Summer Street between Bridge Street and Winter Street may be designed as an on-street sidewalk or an off-street trail along the top of the stream bank. The option for an off-street trail will depend upon the future land use along this stretch (e.g. the fate of the present T.W. Dick steelyard ownership); the City will work with the landowner to determine the feasibility of this option and acquire the necessary easement for an off-street trail.

Also, though the proposed trestle "trailhead" area is within the MDOT ROW, contact has been made with the owner of the adjacent lot (which currently houses a pet food distributor and restaurant/brewery) in order to work cooperatively towards the best possible site layout.



For historic projects, please complete (h) through (k). All others please go to (l).

l. Explain how your project would improve your community's transportation network:

This is largely addressed in the above text. The trail will not only increase the City's recreational opportunities (near to the core of the population), but will serve as the first step in improving the pedestrian/bicycle network in the Cobbossee Corridor and downtown area. Such improvements, including safer and better pedestrian/bicycle access and opportunities, can have an impact on reduced vehicle traffic locally, giving residents and visitors options to walk or bike in Gardiner Center (and beyond, via the KRRT). The trail connection to the KRRT also provides an extended bicycle commuting route (to and from Gardiner, to Farmingdale, Hallowell & Augusta), thereby improving alternative transportation opportunities locally and in the area.

The City's current Capital Improvement program will be replacing 3.73 miles (or 27%) of the total sidewalk inventory over the next 5 years.

m. Identify and approximate the number of customers served by the project:

The Cobbossee Trail would serve users of the KRRT, Gardiner residents (especially adjacent neighborhoods), school children, and visitors to Gardiner's downtown area (including the waterfront and Cobbossee Stream).

Please see the attached census data.

n. Describe impacts and/or benefits – e.g., Service Center Community, Designated Growth Area, Streetscape/Livability, Downtown Revitalization, Safety, Wellness, Smart Growth, Accessibility, Tourism, Transportation System Efficiencies, Reduced Vehicle Miles Traveled:

The proposed Cobbossee trail, and the overall Cobbossee pedestrian/bicycle network, will benefit the City of Gardiner, and the region, in many ways. Improving recreational and alternative transportation opportunities in the Cobbossee Corridor will certainly add to the livability and quality of life in Gardiner. The Cobbossee Corridor lies within a 5000-foot radius of the downtown (~1/9 mile at its furthest point) and is part of the Central Business District, so that trail and sidewalk improvements in this area contribute to the overall walkability of central Gardiner. The proposed new sidewalks and trails, and area trail connections (KRRT), create better and safer options for walking and bicycling, which in turn provides for a healthier community. And the Cobbossee Trail would also reduce vehicle miles traveled, not only by improving the walkability of the downtown/Cobbossee area, but by providing an additional, safe, alternative transportation route for those living and working within and adjacent to the Corridor.

The Cobbossee Corridor Master Plan addresses the need for good pedestrian access to and within the Corridor to support existing and future businesses and residential development. The proposed pedestrian/bicycle improvements also support the downtown, improving the overall walkability of Gardiner center and encouraging pedestrian activity that supports Gardiner Main Street businesses.

The recreational potential of the Cobbossee Stream Corridor offers an opportunity to boost regional tourism, which would support economic growth in the downtown area. For example, Gardiner is on the Chaudiere/Kennebec Trail, and the KRRT will eventually become part of a spur connecting to the East Coast Greenway in Brunswick. Boat trips on the Kennebec will also link with the trail system, by way of docks at the waterfront park.

As a Service Center Community, Gardiner provides services to a larger population than just the City. Recreation is one of the services the City can provide that will benefit more than just its own residents – making an investment in Gardiner's pedestrian/bicycle network one that will serve this larger population.

The State's report on Reviving Service Centers recommends that communities: *"Invest in Urban Parks and Trails -- The Task Force considered a wide range of factors that contribute to vibrant, healthy service center communities. An important factor, not only in Maine communities, but in urban places across the nation, are recreational amenities, including parks, trails and other open spaces. The availability of such resources and facilities are not only important parts of day-to-day community life, but they can also be important ingredients in local and regional plans for tourism promotion and economic development."*
Reviving Service Centers, Vol. 1, Report of the Task Force on Service Center Communities, Maine State Planning Office, August 1998.

- o. Does the municipality have a comprehensive plan? Yes No In process

If Yes or In process, how does this project relate to your plan? (please attach appropriate excerpts)

Many sections of the City's Comprehensive Plan directly and indirectly support the development of a safe and well-connected pedestrian and bicycle network for Gardiner, for recreational, economic development, and general quality of life reasons. Below are several relevant excerpts from the Plan:

Transportation & Parking:

(Policies)

"The City shall continue to support alternative transportation modes such as bike trails, rail transport, car pooling, and mass transport."

"The City shall encourage the development of bike paths throughout the City in order to provide another safe transportation route."

(Implementation Strategies)

"The City Manager shall submit grant applications for alternative transportation projects such as bike trails and car pools whenever these funds become available."

Recreation:

(Goals)

"Promote and protect the availability of outdoor recreation opportunities for the City residents, including access to surface waters [e.g. Cobbossee Stream]."

"Promote a variety of recreational and cultural activities and opportunities throughout the City."

(Analysis)

"... A bike path system over time will help reduce traffic congestion, provide additional recreational opportunities, provide a safe bike trail system, and improve the quality of life for residents."

"... The future trail potential [within the City] will include new bike lanes and the railroad right-of-way trail into Augusta. A goal of the City should be to develop an interconnected system of multi-use trails... The advantages of this type of a trail system would be to provide access through many different neighborhoods, and it would allow residents of the populated northern section of the City direct access to many scenic areas along the river and in the rural section parts of the City."

(Policies)

"The City shall pursue private, State and Federal grants to be used for recreational facilities, and a special effort should be made to seek funds for the development of a bike trail system."

("The City shall continue to support the existing plans for the creation of a trail system between Gardiner and Augusta over the railroad right-of-way.")

"The City shall commit the necessary financial and planning resources necessary to implement the ideas and suggestions presented in this plan section [Recreation]."

Critical Natural Resources:

(Surface Water Resources)

"The Cobbossee Stream, in addition to the former dam sites, provides a number of scenic areas along its banks from the New Mills Bridge to its entrance into the river. The stream's commercial heritage does not hide its beauty as evidenced by rock outcrops, white-water, high stream banks, and ever improving fishing habitats."

Community Resources:

(Goals)

"Provide a variety of recreational and cultural activities and opportunities throughout the City."

"The variety and quality of recreational and cultural activities and the quality of education all have a profound effect upon the quality of life and the attractiveness of the area for future economic development."

(Policies)

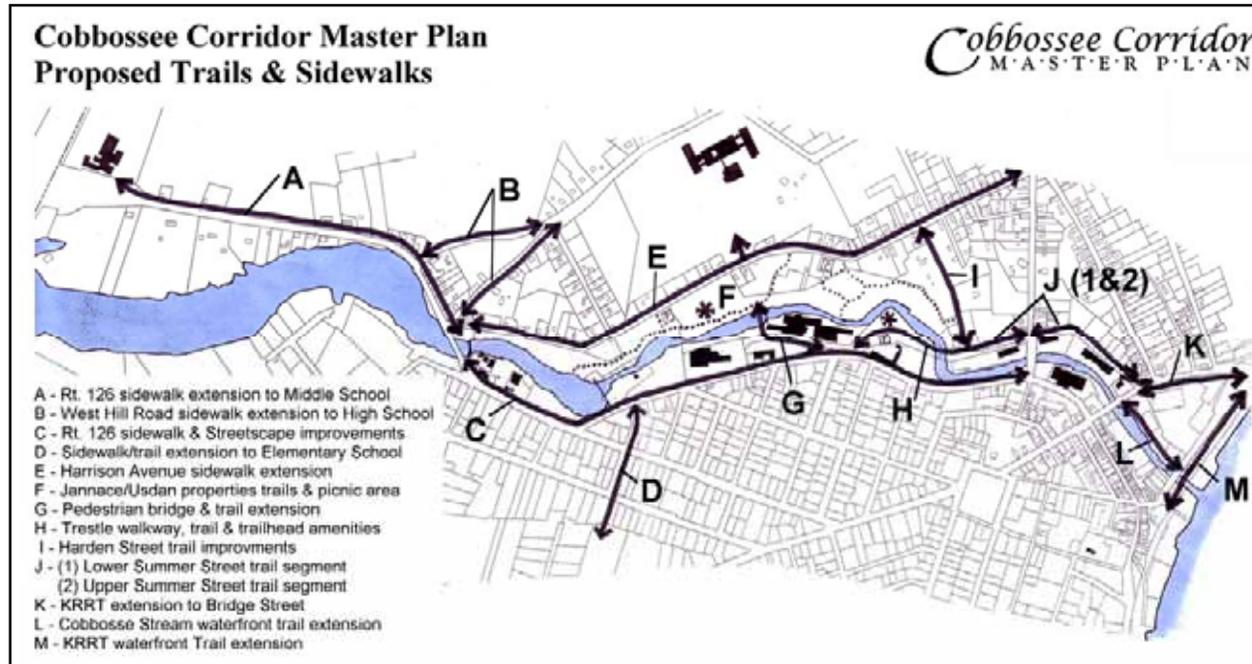
"The City shall continue to support existing recreational, cultural, and sport activities and find ways in cooperation with neighboring Towns and private organizations to increase the amount and quality of these services."

"The City recognizes that the quality, variety, and quantity of cultural, recreational and sporting activities will enhance the quality of life for its citizens and make the City more attractive for future economic development."

p. Please explain the 20 year maintenance plan for the project (see Attachment 2, Article II, Section P):

The City of Gardiner is committed to maintaining the proposed pedestrian/bicycle infrastructure, once built. The Gardiner Department of Public works is prepared to maintain the trails, sidewalks and crossings to ensure public safety and to protect the pedestrian/bicycle routes as a public investment. The City will seek funding through its Capital Improvement Program (CIP), Tax Increment Financing (TIF) (the trail falls within an existing TIF district), and private donations to finance future maintenance.

q. Explain implementation for the project:



As the Cobbossee Stream trail is one piece of the larger Cobbossee Corridor trails effort, the overall timeline/phasing for the project is as follows:

Phase I	<i>HIGH PRIORITY SEGMENTS FOR IMMEDIATE FUNDING APPLICATIONS</i>
	<ul style="list-style-type: none">• Cobbossee Stream trail (this application) (H, I, J, K)• Jannace & Usdan² properties trails (F)• Route 126 sidewalk, from New Mills Bridge to the West Gardiner line (Gardiner Middle School)³ (A)

Phase II	<i>Next priority segments, requiring further planning</i>
	<ul style="list-style-type: none">• Pedestrian bridge/trail extension (connecting the trestle walkway to the Jannace property open space) (G)• Route 126 sidewalk & streetscape enhancements (from the downtown to the New Mills Bridge) (C)• Harrison Avenue sidewalk & West Hill Road extension (E, B)• Trail extension from Cobbossee Stream to Laura Richards Elementary School (D)• Waterfront trail connection along Cobbossee Stream (L)

Cobbossee Stream Trail Timeline:

Begin PE/design date: January 2005
End PE/design date: January 2006
Advertise date: February 2006
Begin construction: May/June 2006
End construction: October 2007

Will this work be coordinated with another project? No.

² Informal trails already exist on these two properties, along public sewer rights-of-way on the northwest side of the Cobbossee Stream. The Jannace property is currently City-owned (12.5 acres on the northwest side of Cobbossee Stream) with the Kennebec Land Trust serving as steward; this property is reserved for public open space. The City is in the process of acquiring the adjacent Usdan property (which covers 8.6 acres on both sides of the Cobbossee Stream), for recreation/open space use as well as future development.

³ Work on this section of Rt. 126 is already in the BTIP (shoulders & resurfacing), and the City is lobbying for MDOT to include a sidewalk along this stretch to provide a safe pedestrian route to the Middle School.

Will this work occur over a water body; in a wetland? Yes, the trestle to be rehabilitated crosses over the Cobbossee Stream.

List other partners/participants:

MDOT Office of Freight Transportation – ownership key to project development

City of Gardiner Cobbossee Corridor Committee – development and planning for overall Cobbossee Corridor Master Plan (including trails development); see committee list

Kent Associates, Gardiner ME – planning & design consultant on Cobbossee Corridor Master Plan

Wright-Pierce, Topsham ME – engineering consultant on Cobbossee Corridor Master Plan

Diane Morabito – traffic and pedestrian safety advisor

Terrance DeWan – landscape architectural advisor

Jay Robbins – historical research consultant