

**Government Operations Committee AGENDA**  
**Wednesday, September 3, 2014 at 5:15PM**  
**City Council Chambers**

**1. Acceptance of Anonymous Donation of \$5,106.54 for the Pay it Forward Fund.**

Please see attached Council Action Page and Council Order.

**2. Referral: Council Resolve 14-274 – Accepting and Appropriating \$173,906.91 in FY 2013 Homeland Security Grant Funds from the Maine Emergency Management Agency.**

Please see attached Council Action Page, Council Resolve and Background material.

**3. Referral: Council Resolve 14-275 – Authorizing the City Manager to Accept and Appropriate FY 2015 Grant Funds from the Maine Department of Health and Social Services – WIC Nutrition Program.**

Please see attached Council Action Page and Council Resolve.

**4. Referral: Council Resolve 14-276 – Applying form, Accepting and Appropriating Grant Funds from U.S. Department of Housing and Urban Development – Shelter Plus Care Renewal.**

Please see attached Council Action Page and Council Resolve.

**5. Request from the Health and Community Services Department to Accept and Appropriate \$134,500 in Grant Funds from the Maine Center for Disease Control and Prevention to implement the Sodium Reduction in Communities Program.**

Please see attached draft Council Action Page and Council Resolve.

**6. Request from the Police Department to Apply for Grant Funding from Lowe's Charity Foundation.**

Please see attached Memorandum from Chief Hathaway and Draft Council Action Page and Order.

**7. Request from the Police Department to Apply for, Accept and Appropriate Grand Funds from the Stephen and Tabitha King Foundation.**

Please see attached Memorandum from Chief Hathaway and draft Council Action Page and Resolve.

**8. Review of Transit Hub Alternatives Analysis.**

Please see attached Memorandum and information from the study performed by Tom Crikelair Associates.

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**COUNCIL ACTION**

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Item No. 14-xxx

Date: **September 8, 2014**

**Item/Subject:** Authorizing the City Manager to Accept \$5,106.54 in Donation from an "Anonymous Donor" for the Special Account: *Pay It Forward* Fund.

**Responsible Department:** **Health and Community Services**

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**Commentary:** This order authorizes the City Manager to accept 154 shares of Weyerhaeuser Company stock valued at \$5,106.54, from a donor who wishes to remain anonymous. The *Pay It Forward* Account is a special account, funded by donations, that gives an extra hand to a person in need with the expectation that he or she, when able, will in turn donate time or money to another person in need. The Fund is administered by the Director of Health and Community Services.

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Department Head

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**Manager's Comments:**

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City Manager

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**Associated Information:** **Order**

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**Budget Approval:**

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Finance Director

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**Legal Approval:**

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City Solicitor

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**Introduced for**

**Passage**  
 **First Reading**  
 **Referral**

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Assigned to Councilor



## CITY OF BANGOR

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**(TITLE.) Order, Authorizing the City Manager to Accept \$5,106.54 in Donation from an Anonymous Donor for Pay It Forward Special Account.**

**BY THE CITY COUNCIL OF THE CITY OF BANGOR:**

**BE IT ORDERED**, that the City is hereby authorized to Accept \$5,106.54 in Donation from an Anonymous Donor for Pay It Forward Special Account.

**COUNCIL ACTION**

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**Item No. 14-274**

**Date:** August 25, 2014

**Item/Subject:** **RESOLVE**, Accepting and Appropriating \$173,906.91 in FY 2013 Homeland Security Grant Funds from the Maine Emergency Management Agency (MEMA)

**Responsible Department:** Fire

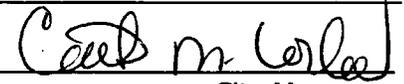
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**Commentary:** This Resolve will accept and appropriate \$173,906.91 in FY 2013 Homeland Security Grant Funds from the Maine Emergency Management Agency (MEMA) to improve Police and Fire Department preparedness and response capabilities for Homeland Security related events. If approved, the funds will be used for a variety of purposes including training for police and fire employees, education, purchase of specialty equipment and maintenance on current equipment. A plan outlining the various anticipated projects and expenditures is attached to this Resolve. The list may not represent the exact final expenditures, as priorities and needs may change over the grant period.

This Resolve was reviewed at the August 18, 2014 Government Operations Committee Meeting and was recommend for approval.

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Department Head

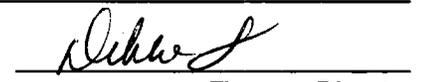
**Manager's Comments:**

  
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City Manager

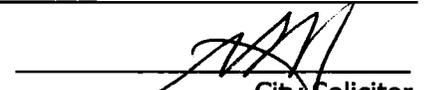
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**Associated Information:** Resolve, Grant Award Letter, Proposed Project List

**Budget Approval:**

  
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Finance Director

**Legal Approval:**

  
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City Solicitor

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**Introduced for**

- Passage
- First Reading
- Referral

Assigned to Councilor Graham



## CITY OF BANGOR

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**(TITLE.) Resolve, Accepting and Appropriating \$173,906.91 in FY2013 Homeland Security Grant Funds from the Maine Emergency Management Agency (MEMA)**

*By the City Council of the City of Bangor:*

**BE IT RESOLVED THAT** Homeland Security Grant Program funding through the Maine Emergency Management Agency for FY 2013 in the amount of \$173,906.91 to improve Police and Fire Department preparedness and response capabilities for Homeland Security related events is hereby accepted and appropriated; and

**BE IT FURTHER RESOLVED THAT** the Finance Director is authorized to establish such financial accounts as may be necessary to accept and disburse such funds in accordance with Homeland Security and MEMA requirements.



STATE OF MAINE  
DEPARTMENT OF DEFENSE, VETERANS AND EMERGENCY MANAGEMENT  
MAINE EMERGENCY MANAGEMENT AGENCY  
72 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0072

14-274  
AUGUST 25, 2014

PAUL R. LEPAGE  
GOVERNOR  
BG JAMES D. CAMPBELL  
COMMISSIONER

PHONE: 207-624-4400/800-452-8735  
FAX: 207-287-3180

ROBERT P. McALEER  
DIRECTOR

September 18, 2013

Scott Lucas, Fire Chief  
City of Bangor  
289 Main Street  
Bangor, ME 04401

Dear Chief Lucas:

I am pleased to notify you of the City of Bangor's FY2013 Homeland Security Grant Program funding award through the Maine Emergency Management Agency. In keeping with MEMA's strategy of funding Maine's metropolitan areas, MEMA has continued to allocate 45% of available Homeland Security Grant funding to the state's six identified Metro cities. I am pleased to award **\$ 127,030.58 (SHSP)** and **\$ 46,876.33 (LETPP)** to the **City of Bangor** to improve preparedness and response capabilities for Homeland Security related events in the State of Maine.

In order to move forward with the FY2013 funding, MEMA requests that the City submit detailed budget narratives and worksheets for projects to be undertaken with these funds. Once the City's budget documentation has been submitted and reviewed by MEMA, you will receive an official Grant Award Notice, as well as Memorandum of Understanding (MOU) and Terms and Conditions documents that must be signed to formally accept the funding.

Once these documents have been signed and returned to MEMA, the City will be approved to move forward with identified grant projects. This procedure is slightly different from prior Homeland Security Grant rounds, however new federal auditing requirements necessitate the additional signatures required to accept the funds and move forward.

I congratulate you on this important funding award and look forward to continuing to work with you to improve Maine's preparedness and response capabilities. Please do not hesitate to contact me or Bruce Fitzgerald of my office if you have any questions regarding this grant award notice.

Thank you again for your application.

Sincerely,

Robert P. McAleer  
Director

U. S. Department of Homeland Security  
FY2012 State Homeland Security Grant Program  
Grant Number: EMW-2012-SS-00081  
CFDA Number: 97.067  
Grant Period: 9-1-13 to 8-31-15

**City of Bangor FY 2013  
MEMA and Homeland Security Grant Program**

**Technical Rescue Training:** Thirty thousand dollars (\$30,000.00) has been budgeted to provide initial training and continuing education for the fire departments technical rescue teams. Including, but not limited to high and low angle rope, confined space, collapse rescue, swift water and Marine I rescue training.

**Forcible Entry Simulator and Trailer:** Nine thousand five hundred dollars (\$9,500.00) has been budgeted to purchase and provide training on a forcible entry simulator/trainer and trailer. The trainer will afford the users an efficient and effective means of training and the trailer will provide a convenient way for the trainer to stored and shared regionally.

**Heavy Rescue Extrication Equipment:** Twenty five thousand dollars (\$25,000) has been budgeted to begin replacing extrication equipment on the Heavy Rescue. The priority for replacement will be equipment that has either exceeded or is nearing the manufactures recommendation for replacement.

**Explosive Ordnance:** Seventeen thousand five hundred dollars (\$17,500) has been budgeted to accommodate recent promotions that required two active members leave the squad. The requested funding will be used for training purposes. We have received approval from the FBI to send one officer to the Hazardous Devices Training school at Redstone Arsenal in Huntsville, Alabama. The excepted cost, based on previous expenses for the school, is \$7000. The remaining balance will be used to cover training and continuing education expenses (Logan Airport in Boston and Ft. Devens in Massachusetts) and for minor equipment upgrades and repairs. *(LETPP)*

**Special Response Team (PD):** Fifteen thousand dollars (\$15,000) has been budgeted for the police department SRT. The majority of the funding will again be used to for training and to cover expenses associated with training related backfill. A majority of the current training needs center around three new members who must attend a variety of specialized schools both in and out of state. Current members require additional and continuing training for certification requirements. At least one current member will be attending a leadership training program with use of this funding. *(LETPP)*

**Special Response Team (FD):** Ten thousand dollars (\$10,000) has been allocated to provide initial training to new team members, continuing education training to all team members and to upgrade or replace tactical equipment as necessary.

**Active Shooter Training:** Twenty thousand dollars (\$20,000) has been budgeted for all members of the department are required to participate in a yearly active shooter training course...typically held at one of the City schools during April vacation. The costs cover continuing education for the instructors (so we are trained in up to date and time relevant tactics) and payroll related costs associated with attendance and shift backfill as necessary. *(SHSP)*

**Electronic Finger Print/Automated Evidence Tracking System:** Twenty thousand dollars (\$20,000) has been budgeted to improve our fingerprinting system(s) from the current ink to electronic is due to the increased demands on higher grades fingerprints and the need to electronically share our prints with other law enforcement agencies. We currently have a fingerprint comparison unit (computerized system) that will work in combination with EFS. The need to improve our evidence tracking and retention system is the result of continued increase in complex criminal investigations requiring the demands of modernized evidence identification and collection requiring advanced tracking and retention programs. *(SHSP)*

**Night Vision Capabilities:** Eight thousand dollars (\$8,000) has been budgeted. The Special Response Team is currently in need of night vision optics. This is a very expensive project requiring we do it in stages. This request is for two (2) units. *(LETTPP)*

**Blood Control Kits/Tourniquets:** Three thousand dollars (\$3000). The police department has trained all personnel in blood control and the proper field use of tourniquets. This request is to purchase 75 CAT brand (combat) tourniquets. *(LETTPP)*

**Specialty Vehicle Retrofit:** Five thousand dollars (\$5000). This funding will be used to assist in the costs associated with retrofitting and adapting a military surplus vehicle for use in special law enforcement circumstances. This vehicle has not been identified and will not be accepted without City Manager approval. This funding request must be made in advance in order to have the ability to make necessary improvements should an approved vehicle become available. *(LETTPP)*

**Mobile Command Truck Training, Equipment and Maintenance:** Ten thousand dollars (\$10,000) has been budgeted for new operator training, continuing education, equipment upgrades and maintenance as necessary.

\*Subject to modification...the contingency plan for any additional or unused portions of the allocation will be to provide NIMS compliant training, with the approval of MEMA.

**COUNCIL ACTION**

**Item No. 14-275**

**Date:** August 25, 2014

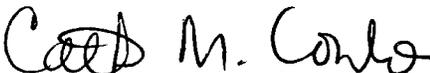
**Item/Subject:** RESOLVE, Authorizing the City Manager to Accept and Appropriate FY15 Grant Funds from the Maine Department of Health and Human Services – WIC Nutrition Program

**Responsible Department:** Public Health and Community Services

**Commentary:** This resolve will accept and appropriate \$2,965,703.00 in grant funds for the Women, Infants, and Children Supplemental Nutrition Program (WIC). The Public Health and Community Service WIC Nutrition Program currently services a monthly average of 3,300 participants at their Bangor, Dexter, Dover, Corinth, Lincoln, Millinocket, Milo, Newport, and Greenville sites. The proposed agreement provides \$550,703.00 for administration and \$2,415,000 for food vouchers. The grant covers the period from October 1, 2014 through September 30, 2015.

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Department Head

**Manager's Comments:**

  
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City Manager

**Associated Information:** **Resolve**

**Budget Approval:**

  
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Finance Director

**Legal Approval:**

  
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City Solicitor

**Introduced for**

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**Referral- Government Operations, Sept. 3, 2014**

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Assigned to Councilor Baldacci

## CITY OF BANGOR

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**(TITLE.)** Resolve, Authorizing the City Manager to Accept and Appropriate FY 15 Grant Funds from the Maine Department of Health and Human Services – WIC Nutrition Program.

**BY THE CITY COUNCIL OF THE CITY OF BANGOR:**

**BE IT RESOLVED,** that the City Manager is hereby authorized to accept and appropriate \$2,965,703.00 from the Maine Department of Health and Human Services to administer the WIC Nutrition Program in Penobscot and Piscataquis counties during the period 10/01/14 – 9/30/15.

**COUNCIL ACTION**

**Item No. 14-276**

**Date: August 25, 2014**

**Item/Subject:** Resolve, Applying For, Accepting and Appropriating Grant Funds from the U.S. Department of Housing and Urban Development - Shelter Plus Care Renewal.

**Responsible Department: Health & Community Services**

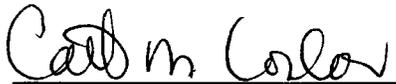
**Commentary:**

The City applies annually for renewal funding to continue several homeless programs under the U.S. Department of Housing and Urban Development's Homeless Continuum of Care. The City's Shelter Plus Care program won initial funding from the federal government in 1993. The program is used to provide subsidized rents for qualified homeless individuals with a primary diagnosis of mental illness, chronic substance abuse or HIV related illness who are receiving support services. The grant award period is September 1, 2014 through August 31, 2015

The amount of the grant is \$395,170 which will support 51 housing units.

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Department Head

**Manager's Comments:**

  
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City Manager

**Associated Information:** Resolve

**Budget Approval:**

  
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Finance Director

**Legal Approval:**

  
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City Solicitor

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Referral to Government Operations Committee on September 3, 2014

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Assigned to Councilor Plourde

## CITY OF BANGOR

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**(TITLE.) Resolve, Applying For, Accepting and Appropriating** Grant Funds from the U.S. Department of Housing and Urban Development – Shelter Plus Care Renewal

**BY THE CITY COUNCIL OF THE CITY OF BANGOR:**

**BE IT RESOLVED**, that Shelter Plus Care program grant funds in the amount of \$395,170 from the U.S. Department of Housing and Urban Development are hereby applied for, accepted and appropriated for the purpose of supporting 51 housing units for the period September 1, 2014 through August 31, 2015

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**COUNCIL ACTION**

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**Item No.**

**Date: September 8, 2014**

**Item/Subject:** RESOLVE, Authorizing the City Manager to Accept and Appropriate \$134,500 in Grant Funds from the Maine Department of Health and Human Services, Center for Disease Control and Prevention (CDCP), for the Sodium Reduction in Communities Program.

**Responsible Department:** Public Health and Community Services

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**Commentary:** The Maine Center for Disease Control and Prevention (CDCP) invited the Bangor Public Health and Community Services Department, along with the City of Portland Health Department, to participate in this two-year U.S. CDC program. The initial grant term is September 30, 2014 - September 29, 2015. The grant amount for Bangor Public Health and Community Services is \$134,500.

The purpose is to improve health outcomes in Penobscot County, including the City of Bangor, by increasing the availability and accessibility of lower sodium food products in selected venues such as government or private worksites; congregate meal providers; or hospitals.

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Department Head

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**Manager's Comments:**

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City Manager

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**Associated Information:**

Resolve

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**Budget Approval:**

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Finance Director

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**Legal Approval:**

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City Solicitor

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Assigned to Councilor

## CITY OF BANGOR

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RESOLVE: Authorizing the City Manager to Accept and Appropriate \$134,500 in Grant Funds from Maine Department of Health and Human Services, Center for Disease Control and Prevention (CDCP), for the Sodium Reduction in Communities Program.

BE IT RESOLVED THAT: The City Manager is hereby authorized to Accept & Appropriate grant funds in the amount of \$134,500 from the Maine Department of Health and Human Services, Center for Disease Control and Prevention (CDCP) for the period September 30, 2014 to September 29, 2015 for the Sodium Reduction in Communities Program. The purpose of the program will be to implement a sustainable, comprehensive strategy aimed at improving the food environment in Penobscot County.



# BANGOR POLICE DEPARTMENT

240 Main Street  
Bangor, Maine 04401  
207-947-7382  
Fax 207-945-6824

**TO: Government Operations Committee**

**FR: Mark Hathaway**

**RE: Lowe's Corporation Charitable Foundation Grant Opportunity**

**DT: August 26, 2014**

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The police department is requesting permission to apply for a grant from the Lowe's Corporation Charitable Foundation.

Lieutenant Paul Edwards has completed a grant proposal seeking funding for the purpose of replacing our aging and technology disadvantaged in-car camera and recording system. Lieutenant Edwards' proposal would allow for an upgrade from a current DVD based system to a modern digital system.

The current in-car camera/recording systems we have in use are no longer in production and require consistent repairs. The manufacture has indicated that they will discontinue stocking replacement parts for our model within the next year. The in-car camera/recording systems have become a standard in nearly every police car across the nation. These recording units have proven useful in preserving events, reducing police and public misconduct and provided video evidence in dozens upon dozens of criminal investigations. The police department currently has \$20,000 in funding to apply toward this project. Our application is seeking \$69,700 in grant funding to complete this project.

We have attempted to find creative methods within our budget to accomplish this goal. We anticipate, without use of this grant, that we will have to replace these units at a rate of two or three per year over the next five to seven years. The challenge is having two incompatible systems in use at the same time. We are hopeful that our proposal will be accepted. We are grateful to the Lowe's Corporation Charitable Foundation for their consideration.

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**COUNCIL ACTION**

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**Item No.**

**Date:** September 8, 2014

**Item/Subject: Order** – Authorizing the City Manager to Apply for \$69,700 in Grant Funding from Lowe's Corporation Charitable Foundation.

**Responsible Department:** Police

**Commentary:** Lieutenant Paul Edwards is requesting permission to submit a grant proposal to the Lowe's Corporation Charitable Foundation for the purpose of seeking funding to purchase digital in-car camera/recording systems for police department patrol cars.

Mark Hathaway

Department Head

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**Manager's Comments:**

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City Manager

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**Associated Information: Order**

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**Budget Approval:**

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Finance Director

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**Legal Approval:**

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City Solicitor

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**Introduced for**

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# CITY OF BANGOR

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**(TITLE.) ORDER, Authorizing the City Manager to Apply for \$69,700 in Grant Funds from Lowe's Corporation Charitable Foundation**

*By the City Council of the City of Bangor:*

**ORDERED,**

THAT the City Manager be authorized to apply for \$69,700 in funding as part of the Lowe's Corporation Charitable Foundation Grant. This funding will be utilized to purchase digital in-car camera/recording systems for use in police department patrol cars.



# BANGOR POLICE DEPARTMENT

240 Main Street  
Bangor, Maine 04401  
207-947-7382  
Fax 207-945-6824

**TO: Government Operations Committee**

**FR: Mark Hathaway**

**RE: Stephen and Tabitha King Foundation Grant Opportunity**

**DT: August 26, 2014**

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The police department is requesting permission to apply for, accept and appropriate a grant from the Stephen and Tabitha King Foundation.

Lieutenant Paul Edwards has completed and submitted a grant proposal seeking funding for the purpose of improving officer performance, safety, comfort and appearance. Lieutenant Edwards' proposal includes funding requests for multi-use jackets, police duty hats and blood control kits.

Officers are currently wearing four different style jackets that are old, dated and in many instances inadequate for cold weather use. We seek to purchase a versatile year-round multi-use jacket. The jacket of interest is a double layer police duty jacket with a weather resistant outer shell and a durable and wearable inner shell. This jacket allows for improved comfort, increased warmth, enhanced reflective qualities and a consistent appearance. The second item is a police duty hat. Officers are currently wearing dated duty hats in two different styles. We are hoping to purchase a professional duty hat that will enhance officer appearance. The third item is a blood control kit/tourniquet. All officers are trained in the proper field use of tourniquets. It is our hope that we can provide each police officer with this critical piece of life-saving equipment.

The total amount requested in the grant application is \$25,000, and we have been informed that the grant request has been reviewed and approved.

We have attempted to find creative methods within our budget to complete these projects/purchases however have not been able to do so. We are grateful to the Stephen and Tabitha King Foundation for their consideration and the award.

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**COUNCIL ACTION**

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**Item No.**

**Date:** September 8, 2014

**Item/Subject: Order** – Authorizing the City Manager to Apply for, Accept and Appropriate \$25,000 in Grant Funds from the Stephen and Tabitha King Foundation.

**Responsible Department:** Police

**Commentary:** The Stephen and Tabitha King Foundation has reviewed a grant proposal submitted by Lieutenant Paul Edwards seeking funding to purchase versatile year round multi-use police duty jackets, police duty hats and blood control kits. We are grateful that the Stephen and Tabitha King Foundation has awarded the police department the full amount requested. They request that the award be in memory of Chief Donald Winslow.

Mark Hathaway

Department Head

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**Manager's Comments:**

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City Manager

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**Associated Information: Resolve**

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**Budget Approval:**

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Finance Director

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**Legal Approval:**

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City Solicitor

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# CITY OF BANGOR

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**(TITLE.) Resolve, Authorizing the City Manager to Apply for, Accept and Appropriate \$25,000 in Grant Funds from the Stephen and Tabitha King Foundation**

*By the City Council of the City of Bangor:*

**Resolved,**

THAT the City Manager be authorized to apply, accept and appropriate \$25,000 in funds as part of the Stephen and Tabitha King Foundation Grant Program. This funding will be utilized to purchase multi-purpose police duty jackets, police duty hats and field use blood control kits.

**To:** Government Operations Committee  
**From:** Bob Farrar, Assistant City Manager, Laurie Linscott, Bus Superintendent  
**Subject:** Bus Hub Study  
**Date:** August 29, 2014

Next Wednesday at the Government Operations Committee meeting, there will be an agenda item to review / revisit the results of the Transit Hub Alternatives Analysis. I believe that the intent of the discussion will be on the Consultant's Recommendations regarding options for the downtown hub location. Council may recall that essentially three options, with a couple of variations, were presented for consideration: (1) Create a "bump -in" on the Water Street side of Pickering Square, (2) continue to use the existing location in front of the Parking Garage, or (3) possibly consider the current Bank property between the parking garage and Washington Street on the south side of the Parking Garage. At the last Government Operations Committee meeting where the study was discussed with the Consultant, there were the concerns raised with options #1 and #3, and no consensus developed in terms of moving forward with either option. Concerns discussed included the estimated cost, the impact on Pickering Square, the impact on neighboring businesses, and the delay and waiting times that would be created with buses not all arriving and departing at the same times. As a side note, it would now seem that with the moving of a couple of downtown businesses that had been in the area, and with the added police presence in the downtown and Pickering Square, much of the concern previously voiced regarding questionable / objectionable behavior in and around the Bus Hub area and Pickering Square has been significantly reduced or eliminated. Chapter 9 contains the Consultant's Recommendations. Section 9.3 on pages 9-5 and 9-6 provide further detail on the three downtown hub options.

Staff will be present to answer questions the Committee may have at the meeting.

## **Chapter 9: Recommendations**

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This chapter presents the consulting team’s recommendations for the future of Pickering Square and the Community Connector transit system. It summarizes the strengths and weaknesses of six transit hub alternatives, and it compares the anticipated construction costs associated with each strategy. It presents a conceptual landscape plan for Pickering Square, along with a draft Community Connector route map that takes advantage of a proposed transfer hub at the Airport Mall.

The chapter includes five sections.

- Section 9.1 Summary of Strengths and Weaknesses for Six Alternatives
- Section 9.2 Comparison of Anticipated Construction Costs
- Section 9.3 Consulting Team’s Recommendations
- Section 9.4 Pickering Square Conceptual Landscape Design
- Section 9.5 Proposed Community Connector Route Map

### **9.1 Summary of Strengths and Weaknesses for Six Alternatives**

Figure 9.1 presents a summary of strengths and weaknesses for six transit hub alternatives. For Pickering Square, this summary addresses just the Turn-out / Passenger Island alternative, because the other two Water Street options require transferring bus riders to cross Water Street.

Each of the five alternatives analyzed in Chapter 8 involves negative impacts for some groups in the community. For this reason, continued use of the two existing Pickering Square bus lanes has been added as a sixth alternative.

Three of the six alternatives involve continued use of Pickering Square as a transit hub. The community could enhance these Pickering Square alternatives by taking two steps: (1) acquiring quieter, alternative fuel transit buses, and (2) obtaining a federal grant to renovate and upgrade the existing parking garage restrooms and waiting area.

**Figure 9.1 Transit Hub Alternatives: Summary of Strengths and Weaknesses**

Alternative	Strengths	Weaknesses
<p><b>1. Limit buses at Pickering Square to no more than four at a time, and use just one of the existing bus stop lanes</b></p>	<ol style="list-style-type: none"> <li>1. Removes buses from the lane in front of the parking garage.</li> <li>2. Reduces the impact on Pickering Square by reducing the number of buses.</li> <li>3. Removes conflicts with cars entering the parking garage.</li> <li>4. Little or no impact on operating costs.</li> </ol>	<ol style="list-style-type: none"> <li>1. Introduces transfer delays for Hampden, Brewer, and Old Town bus riders.</li> <li>2. Leaves pavement in front of the parking garage and leaves roadways encircling Pickering Square, limiting redesign options.</li> <li>3. Pedestrian pathways continue to cross the bus stop site and multiple travel lanes.</li> </ol>
<p><b>2. Use the Water Street side of Pickering Square, with a turnout parallel to Water Street</b></p>	<ol style="list-style-type: none"> <li>1. Removes buses and roadways from the front of the parking garage, creating opportunities for commercial use of the ground level.</li> <li>2. Places buses on the side of Pickering Square, in a location where they will not block existing crosswalks and pedestrian pathways.</li> <li>3. Allows for a Village Green-style redesign of Pickering Square.</li> <li>4. Retains easy transit access for downtown residents.</li> <li>5. Removes conflicts between pedestrians, buses, and cars.</li> <li>6. Avoids a need for Main Street bus stops near West Market Square.</li> <li>7. Less expensive than the Summer Street alternative.</li> <li>8. Money invested in the transit hub will contribute to downtown improvements.</li> </ol>	<ol style="list-style-type: none"> <li>1. Introduces transfer delays for Brewer and Hampden bus riders.</li> <li>2. Restrooms and the heated waiting area will no longer be immediately adjacent to the bus stop.</li> <li>3. Eliminates parking spaces along the Pickering Square side of Water Street.</li> <li>4. Places buses between Key Bank Plaza and Pickering Square, which may be perceived as a visual and psychological barrier by Key Bank Plaza tenants.</li> </ol>
<p><b>3. Option 2 plus an Airport Mall transit hub</b></p>	<ol style="list-style-type: none"> <li>1. A better transfer site is needed now.</li> <li>2. An improved Airport Mall transfer hub will accommodate a new Hammond Street / Husson / Center Street route that will provide improved access to many Bangor destinations, while limiting the number of downtown transfers.</li> </ol>	<ol style="list-style-type: none"> <li>1. Access along the side of the Hannaford store may be constrained at times by truck traffic.</li> <li>2. A transit stop on the Griffin Road side of the Airport Mall will require passengers to walk through the mall building to reach Hannaford.</li> </ol>
<p><b>4. Intercity bus terminal on airport property at Maine Avenue and Godfrey Boulevard</b></p>	<ol style="list-style-type: none"> <li>1. New improved intercity bus terminal for Concord Coach and Greyhound.</li> <li>2. Overflow parking for Bangor International Airport.</li> <li>3. Improved intermodal transportation links for the region.</li> </ol>	<ol style="list-style-type: none"> <li>1. Three buses will be needed to maintain 30-minute headways on the Capehart route, resulting in higher operating costs.</li> <li>2. This alternative will have a relatively high price tag. It is unknown whether federal funding will be available to help pay for this type of facility.</li> <li>3. Improved bus stops at the Airport Mall will still be needed, even if most transfers take place at a new Maine Avenue terminal.</li> </ol>

<p><b>5. Summer Street</b></p>	<ol style="list-style-type: none"> <li>1. Removes buses from Pickering Square.</li> <li>2. Accommodates seven buses at the same time, avoiding transfer delays.</li> </ol>	<ol style="list-style-type: none"> <li>1. High price tag for design and construction, plus the unknown cost of acquiring the property.</li> <li>2. Requires some bus riders to transfer to reach downtown.</li> <li>3. Requires the addition of downtown bus stops on Water Street. Bus stops on Main Street may also be needed.</li> <li>4. Service to the Bangor malls will need to be streamlined, eliminating some stops, to provide extra time for Stillwater Avenue and Mount Hope buses to reach Summer Street.</li> <li>5. If a combined Hammond Street / Husson / Center Street route is not added, service on Center Street will need to be reduced to hourly to allow time to reach Summer Street.</li> </ol>
<p><b>6. Continue to use the existing Pickering Square bus lanes, with renovated restroom facilities and redesigned pathways</b></p>	<ol style="list-style-type: none"> <li>1. Preserves all existing transfers.</li> <li>2. No impact on operating costs.</li> <li>3. Preserves existing on-street parking.</li> <li>4. Avoids placing buses between Key Bank Plaza and Pickering Square</li> </ol>	<ol style="list-style-type: none"> <li>1. Leaves pavement in front of the parking garage and leaves roadways encircling Pickering Square, limiting redesign options.</li> <li>2. Pedestrian pathways continue to cross the bus stop site and multiple travel lanes.</li> <li>3. Buses continue to present an obstacle for cars entering the parking garage at fifteen minutes past the hour.</li> </ol>

## 9.2 Comparison of Anticipated Construction Costs

Estimates of probable site improvement costs are provided in Figure 9.2.

Fay, Spoffard and Thorndike estimated \$240,000 as the probable construction cost for adding a bus turnout in Pickering Square parallel to Water Street. Coplon Associates added \$455,000 to this amount for associated pathway and landscape improvements, resulting in a combined cost for this option of \$695,000.

The estimated construction costs for the Airport Mall were \$20,000 for one space adjacent to Hannaford, and \$22,000 for three spaces parallel to Union Street. Construction of a transfer island on the Griffin Road side of the mall complex is projected to cost \$124,000. The combined cost for four bus spaces on the Hannaford side of the Airport Mall is estimated to be \$42,000.

The engineers provided order of magnitude estimates for the Airport site of \$2 - \$2.5 million for site work and parking, plus \$900,000 for buildings and structures. Costs for site improvements will vary depending on soil conditions and the number of parking spaces included.

**Figure 9.2 Engineers' Opinion of Probable Site Construction Costs**

Site	Cost	Comments
<b>Pickering Square – Construction of parallel Water Street turnout</b>	\$240,000	Walkway and landscape improvements are addressed separately.
<b>Pickering Square – Landscape improvements, including pavers, loam, seed, plantings, and furnishings</b>	\$455,000	
<b>Combined cost for Pickering Square</b>	\$695,000	
<b>Airport Mall – Bus island on the Griffin Road side of the mall</b>	\$124,000	
<b>Airport Mall – One space adjacent to Hannaford</b>	\$20,000	The single space next to Hannaford could be combined with three spaces along Union Street, or the single space next to Hannaford could be combined with the bus island on the Griffin Road side of the mall complex.
<b>Airport Mall – Three spaces adjacent to Union Street</b>	\$22,000	
<b>Bangor International Airport – Intercity bus terminal and overflow airport parking</b>	\$2 - 2.5 million plus \$900,000 for a terminal building	This is an order of magnitude estimate. Costs will depend on the number of parking spaces and on existing soil conditions.
<b>Summer Street</b>	\$1 million plus \$195,000 for a building with restrooms and a passenger waiting room	This is an order of magnitude estimate. It does not include the unknown cost of acquiring the privately owned site.

**Assumptions and Exclusions**

1. Estimates are based on conceptual plans dated December 2013. These estimates do not benefit from survey or design of grading and drainage. Estimates are for the approximate construction cost and exclude costs for design, permitting, construction management, and inspection.
2. All estimates, with the exclusion of Pickering Square landscaping, were provided by Fay, Spoffard and Thorndike, Inc. The Pickering Square landscaping estimate was provided by Coplon Associates.
3. The consultants have provided these estimates with the understanding that neither FST, Inc. nor Coplon Associates has control over the cost or availability of labor, equipment and materials, or over market conditions or contractors' methods of pricing, and that the Engineer's Opinion of Probable Construction Cost is based on the professional judgment and experience of FST and Coplon Associates. FST Inc. and Coplon Associates make no warranty, expressed or implied, that future bids or negotiated costs will not vary from the Engineer's Opinion of Probable Construction Costs.

The engineers provided order of magnitude estimates for Summer Street of \$1 million for site improvements plus \$195,000 for a building that would house a passenger waiting area and restrooms.

These are rough estimates that do not benefit from detailed site surveys or detailed design of required grading and drainage. These construction cost estimates that do not include costs for design, permitting, and construction management.

### **9.3 Consulting Team's Recommendations**

The consultants developed three sets of recommendations for Bangor and its Community Connector partners. Part one addresses Pickering Square and bus stops in downtown Bangor. Part two recommends creation of a new outlying hub at the Airport Mall. Part three suggests changes to six Community Connector bus routes.

#### *Downtown Bangor and Pickering Square*

The consultants were unable to locate an available, affordable, and viable alternative to continued use of Pickering Square as a downtown Community Connector transit hub. They recommend that the city choose between two Pickering Square alternatives: (1) design and construct a new turnout and passenger waiting island parallel to Water Street, or (2) continue to use both of the existing bus lanes in front of the parking garage for Community Connector buses.

The consultants consider the Water Street option to be preferable, because it removes bus stop activity from important pedestrian pathways and because it allows for a village green-style redesign of the public square. But they also recognize that the Water Street option will result in transfer delays for Hampden and Brewer bus riders, and that buses on Water Street may be perceived by some Key Bank Plaza tenants as an obstacle between their building and Pickering Square.

With either approach, the city should continue its efforts to obtain federal funding to purchase quieter, alternative-fuel buses. Also, if buses remain where they are, the city should hire a landscape architect to design improved pathways through Pickering Square.

The city may want to pursue a third Pickering Square alternative that came to light at the end of the planning process. At the December 16 meeting of the Government Operations Committee, a City Councilor asked if a transit hub could fit on the site next to the parking garage that is currently occupied by a Key Bank drive through facility. The consultants did not consider this location earlier because it is occupied by a private business, and because there has been no indication that it might be made available for use by the city.

The consultants did not contact Key Bank to inquire about this property. They did, however, prepare a preliminary sketch showing that the site could be reconfigured to accommodate up to five transit buses. This would require eliminating some of the parking spaces in the city-owned lot adjacent to Kenduskeag Stream. Two buses would enter the

site from Washington Street and exit onto Broad Street. Three buses would enter from Broad Street and exit onto Washington Street. Route and schedule adjustments for this location would be the same as the adjustments required for the Water Street alternative.

The city may be able to help Key Bank find a better downtown site for a drive through facility. Moving the transit hub to Broad Street would preserve transit access in the downtown center, while moving buses away from views and pathways associated with Pickering Square.

The main drawbacks to Broad Street are (1) transfer delays for Hampden and Brewer bus riders, (2) a longer walk between the bus stop and restroom and waiting room facilities, and (3) an exit onto Broad Street that is relatively close to the nearby signaled intersection. Left-hand turns onto Washington Street could be avoided by having Old Town, Stillwater Avenue, and Mount Hope buses exit the site by turning right on Washington Street, followed by a right on Broad Street, before continuing via Water Street, Main Street, and State Street.

The consultants recommend that the City of Bangor apply for Federal Transit Administration funding to cover 80% of the cost of transit-related improvements in or near Pickering Square.

#### *Airport Mall*

The consultants considered alternative locations for an outlying transfer hub near the Airport Mall and Bangor International Airport. They recommend that new bus stops be constructed at the Airport Mall on the access drive next to Hannaford. A stop for one bus would be added on the Hannaford side of the access drive, and space for three buses would be added next to Union Street. This approach assumes that delivery trucks will not block vehicular access around the rear of the Hannaford store. If access around the store cannot be assured, the consultants recommend construction of a transfer island on the Griffin Road side of the Airport Mall property.

The consultants recommend that the City of Bangor apply for Federal Transit Administration funding to cover 80% of the cost of these Airport Mall bus stops. If federal funding is available, the city and the mall owners could be each asked to contribute 10% of the project cost.

### *Changes to Community Connector Bus Routes*

The consultants recommend that the transit system introduce the following changes to the Community Connector route structure:

- Introduce 30-minute service in both directions on a combined Center Street / Husson University / Hammond Street bus route. This new route would provide improved access and more frequent service to Husson University. It would provide improved access to Community College and Bangor International Airport, while reducing the number of people who transfer between buses at Pickering Square. This new combined route would replace the existing Mall Hopper service, which means that the transit system would no longer offer a direct link between the Broadway Shopping Center and the Bangor Mall.
- Streamline the Capehart route by eliminating diversions to the airport and the Department of Human Services building. This will allow midday Capehart service to operate with two buses instead of three. The airport and DHS would instead be added to the route of Center Street / Husson University / Center Street buses.
- Revise Odlin Road service by beginning the route at the Airport Mall, and by operating it hourly throughout the day. This will provide faster and more convenient access to Odlin Road destinations, while reducing downtown transfer activity at Pickering Square.
- Add a third bus to the Old Town route during peak commuting times to provide 30-minute headways between downtown Bangor and the University of Maine. Old Town partners should also consider extending the hours for the extra afternoon bus to provide evening service between the University and downtown.

#### **9.4 Pickering Square Conceptual Landscape Design**

Figure 9.3 presents a conceptual sketch of possible improvements to the Pickering Square landscape design. Roadways in front of the parking garage would be eliminated. Grass, trees, and Village Green-style pathways would replace the pavers that currently dominate the center of the square.

Figure 9.4 presents an additional sketch that shows how the proposed site design accommodates important pedestrian movements through the public square. This includes pedestrian movements to and from the parking garage, pedestrian movements to and from the Community Connector bus stop, and a pedestrian link between Bangor's downtown center and the Penobscot River waterfront.

## 9.5 Proposed Community Connector Route Map

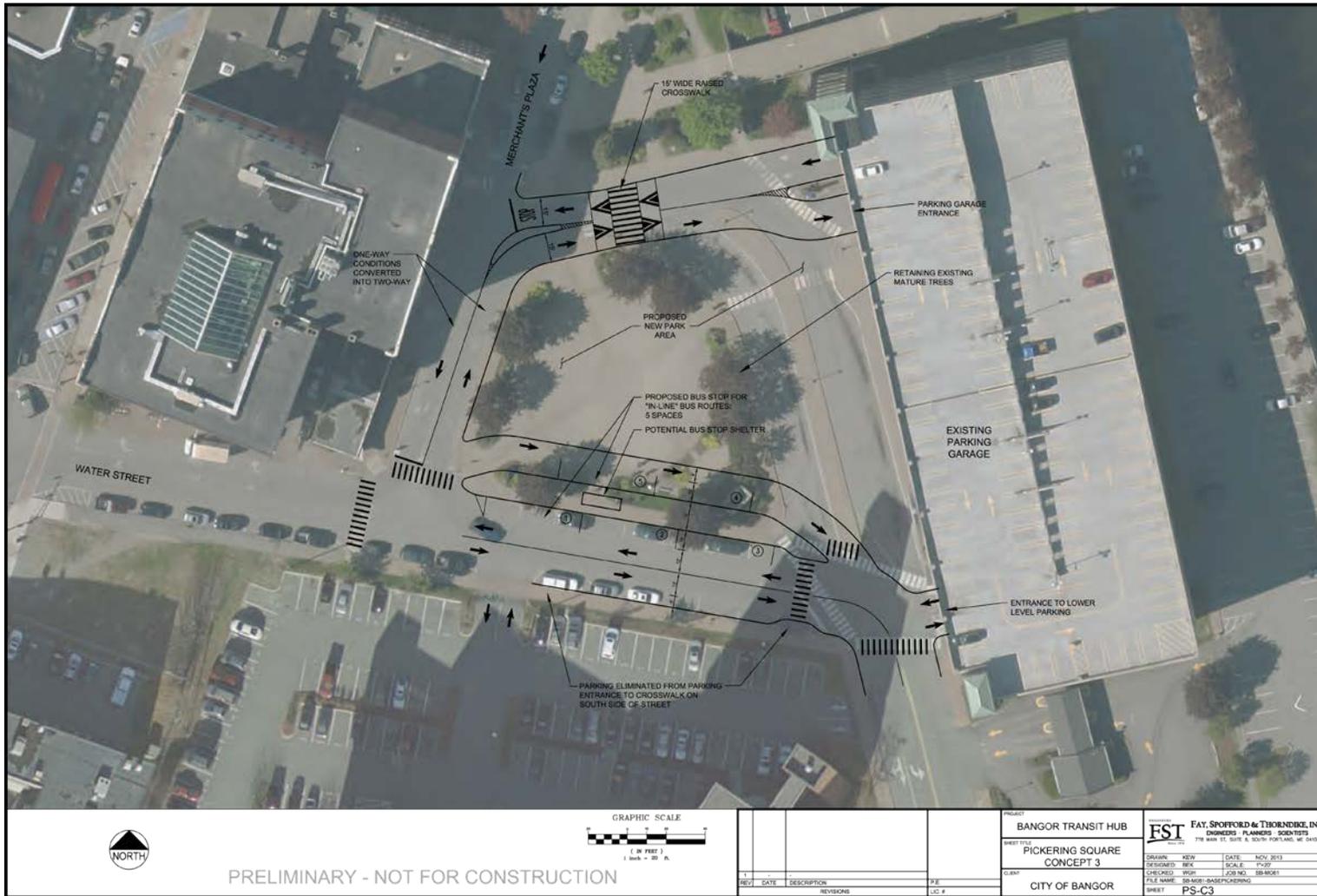
Figure 9.5 presents a proposed Community Connector route map. It envisions a new circular bus route that would serve downtown Bangor, Center Street, Husson University, and Hammond Street. Two buses would provide clockwise service every thirty minutes, and two buses would provide counterclockwise service every thirty minutes. This combined route would replace the current Mall Hopper route. The map also shows proposed improvements to the Capehart route and to the Odlin Road route.

**Figure 9.5 Revised Community Connector Route Map**

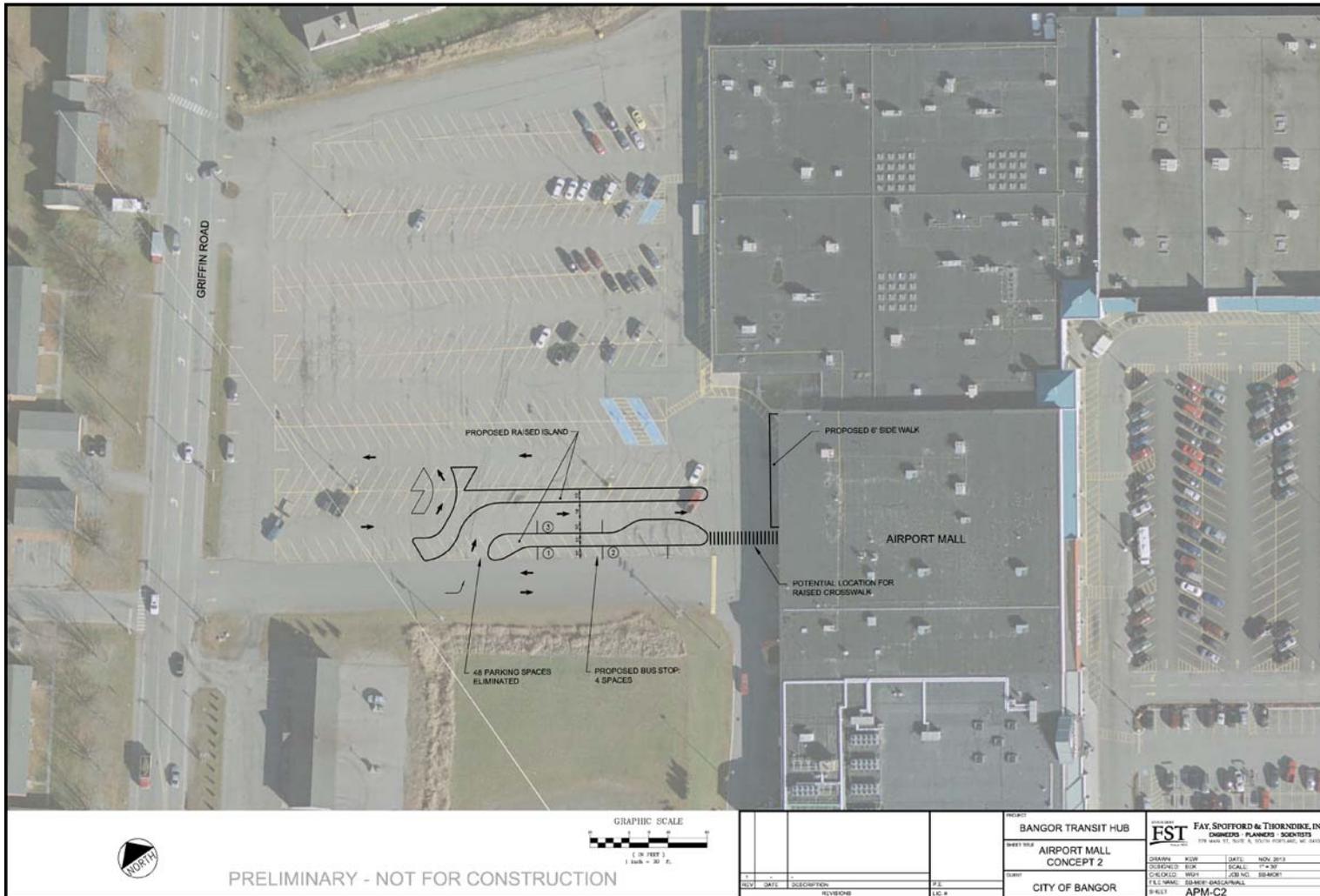


These changes take advantage of a proposed new transfer hub at the Airport Mall. They will result in faster travel times and fewer transfers for many bus riders, along with improved access to Husson University, University College, Bangor International Airport, and destinations on the Odlin Road and outer Hammond Street.

Figure 8.3 Water Street with Passenger Island



**Figure 8.4 Airport Mall: Rear Transfer Hub**



PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION	P.E.

PROJECT	BANGOR TRANSIT HUB
SUBJECT	AIRPORT MALL CONCEPT 2
CITY	CITY OF BANGOR

DESIGNED BY	FAT, SPOFFORD & THORNDIKE, INC.
ENGINEERS	PLANNERS SCIENTISTS
770 MAIN ST., SUITE 4, SOUTH PORTLAND, ME 04106	
DRAWN	KJW
CHECKED	BJW
DATE	NOV 2019
SCALE	1" = 50'
FILE NAME	08-APM-BUSSTOP
PROJECT	APM-C2

