

Bangor Trails

Preliminary Report
September 16, 2008



Acknowledgements

Bangor Trails is a cooperative effort among Bangor Land Trust, Keep Bangor Beautiful, and the City of Bangor. Over the past two years, Bangor Trails has reached out to and welcomed groups and interested parties to ensure a comprehensive consideration of viewpoints when developing its proposed trail system. Bangor Trails will continue to consult with additional interested parties in the future.

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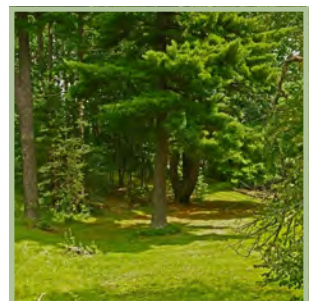
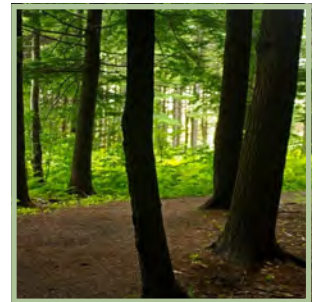
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Bangor Historical Society
Davis Conservation Foundation
Eastern Maine Community College
Eastern Maine Medical Center
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Penobscot Valley Council of Governments
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Donna Allen, WBRC Architects·Engineers
And many more . . .

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Introduction

The City of Bangor, Bangor Land Trust, and Keep Bangor Beautiful (collectively “Bangor Trails”) are working cooperatively to develop, construct, and maintain a city-wide trails system. These trails are intended for public use, which may include walking, hiking, biking, and other outdoor recreation. Bangor Trails also recognizes the need to develop the Bangor trail system in connection with neighboring communities as part of a larger, regional trails effort.

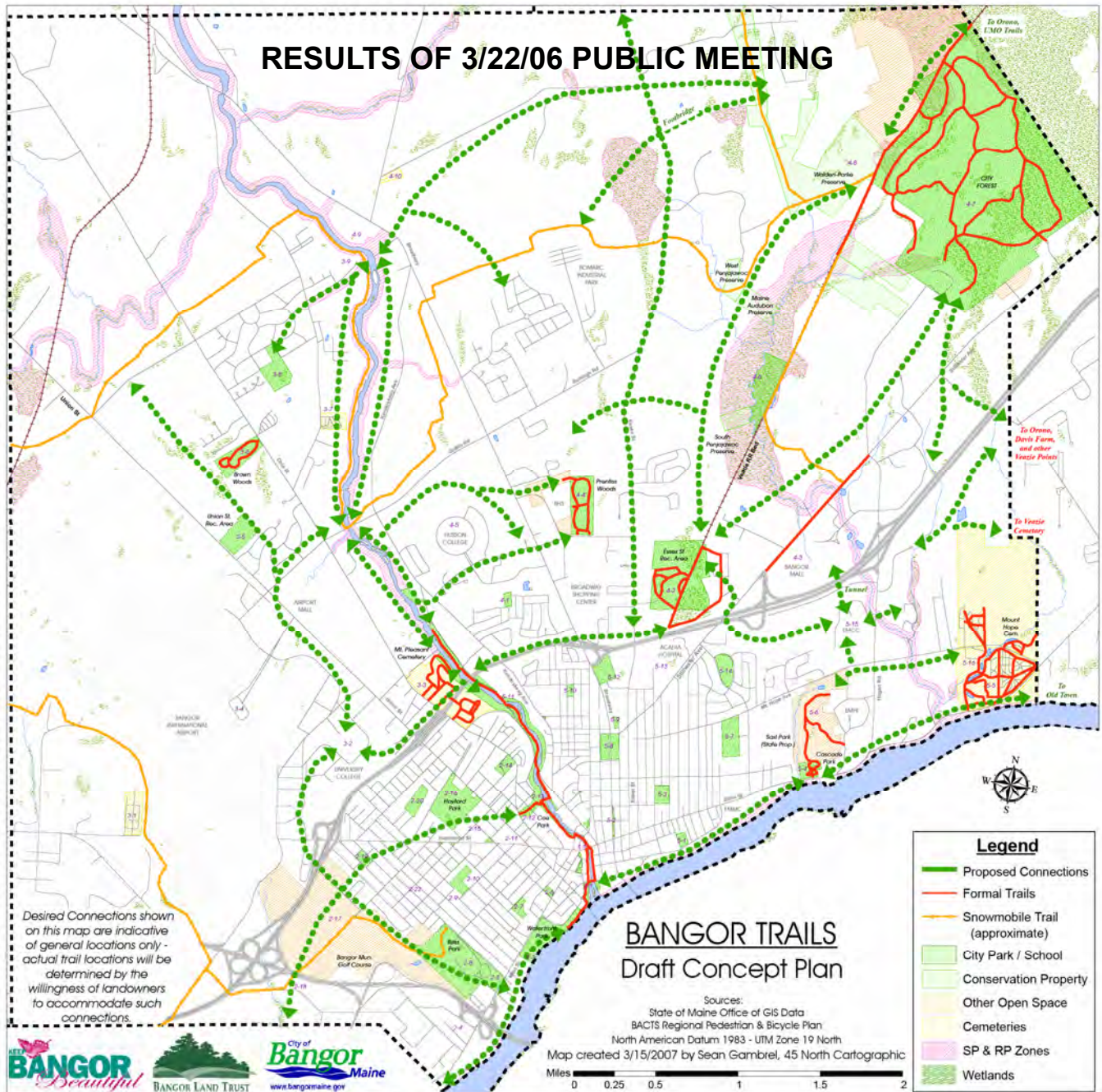
The City of Bangor’s 2005 Comprehensive Plan Update states in part: “The City in conjunction with the Planning Board, Parks & Recreation, Bangor Beautiful, Bangor Land Trust, and key property owners and other interested parties should make a concerted effort to establish a pedestrian system plan. Such a plan could provide a priority list of sidewalk extensions and improvements, locate opportunities for off road trail systems, and find a means to provide pedestrian interconnections between various parks and open spaces.” The City of Bangor’s 2005 Comprehensive Plan Update further states that the trail plan is to be fully coordinated with an overall Open Space and Recreation Plan.

Developing a comprehensive Bangor trail system involves: (1) identifying trails and trail segments to be developed; (2) determining the order and priority in which trails are to be created or improved; (3) constructing and improving trails, and finally, (4) maintaining developed trails.

This report describes the trails and trail segments to be developed along with ranking them in order of priority for development. As new information is provided to the Bangor Trails group, the information presented in this report may be updated.

Identification of Trails and Trail Segments to be Developed

Bangor Trails has identified 18 primary trails or trail segments to be developed as part of the Bangor Trails program. The 18 segments were identified through a series of public outreach activities designed to solicit the views and opinions of interested individuals and organizations in the Bangor region. The following summarizes a few of the public outreach efforts:



March 22, 2006 meeting at Bangor Public Library. Alix Hopkins, the founding Executive Director of Portland Trails, shared her insights and stories about building community trail systems in Maine and beyond. Trail forms were distributed at the meeting, inviting the public to identify favorite trails, how they use them, and where the public would like to see new trails. A map of the City of Bangor was provided along with the form, allowing the user to sketch favorite or desired trails on the map.

The forms and maps provided at the March 2006 meeting were displayed at several locations, including sporting goods businesses and the Bangor Public Library.

April 6 – April 9, 2006 – Bangor Garden Show. The maps and forms were available for input.

October 3, 2006 – presented Memorandum of Understanding to City of Bangor Transportation and Infrastructure Committee

October 23, 2006 – presented Memorandum of Understanding to Bangor City Council and Memorandum of Understanding is signed by all parties

February 20, 2007 – presented Draft Concept Plan map to City of Bangor Transportation and Infrastructure Committee

March 22-25, 2007 Bangor Garden Show – a public meeting was held on March 23rd to provide an update regarding recent developments, including the presentation of the Draft Concept Plan map. A display of the identified trail segments was available throughout the Garden Show.

Using the information gathered from the public as well as information gathered from meetings with many area groups and interested parties, Bangor Trails has developed a map identifying the 18 segments targeted for development or improvement. This map and details of each segment are provided in this report. Desired Connections shown on the maps are indicative of general locations only—actual trail locations will be determined by the willingness of landowners to accommodate such connections.

Next Steps

Identifying and prioritizing trail segments is an evolving process; just as the City of Bangor must periodically examine its land uses to ensure consistency with its Comprehensive Plan, Bangor Trails will continue to examine trail segment possibilities that are consistent with its goals and missions. Next steps in the process are discussed at the end of this report.

Prioritizing Trail Segments

The Memorandum of Understanding entered into by the City of Bangor, Bangor Land Trust and Keep Bangor Beautiful requires the following procedure be used to rank and prioritize trail segments:

“The Committee shall recommend to the City Council the order and priority of the trail segments to be constructed. The Committee must take into consideration objective factors in choosing the order and priority. Those factors include, but are not limited to: (1) trail feasibility, (2) physical, geographic and topographic constraints, (3) ease of construction, (4) the variety and level of potential users and uses, (5) legal and zoning considerations, (6) destination and connectivity, (7) potential for use, (8) public safety, and (9) conformance with the Comprehensive Plan.

The Committee will design and construct the trails in the order and priority determined by the Committee and approved by the Bangor City Council.”

As a result of this agreement, Bangor Trails has developed a ranking system, taking into account each of the factors outlined in the Memorandum of Understanding. This report provides detailed information relating to each segment, each segment's respective "rank," and the factors taken into account in determining its rank.

Eighteen segments have been identified for proposed development in this effort, and each segment is identified in detail in this report. After completing the ranking assessment of each segment, the Committee determined the higher ranking trail segments that among the first segments to be addressed are: the "West Side Loop," Webster and Royal to Perry Road, Griffin to Essex Woods, Cascade Park to Veazie, Stillwater Avenue Extension, and Chase Road to Haskell Road.

The Trail Ranking Matrix was used to rank each of the trails identified in the report. Those trails that ranked higher will be considered first, for next steps.

Connections

The benefits and opportunities of the Bangor Trails project can be summed up with one word: *Connections*.

Connection of friends and family members through the shared use of the trails and the outdoor experience.

Connections between neighborhoods within the City of Bangor.

Connections between the City of Bangor and neighboring communities.

Connection of individuals with the environment, through appreciation and education.

Connection of individuals with their own physical and mental health through participation in active outdoor experiences.

Connections between the urban environment and natural community.

Connections of individuals with others in their surrounding community.

Connections between economic development and quality of life.

Connections between open spaces for wildlife.

Connections without cars for City living.

Connections between existing open spaces.

Ranking Category definitions:

- “Potential Trail #”**. Trail segment as identified on Bangor Trails Concept Plan to be scored for implementation priority ranking.
- “Proximity, Access, and Connectivity”**. Proximity to potential users, availability or ease of public access, connections to multiple or isolated destinations, connections with significant destinations (schools, commercial/business centers, park/recreation areas, etc).
- “Public Benefit (variety of users)”**. Potential to serve a variety of recreational uses (walking, cycling, running, pet exercise, commuting, etc.) and attract a variety user levels (children, elderly, disabled, etc.). Note: This category does not in any way provide for the final use allowances or restrictions on any part of the trail; it is intended to be an indication of potential for the broad or narrow public appeal of a given trail segment.
- “Public Safety, Benefits”**. Factors that benefit public safety associated with the trail; including separation of vehicular/pedestrian/cyclist circulation, reduction of traffic congestion due to commutability to school, business, or commercial destinations, etc.
- “Public Safety, Limitations”**. Factors that limit public safety associated with the trail: including roadway crossings, secluded trail segments, need for specialized or non-routine security patrol/lighting/communication (call box), emergency vehicle accessibility, steep slopes requiring ice or snow removal, etc.
- “Ownership and Usage Considerations”**. Consideration of local, state and federal laws and policies that may impact the trail location and construction as well as disposition of current land owner. These considerations include, but are not limited to: potential ability to secure appropriate title, right or interest in the property, compliance with local zoning and land use ordinances, and ease of compliance with state and federal environmental rules and regulations.
- “Physical Ease of Construction”**. Capability of being built, including construction accessibility, labor/equipment needs, suitable soils, potential for required amenities (bridges, steps, retaining structures, etc.), natural or built obstacles (including wetlands, stream outcrops, or roads/structures) that may impact construction of the trail segment.
- “Potential Acquisition & Construction Cost”**. Potential total trail segment cost considering property acquisition, attaining easements, construction costs, etc
- “Potential/Available Funding”**. Identification of potential or available grants, loans, financial or in-kind contributions for the planning, construction and/or maintenance of a particular trail segment.
- “Uniqueness: Aesthetic Environmental Recreational”**. Significance of a trail segment’s characteristics relative to available City trail system offerings including: scenic views, historic venues, unique vegetation or habitat, unique geology or land form, etc.
- “Other”**. Additional considerations, if any, that may be taken into account in ranking a given trail segment. Any such considerations should be recorded as a footnote to the ranking grid for future reference such as “Priority due to development pressure” or “Opportunity to work with developer,” etc.
- “Trail Feasibility”**. Numeric ‘score’ used to prioritize trail segment implementation. Consists of totaling each ranking category.

Bangor Trails Trail Segment Ranking Matrix

| Potential Trail # | Location | Proximity, Access, & Connectivity | Public Benefit (variety of users) | Public Safety, Benefits | Public Safety, Limitations | Ownership & Usage Considerations | Physical Ease of Construction | Potential Acquisition & Construction Cost | Potential/ Available Funding | Uniqueness: Aesthetic Environmental Recreational | Other | Trail Feasibility |
|-------------------|--|-----------------------------------|-----------------------------------|-------------------------|----------------------------|----------------------------------|-------------------------------|---|------------------------------|--|---|-------------------|
| 1 | West Side Loop (Main to Hammond) | 5 | 5 | 5 | -2 | 5 | 5 | 5 | 5 | 1 | Limited access through Bass Park during fair, etc. | 34 |
| 2 | West Side Loop (Hammond to Rotary) | 5 | 4 | 3.5 | -1 | 4 | 5 | 2.5 | 3 | 2 | | 28 |
| 3 | West Side Loop (Rotary to Griffin & Maine) | 5 | 2.5 | 4.5 | -1 | 4.5 | 5 | 2.5 | 3 | 0 | | 26 |
| 4 | West Side Loop (Griffin & Maine to Kenduskeag) | 5 | 3.5 | 5 | -0.5 | 5 | 5 | 2.5 | 3.5 | 1 | | 30 |
| 5 | Griffin & Kenduskeag to current trailhead | 5 | 3 | 5 | -2 | 0 | 3 | 3 | 4 | 5 | Location, important link with existing trail, connectivity, near water | 26 |
| 6 | Griffin to Essex Woods | 5 | 4.5 | 3.5 | -2 | 5 | 5 | 3.5 | 3.5 | 3 | | 31 |
| 7 | Essex St. to City limit | 5 | 3.5 | 3 | -1 | 4 | 4 | 4 | 4 | 4 | Connects BLT properties and provides access | 30.5 |
| 8 | Essex St. alternative to Walden-Parke | 5 | 4 | 4.5 | -2 | 2 | 2 | 2.5 | 4.5 | 5 | Avoids RR bed, marsh considerations, high public support & interest, popular trail, connects many areas, addresses Essex St. edge needs, important link | 27.5 |
| 9 | Webster & Royal to Perry Rd. | 5 | 4 | 2.5 | 0 | 5 | 5 | 5 | 5 | 1.5 | *Connection to Hampden, utilizes only crossing under 395 | 33 |
| 10 | Cascade Park to Veazie | 5 | 4 | 4 | -1 | 4.5 | 4 | 3 | 3.5 | 4 | *Collaboration from State ownership | 31 |
| 11 | "Trail #5" extension to Essex Woods | 5 | 5 | 4.5 | -1 | 2.5 | 4 | 3.5 | 3.5 | 2.5 | *Connects to college, safe connections to neighborhoods, diverse links, direct route that avoids a much longer route around, Shaw's connection: walk to grocery store—good selling point for involving landowners | 29.5 |
| 12 | Griffin to Essex via Bomarc | 5 | 4 | 3.5 | -1 | 4 | 3 | 3.5 | 2 | 4 | * potential for additional recreational loops for mountain bikes, etc. | 28 |
| 13 | Brown Woods connector | 5 | 4 | 3.5 | -2 | 4 | 4 | 4 | 2.5 | 3 | *Link to Capehart for next segment. Good for people with kids/strollers. Connection to newer subdivisions. Link mall/shopping to large residential areas. Need trail type to support pushing shopping carts. | 28 |
| 14 | Stillwater Ave. Extension | 5 | 4 | 5 | -1 | 4 | 4.5 | 4.5 | 4 | 1 | *Development pressure, avoid Essex St. situation, expand bike lane to a destination, Veazie connections | 31 |
| 5 | Brown Woods to Kenduskeag Stream | 5 | 4 | 3.5 | -1 | 5 | 4 | 3.5 | 3.5 | 2 | *Strong link between outlying low income area to services and recreation opportunities. Bridge connection to cross stream. | 29.5 |
| 16 | Kenduskeag Stream Trail Extension | 5 | 3 | 5 | -2.5 | 1.5 | 3 | 2.5 | 4 | 5 | *Major connection. Addresses public input and desires. | 26.5 |
| 17 | Bridge to Broadway | 5 | 5 | 4.5 | -1 | 3.5 | 1.5 | 1 | 2.5 | 5 | *Major connection. One of only two pedestrian bridges. | 27 |
| 18 | Chase Rd. to Haskell Rd. | 5 | 5 | 4.5 | -1 | 3.5 | 3.5 | 3.5 | 3 | 4 | *I-95 crossing, connection to Veazie (via powerline spur) to meet requests of Veazie Land Association | 31 |

Key to *Points of Interest*

(Refer to Concept Plan)

1. Downtown Bangor

1-1 Downtown Bangor

2. Inner West Side

- 2-1 Explorer Park—Estevan Gomez Memorial
- 2-2 Bangor Harbor
- 2-3 Bangor Waterfront Park
- 2-4 Bangor Parks and Recreation Dept.
- 2-5 Paul Bunyan Park—Paul Bunyan Statue
- 2-6 Davenport Park—U.S.S. Maine Memorial
- 2-7 Second Street Park
- 2-8 Bass Park—Auditorium/Civic Center/Track
- 2-9 Vine Street School
- 2-10 Doughty School
- 2-11 Bangor Theological Seminary
- 2-12 Coe Park
- 2-13 Kenduskeag Stream Trail
- 2-14 Summit Park—Bangor Standpipe
- 2-15 Broadway Historic District—Stephen King home
- 2-16 Hayford Park—Mansfield Stadium & Pancoe Aquatic Center
- 2-17 Bangor Municipal Golf Course
- 2-18 Cole Transportation Museum & Memorials
- 2-19 Fairmount Park
- 2-20 Fairmount School & 14th Street School
- 2-21 Mount Pleasant Cemetery
- 2-22 Old Cemetery Lot Park

3. Outer West Side

- 3-1 Pine Grove Cemetery
- 3-2 University College at Bangor
- 3-3 Mount Pleasant Cemetery

- 3-4 Bangor International Airport
- 3-5 Union St. Athletic Complex & Penobscot Job Corps
- 3-6 Brown Woods
- 3-7 Oak Grove Cemetery
- 3-8 Downeast School
- 3-9 Outer Kenduskeag Stream
- 3-10 Waterfall

4. Outer East Side

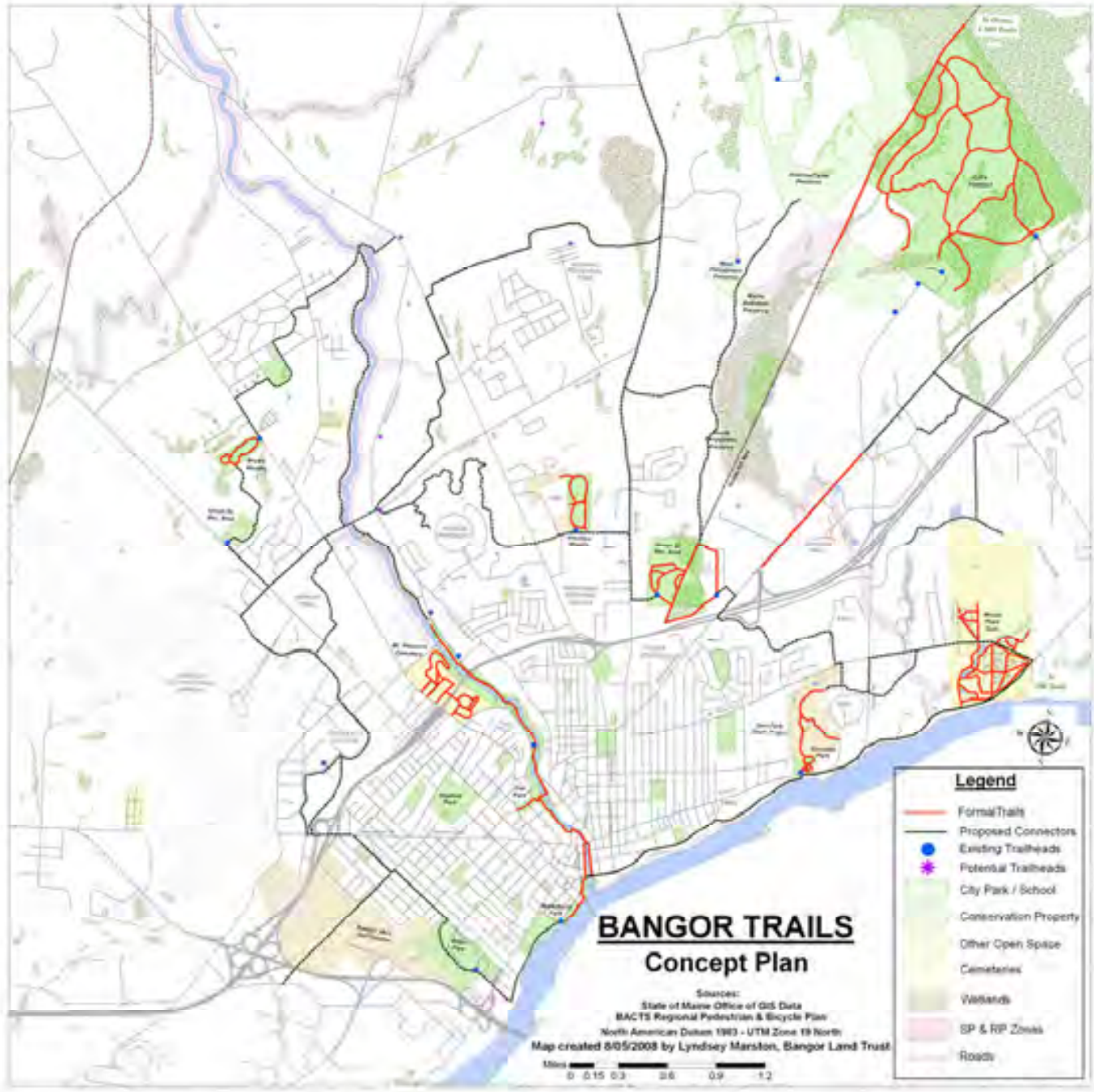
- 4-1 Bangor Gardens Park
- 4-2 Essex Woods
- 4-3 Bangor Mall
- 4-4 Prentiss Woods & Bangor High School
- 4-5 Husson College
- 4-6 Penjajawoc Marsh
- 4-7 City Forest
- 4-8 Walden-Parke Preserve
- 4-9 Outer Kenduskeag Stream East
- 4-10 Maple Grove Cemetery

5. Inner East Side

- 5-1 Williams Park
- 5-2 Broadway Historic District
- 5-3 Chapin Park & Abraham Lincoln School
- 5-4 Cascade Park
- 5-5 Mount Hope Cemetery
- 5-6 Saxl Park & State Complex
- 5-7 Cohen School, Cameron Field & Fruit Street School
- 5-8 Broadway Park
- 5-9 Dakin Pool
- 5-10 Little City Park
- 5-11 Kenduskeag Stream Trail
- 5-12 Mary Snow School
- 5-13 East Side Little League Complex
- 5-14 Stillwater Park
- 5-15 Eastern Maine Community College
- 5-16 Korean War Memorial

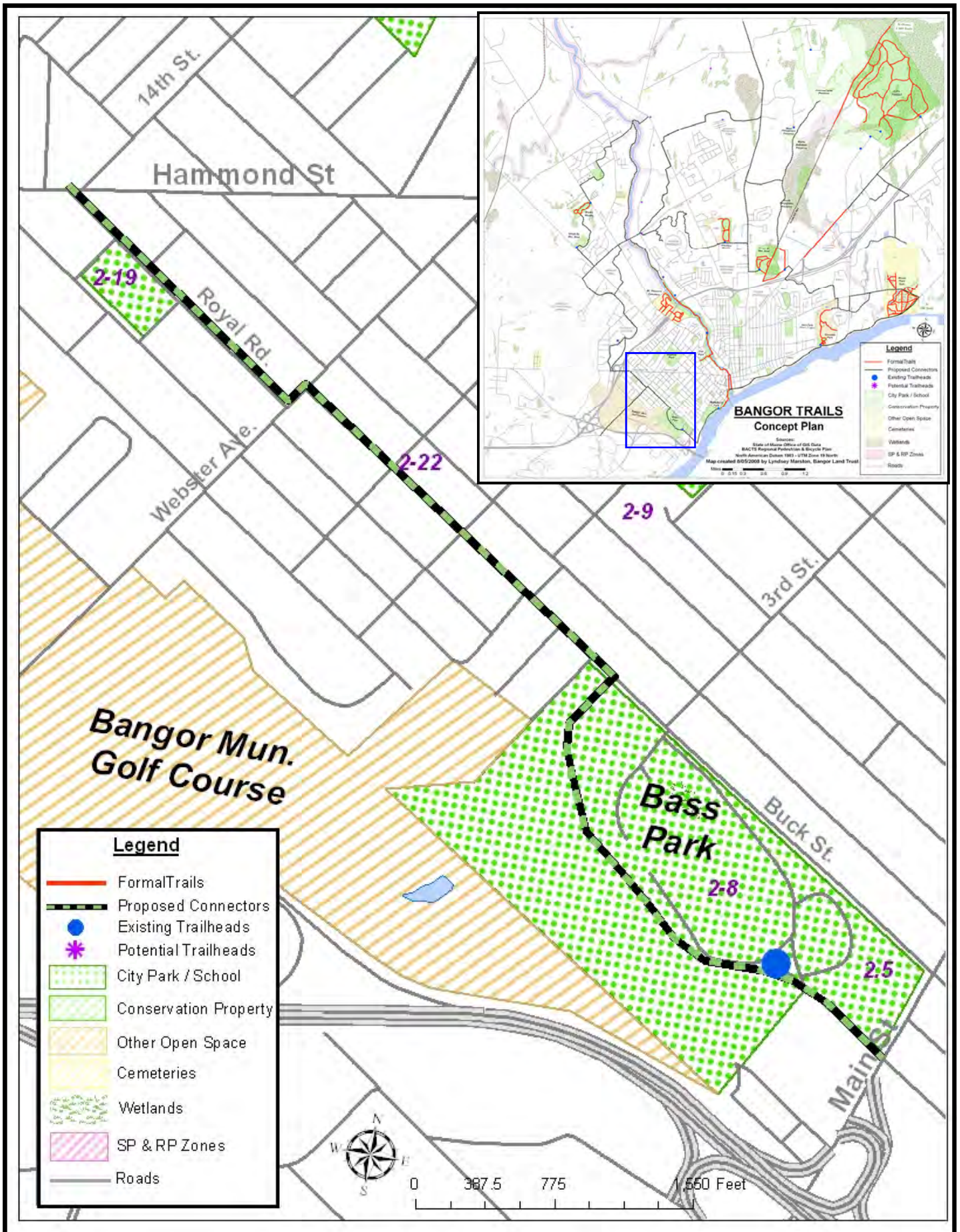
The Key Points of Interest presented here correspond to the hyphenated numbering on the following maps.

CONCEPT PLAN



Desired Connections shown on this map are indicative of general locations only—actual trail locations will be determined by the willingness of landowners to accommodate such connections.

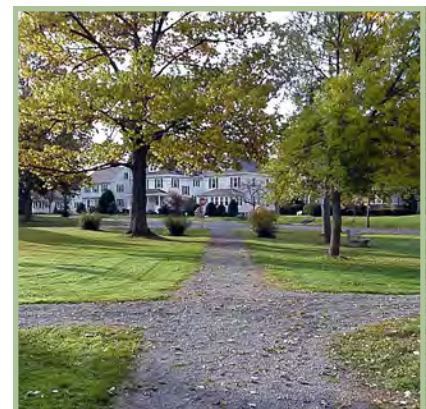
1—West Side Loop (Main to Hammond)



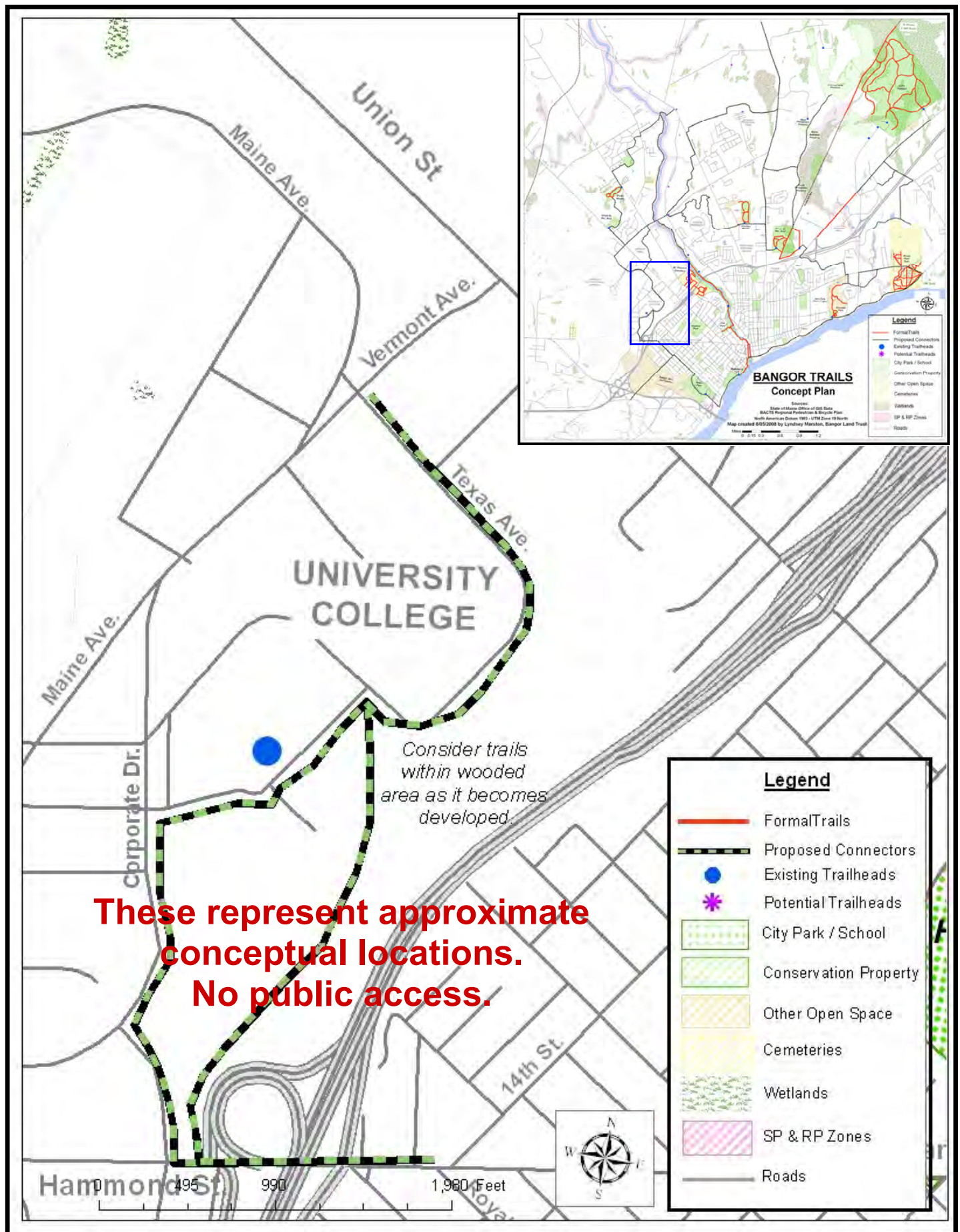
Summary: Start at Main Street through Bass Park to Hammond Street. Primarily City streets.

| Ranking Category | Score | Comments |
|--|-----------|---|
| Proximity, Access, & Connectivity | 5 | Urban setting, easy access, good connector, waterfront to residential link, serves large population, easy to add connectors |
| Public Benefit (variety of users) | 5 | Bike, walk, variety of ages, mostly residential, no value added since sidewalk is already there |
| Public Safety, Benefits | 5 | High—urban setting. Bike and pedestrians. Bike lane. |
| Public Safety, Limitations | -2 | Routes through residential area, parts of waterfront remote, Hammond St. crossing, parking lot |
| Ownership & Usage Considerations | 5 | All public |
| Physical Ease of Construction | 5 | Sidewalk improvements, Bass Park obstacles, striping |
| Potential Acquisition & Construction Cost | 5 | Included in current City budget |
| Potential/Available Funding | 5 | Included in current City budget |
| Uniqueness: Aesthetic, Environmental, Recreational | 1 | Bass Park and waterfront are positive |
| Other | * | Limited access through Bass Park during fair and other events. |
| TRAIL FEASIBILITY | 34 | |

Footnotes: Upper gate in Bass Park may impede bicyclists or pedestrians. See Additional Connections section for link to Waterfront Trail.

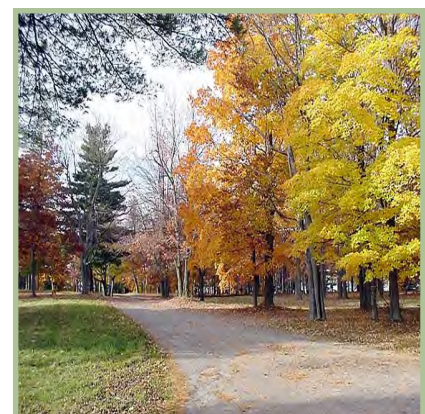


#2—West Side Loop (Hammond to Rotary)

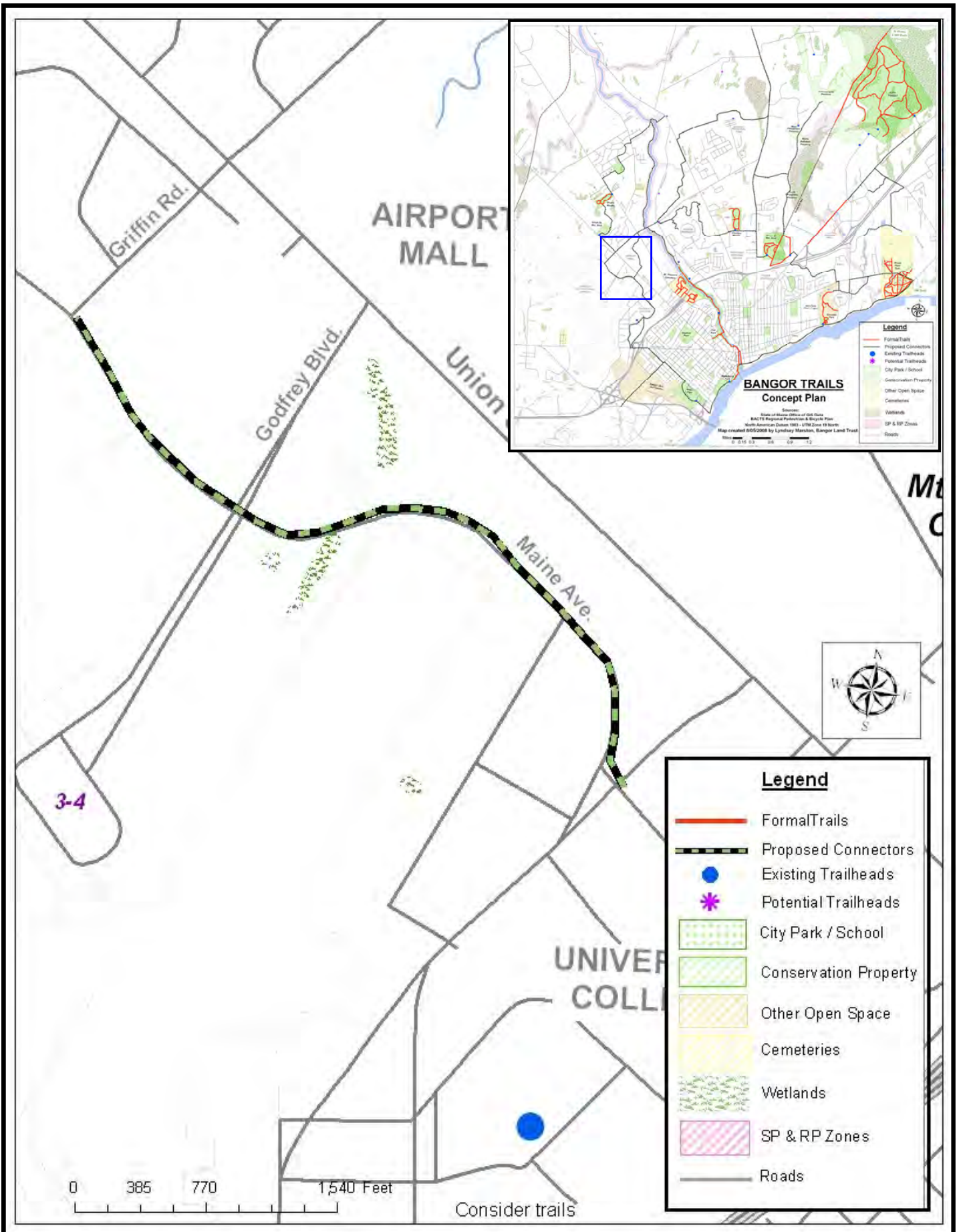


Summary: Hammond Street through Bangor International Airport campus to Maine Avenue and Vermont Avenue. Primarily City streets and some trails.

| Ranking Category | Score | Comments |
|--|-----------|--|
| Proximity, Access, & Connectivity | 5 | Great commercial links. Access at each end along with student access. Also involves professional business park area. |
| Public Benefit (variety of users) | 4 | Urban uses including schools, walking, community. There are limited natural experiences except for park. |
| Public Safety, Benefits | 3.5 | Creates safer ways to commute. Not as beneficial since it won't affect the major roadway. |
| Public Safety, Limitations | -1 | I-95 crossing issue during bridge reconstruction, poor lighting, Neighborhood safety concern. |
| Ownership & Usage Considerations | 4 | Mostly City Right of Way. Campus Issue. Possible problem with Sunset spur |
| Physical Ease of Construction | 5 | Simple |
| Potential Acquisition & Construction Cost | 2.5 | Needs sidewalk separate from traffic on majority of route which could be costly. |
| Potential/Available Funding | 3 | City business park is trying to attract businesses to this district. |
| Uniqueness: Aesthetic, Environmental, Recreational | 2 | Consider "park like" new development, if trees stay. |
| Other | * | None |
| TRAIL FEASIBILITY | 28 | |



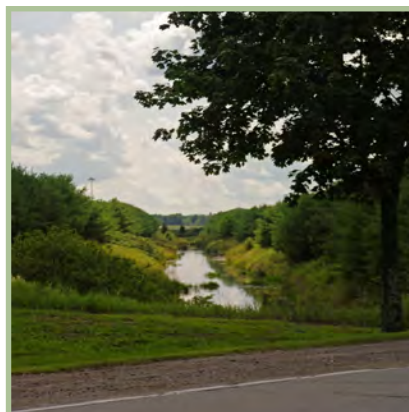
3—West Side Loop (Rotary to Griffin & Maine)



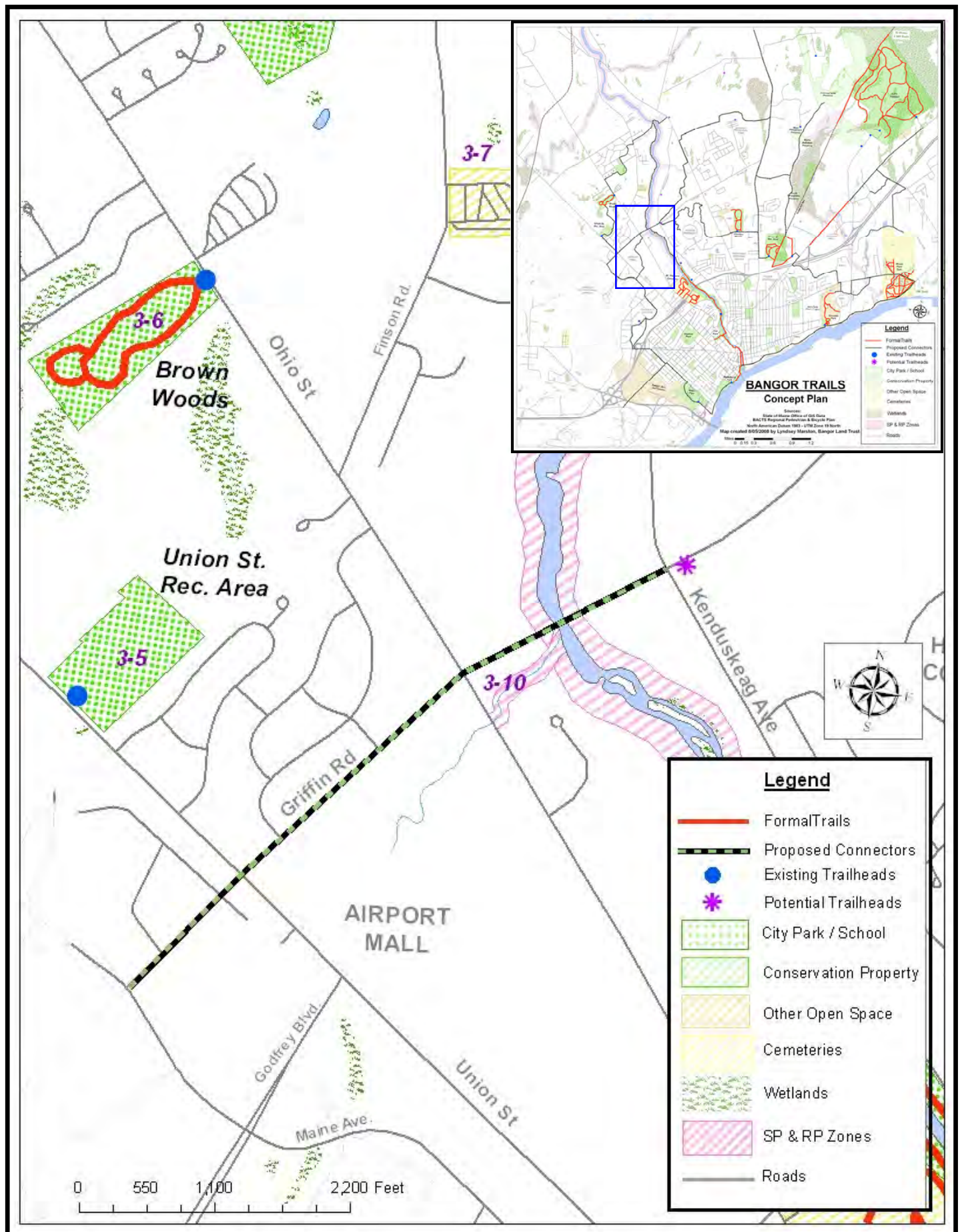
Summary: Maine Avenue to Griffin Rd. All City streets without sidewalks.

| Ranking Category | Score | Comments |
|--|-----------|--|
| Proximity, Access, & Connectivity | 5 | Similar to previous segment in connectivity. Student access to mall area. |
| Public Benefit (variety of users) | 2.5 | Less variety of users |
| Public Safety, Benefits | 4.5 | Includes sidewalks, lighting, well traveled road which separates vehicles from pedestrians. Existing sidewalk on Union Street. |
| Public Safety, Limitations | -1 | Lighting, people lingering at night, bus station. Police involvement on regular basis as stakeholder. Ask for regular patrols. |
| Ownership & Usage Considerations | 4.5 | Mostly City property. Also includes ice cream shop & radiator shop, etc. Shoulder is on Public Works side, but not on correct side for the turns needed. |
| Physical Ease of Construction | 5 | Very easy. |
| Potential Acquisition & Construction Cost | 2.5 | Higher cost materials. Needs sidewalk separate from traffic on majority of route which could be costly. |
| Potential/Available Funding | 3 | Favorable for transportation enhancement funding. High traffic connector area. |
| Uniqueness: Aesthetic, Environmental, Recreational | 0 | Not an aesthetically pleasing area. Possible additional tree plantings as trail is constructed. |
| Other | * | None. |
| TRAIL FEASIBILITY | 26 | |

Footnotes: See Additional Connections section for potential Birch Stream Shortcut link.



4—West Side Loop (Griffin & Maine to Kenduskeag)

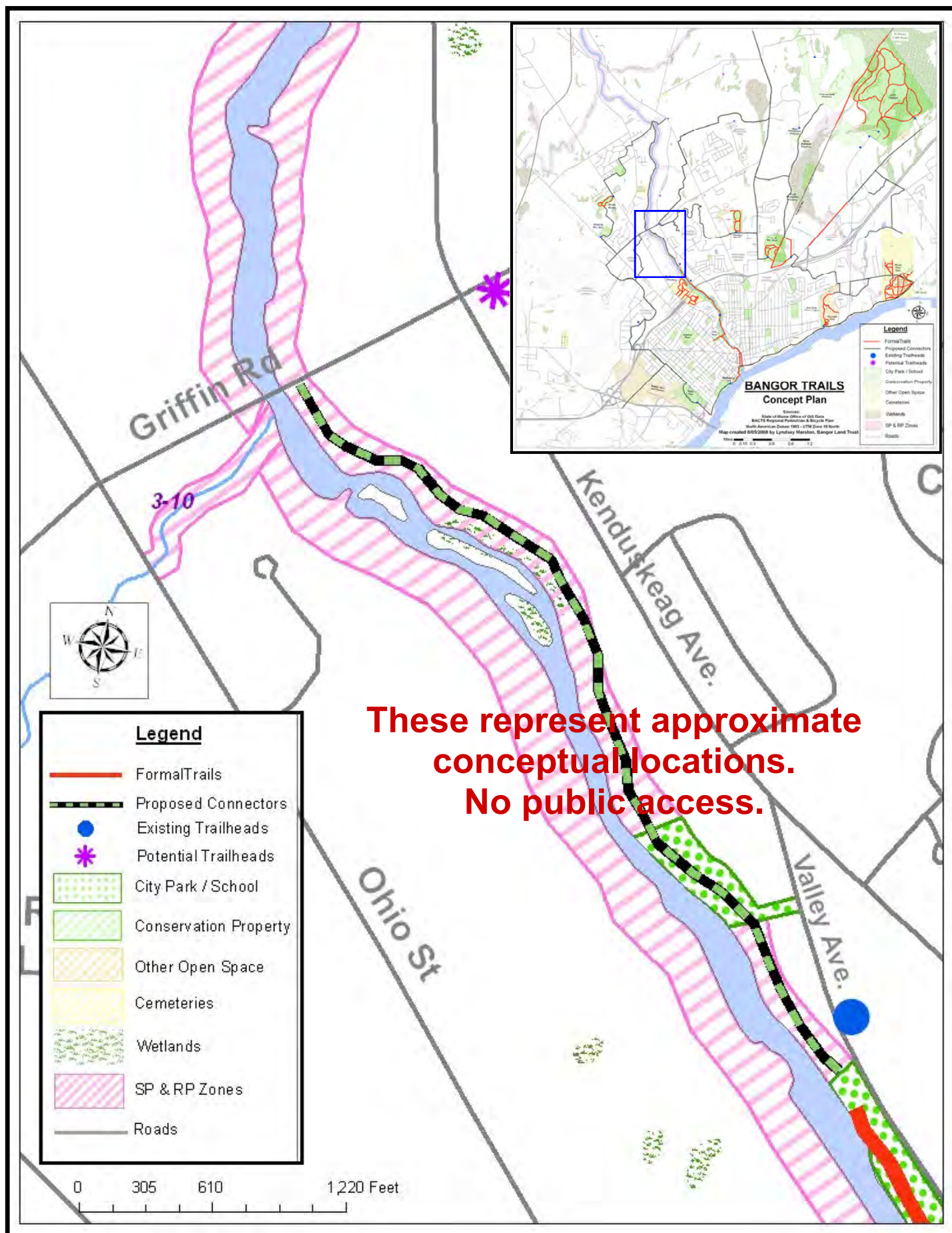


Summary: Griffin Road to Kenduskeag Avenue. All City streets with some sidewalks.

| Ranking Category | Score | Comments |
|--|-----------|--|
| Proximity, Access, & Connectivity | 5 | Good connector, especially with commercial and residential link. Many potential users. |
| Public Benefit (variety of users) | 3.5 | East / West connection across stream and to Airport Mall. |
| Public Safety, Benefits | 5 | Separates trail users from a heavy traffic roadway. |
| Public Safety, Limitations | -0.5 | Challenging road crossing on a busy street. Potential to be routing users to a congested area. |
| Ownership & Usage Considerations | 5 | All public property along Griffin Rd. |
| Physical Ease of Construction | 5 | Along existing roadway. Bike lane additions will be easy |
| Potential Acquisition & Construction Cost | 2.5 | No acquisition necessary. Costs would be from signals and crossings as well as bike lanes or sidewalk. |
| Potential/Available Funding | 3.5 | High competition for funding for construction and maintenance. Congested area with high population may help. |
| Uniqueness: Aesthetic, Environmental, Recreational | 1 | Routes trail users to stream. |
| Other | * | None. |
| TRAIL FEASIBILITY | 30 | |



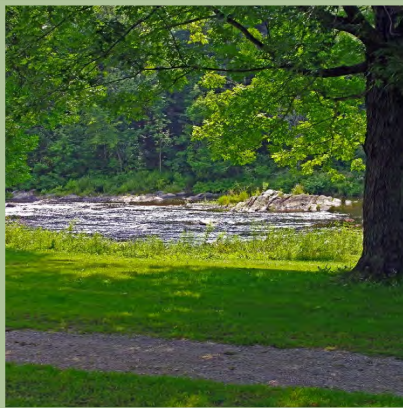
#5—Griffin & Kenduskeag to Current Trailhead



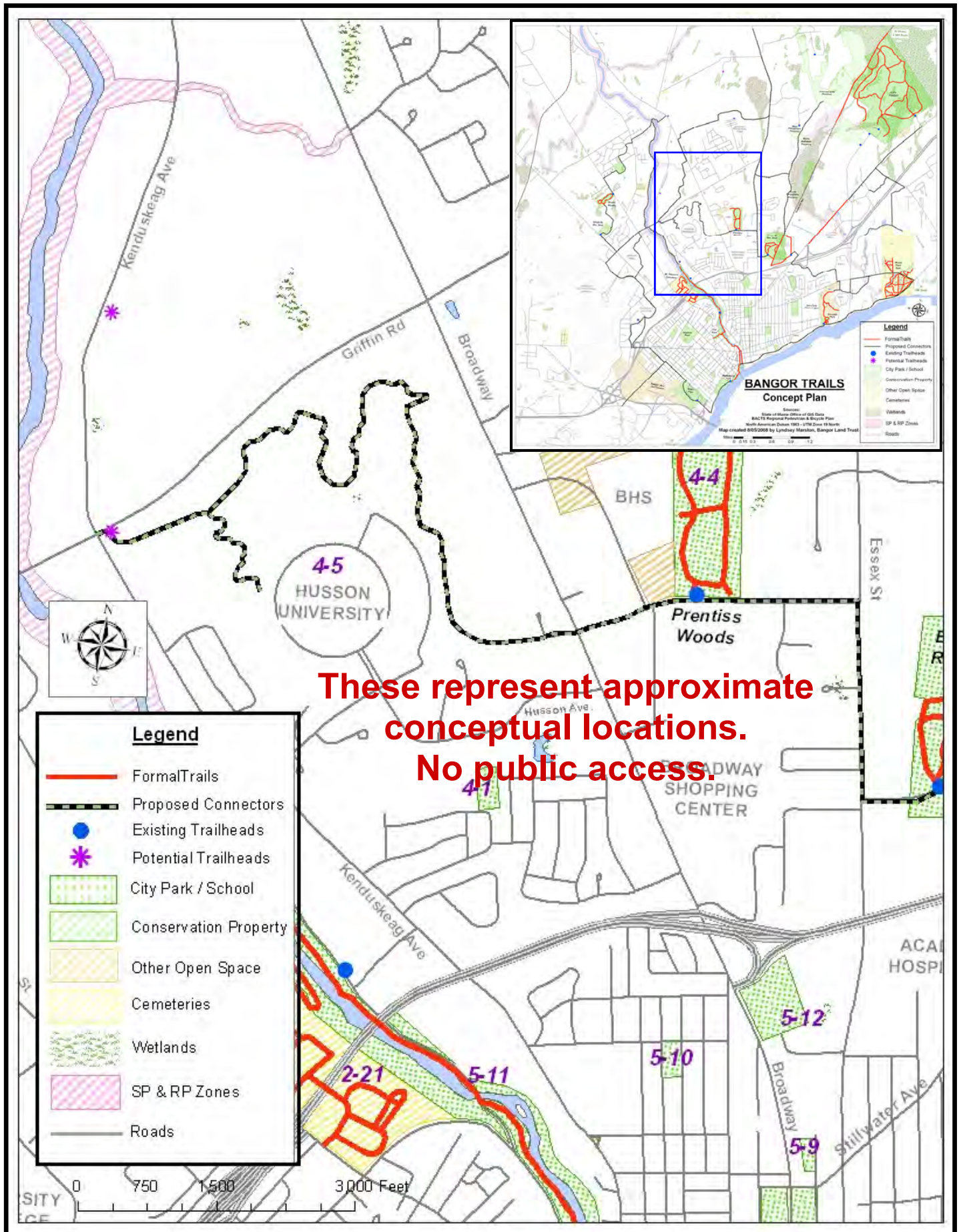
These represent approximate conceptual locations. No public access.

Summary: Griffin Road along Kenduskeag Stream to existing trailhead at Kenduskeag Stream park. Unimproved and improved trails.

| Ranking Category | Score | Comments |
|--|-----------|--|
| Proximity, Access, & Connectivity | 5 | Unique riverside opportunity, direct connection between rural areas and downtown core, continuation of existing city park trail. |
| Public Benefit (variety of users) | 3 | No comments |
| Public Safety, Benefits | 5 | High given it takes bikers off the road |
| Public Safety, Limitations | -2 | Seclusion of section creates significant concern. |
| Ownership & Usage Considerations | 0 | Significant private ownership which will require numerous negotiations for landowner cooperation |
| Physical Ease of Construction | 3 | Shoreland zoning requires construction to be 25 feet from stream. Unknown how this will be accomplished |
| Potential Acquisition & Construction Cost | 3 | Moderate |
| Potential/Available Funding | 4 | No comments |
| Uniqueness: Aesthetic, Environmental, Recreational | 5 | No comments |
| Other | * | Location, important link with existing trail, connectivity, near water |
| TRAIL FEASIBILITY | 26 | |



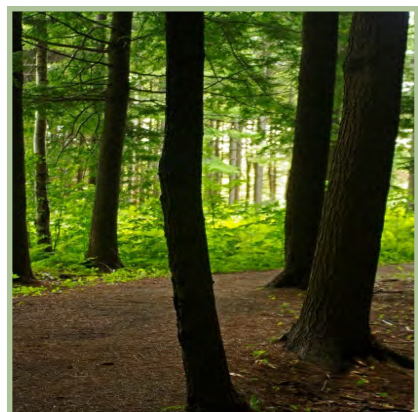
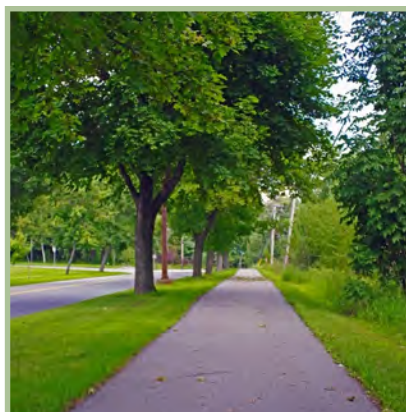
6—Griffin to Essex Woods



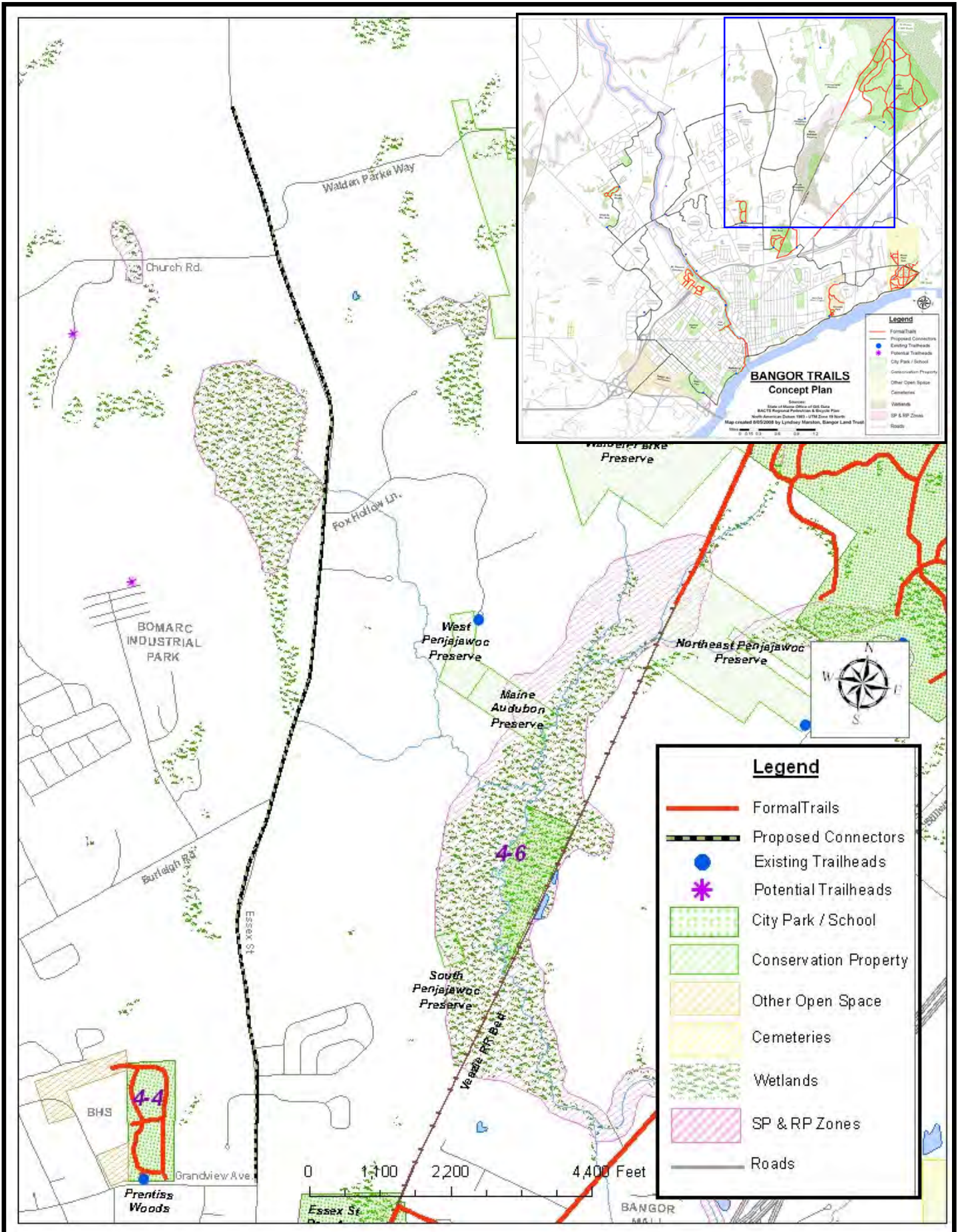
These represent approximate conceptual locations. No public access.

Summary: Griffin Road through Husson University to Essex Woods via Grandview Avenue. Uses City streets with some new trails needed.

| Ranking Category | Score | Comments |
|--|-----------|---|
| Proximity, Access, & Connectivity | 5 | Key cross town link |
| Public Benefit (variety of users) | 4.5 | No comments |
| Public Safety, Benefits | 3.5 | Score reflects discussion about getting traffic off the road. |
| Public Safety, Limitations | -2 | Seclusion through Husson. Difficult crossing at Broadway |
| Ownership & Usage Considerations | 5 | Trail is on a road or travels through Husson College. |
| Physical Ease of Construction | 5 | No comments |
| Potential Acquisition & Construction Cost | 3.5 | No comments |
| Potential/Available Funding | 3.5 | Potential funding from developments along Broadway. |
| Uniqueness: Aesthetic, Environmental, Recreational | 3 | No comments |
| Other | * | None. |
| TRAIL FEASIBILITY | 31 | |



#7—Essex St. to City Limit



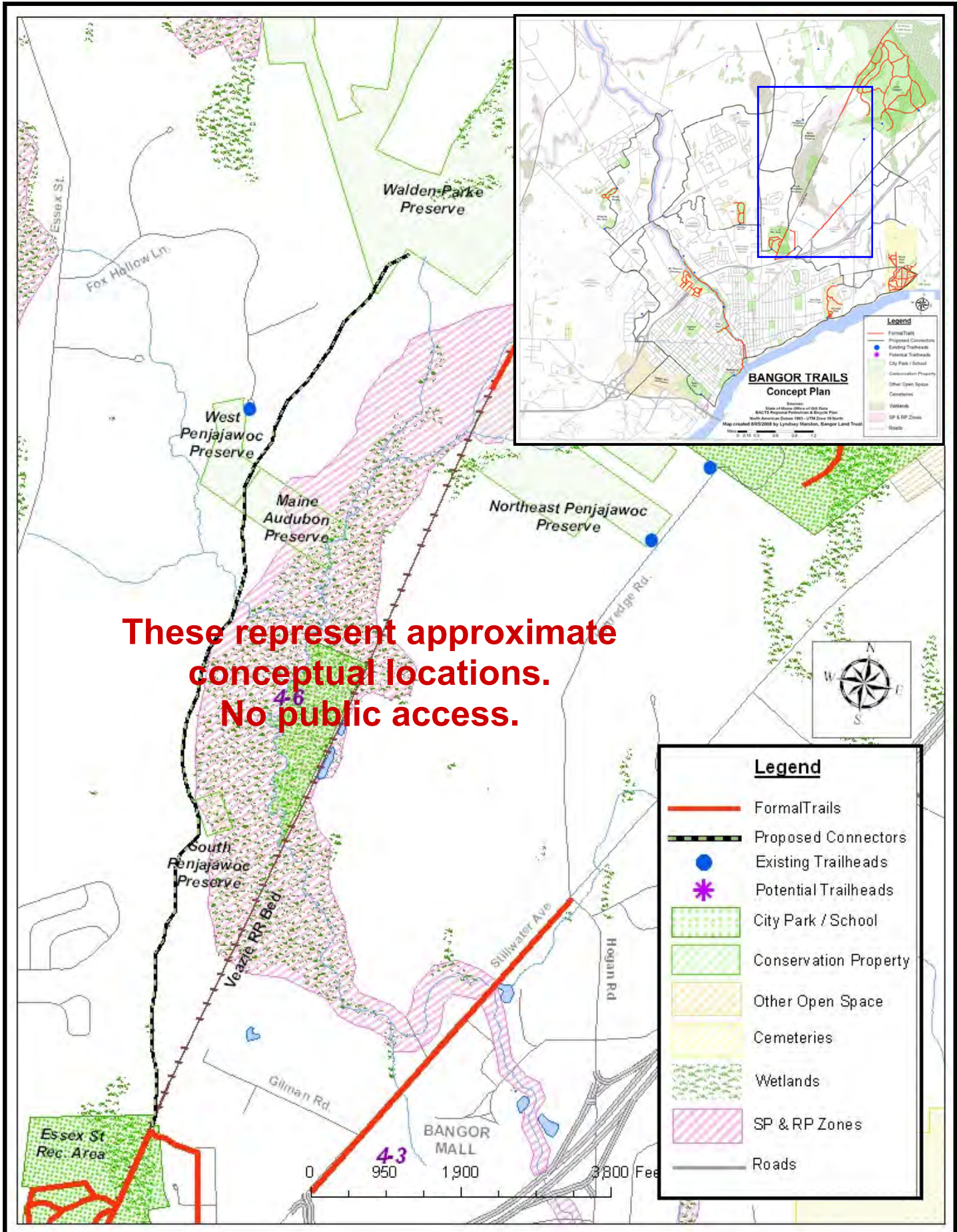
Summary: Essex Street to City limit via Veazie Rail bed through Rolland Perry City Forest. Primarily existing trails with new trail construction. Wetlands exist.

| Ranking Category | Score | Comments |
|--|-------------|--|
| Proximity, Access, & Connectivity | 5 | Connecting parks, many potential users, large draw |
| Public Benefit (variety of users) | 3.5 | Commuting link, attractive to certain types of active users, less attractive to others |
| Public Safety, Benefits | 3 | No separation-improved, not perfect |
| Public Safety, Limitations | -1 | Traffic/speed, lighting accounted for limitations in other categories. |
| Ownership & Usage Considerations | 4 | Have right of way to use. Possible dissatisfaction with landowners. |
| Physical Ease of Construction | 4 | No comments |
| Potential Acquisition & Construction Cost | 4 | Phased construction would cut costs. Several potential crossings of Essex St. |
| Potential/Available Funding | 4 | Combination of sidewalk and street work. Safe routes is a possibility. Phasing over time is best option. |
| Uniqueness: Aesthetic, Environmental, Recreational | 4 | Rural views. |
| Other | * | Connects BLT properties and provides access |
| TRAIL FEASIBILITY | 30.5 | |

Footnotes: Meets goals of Essex St. Edge by widening roadway to accommodate bikers and pedestrians.



#8—Essex St. Alternative to Walden-Parke



These represent approximate conceptual locations. No public access.

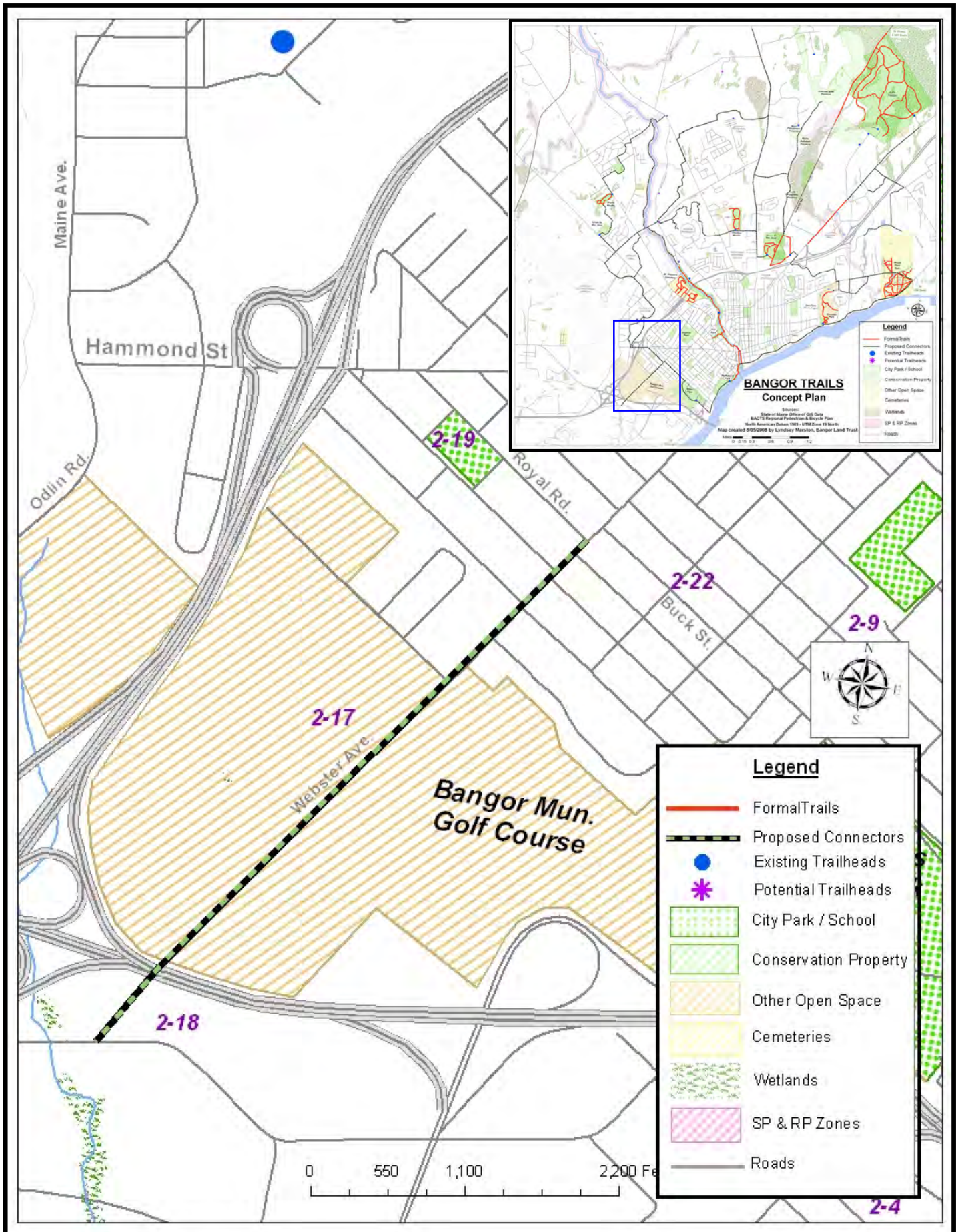
Summary: Essex Street alternative with same terminus as previous trail. Attempts to avoid wetlands of Essex to City limit loop route.

| Ranking Category | Score | Comments |
|--|-------------|---|
| Proximity, Access, & Connectivity | 5 | Limited access, but connects many areas. |
| Public Benefit (variety of users) | 4 | Consider layout for dogs and other users that may impact bird nesting/habitat |
| Public Safety, Benefits | 4.5 | Connects by off-road, reduces parking demand at City Forest. Possible consideration of Essex St. access |
| Public Safety, Limitations | -2 | Isolated. Very limited emergency vehicle access. Consideration should be made for user safety improvements |
| Ownership & Usage Considerations | 2 | Wetlands permitting required as development continues. 10 private parcels. Align with management ideas of marsh overlay. Potential funding for easements. |
| Physical Ease of Construction | 2 | Blaze new trail |
| Potential Acquisition & Construction Cost | 2.5 | Depends on type of trail, long span |
| Potential/Available Funding | 4.5 | Grants for acquisition and maintenance. Likely volunteer support. |
| Uniqueness: Aesthetic, Environmental, Recreational | 5 | No comments |
| Other | * | Avoids RR bed, marsh considerations, high public support & interest, popular trail, connects many areas, addresses Essex St. edge needs, important link |
| TRAIL FEASIBILITY | 27.5 | |

Footnotes: See Additional Connections section for a potential midway link to Essex St.

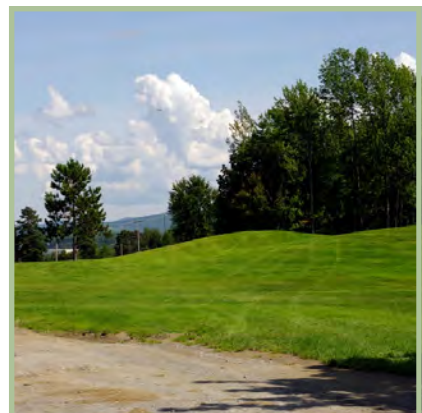


#9—Webster & Royal to Perry Rd.

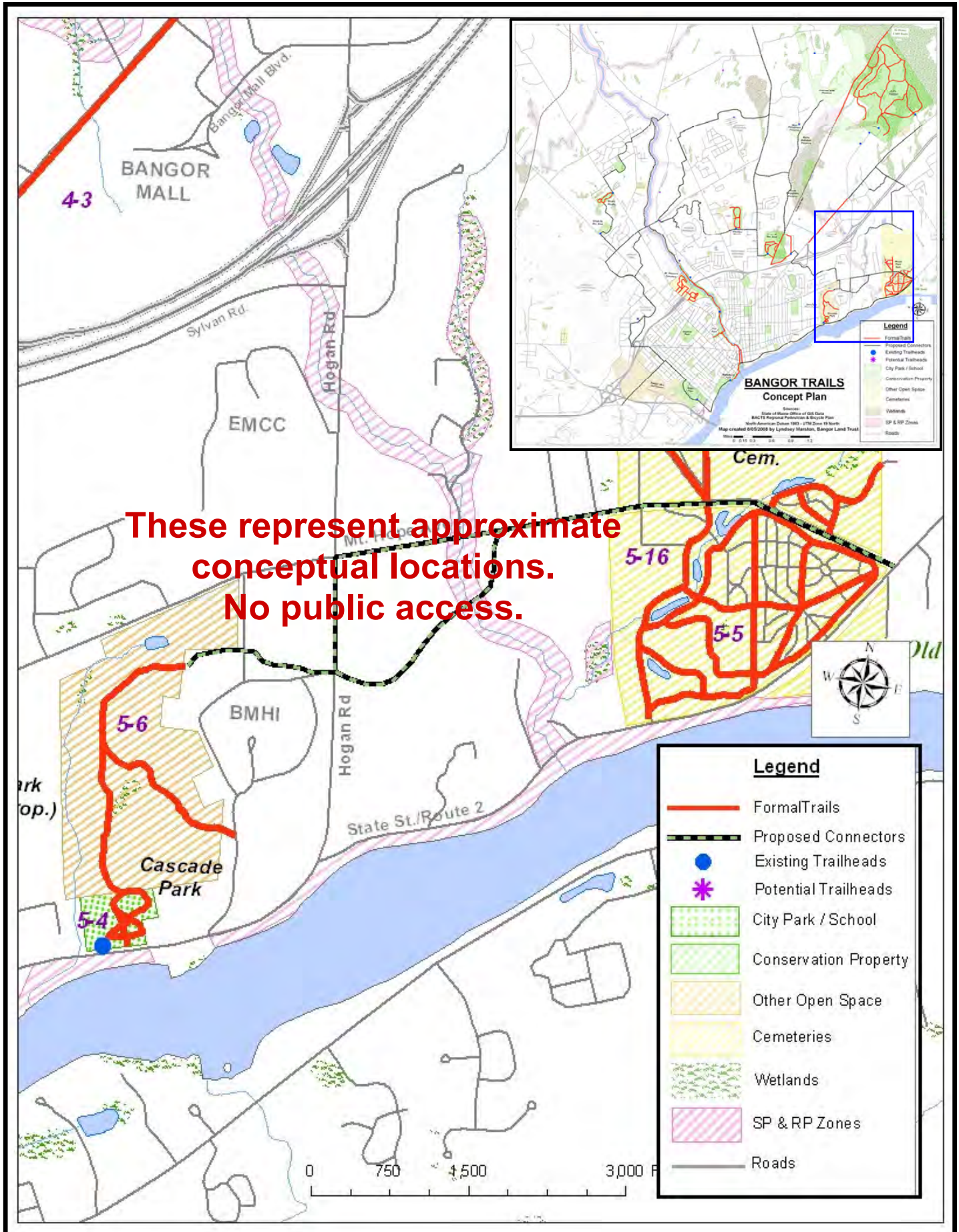


Summary: Starts at intersection of Webster Avenue and Royal Road and proceeds to Perry Road. Part of Webster Avenue is through the Golf Course.

| Ranking Category | Score | Comments |
|--|-----------|---|
| Proximity, Access, & Connectivity | 5 | Potential to connect along Rt. 202. Open spaces and connection to housing in Hampden |
| Public Benefit (variety of users) | 4 | Commuting less likely than recreation i.e.; snowshoeing, skiing, walking, running, dog walking. |
| Public Safety, Benefits | 2.5 | Town line limit is less beneficial than to link to developments in Hampden |
| Public Safety, Limitations | 0 | Golf course activity. Access for emergency equipment |
| Ownership & Usage Considerations | 5 | City has full rights to Perry Road |
| Physical Ease of Construction | 5 | Existing roadway |
| Potential Acquisition & Construction Cost | 5 | Limited improvements needed |
| Potential/Available Funding | 5 | No comments |
| Uniqueness: Aesthetic, Environmental, Recreational | 1.5 | No comments |
| Other | * | Connection to Hampden utilizes existing crossing under I-395 |
| TRAIL FEASIBILITY | 33 | |



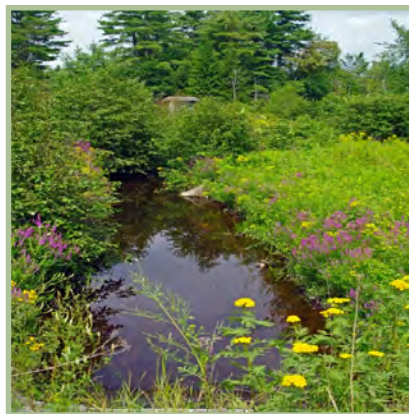
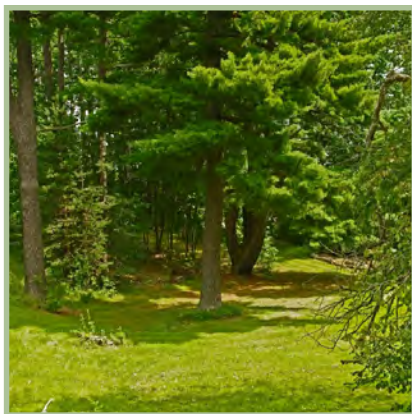
#10—Cascade Park to Veazie



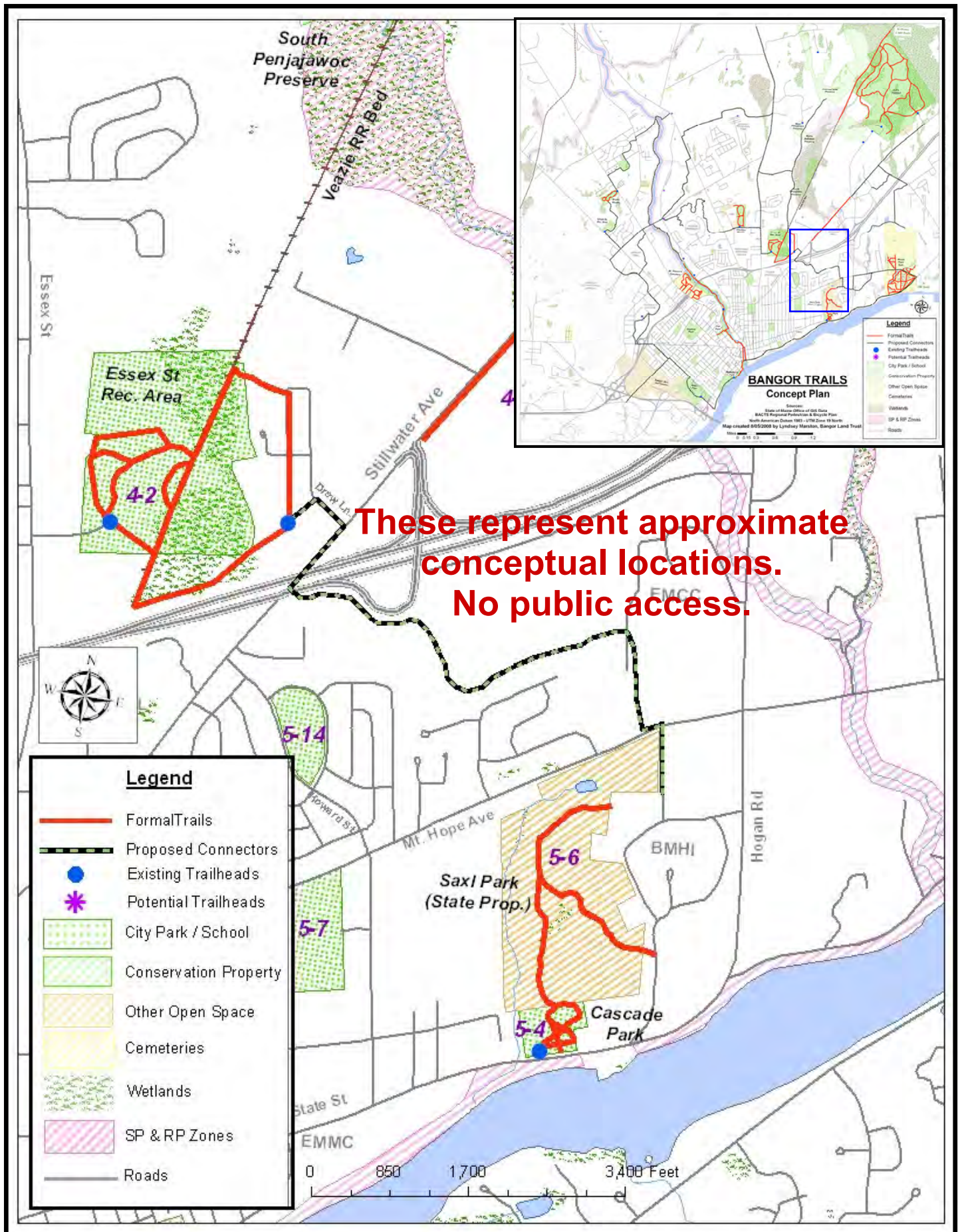
Summary: Starts at Cascade Park through Saxl Park to Mt. Hope Avenue to Veazie. Starts with improved trails to City streets without sidewalks.

| Ranking Category | Score | Comments |
|--|-----------|--|
| Proximity, Access, & Connectivity | 5 | No comments |
| Public Benefit (variety of users) | 4 | No comments |
| Public Safety, Benefits | 4 | Fix Mt. Hope. Off the road. Safer crossing at Hogan Road. |
| Public Safety, Limitations | -1 | Somewhat secluded. Segments along roadway. |
| Ownership & Usage Considerations | 4.5 | Mostly state owned |
| Physical Ease of Construction | 4 | Mostly sidewalk and small trail link |
| Potential Acquisition & Construction Cost | 3 | Sidewalk |
| Potential/Available Funding | 3.5 | Incorporate state properties-support? Potential Veazie support? |
| Uniqueness: Aesthetic, Environmental, Recreational | 4 | Saxl Park, stream, Korean War Memorial |
| Other | * | Collaboration from state ownership |
| TRAIL FEASIBILITY | 31 | |

Footnotes: See Additional Connections section for links to a waterfront trail.



#11—Trail #5 (Extension to Essex Woods)

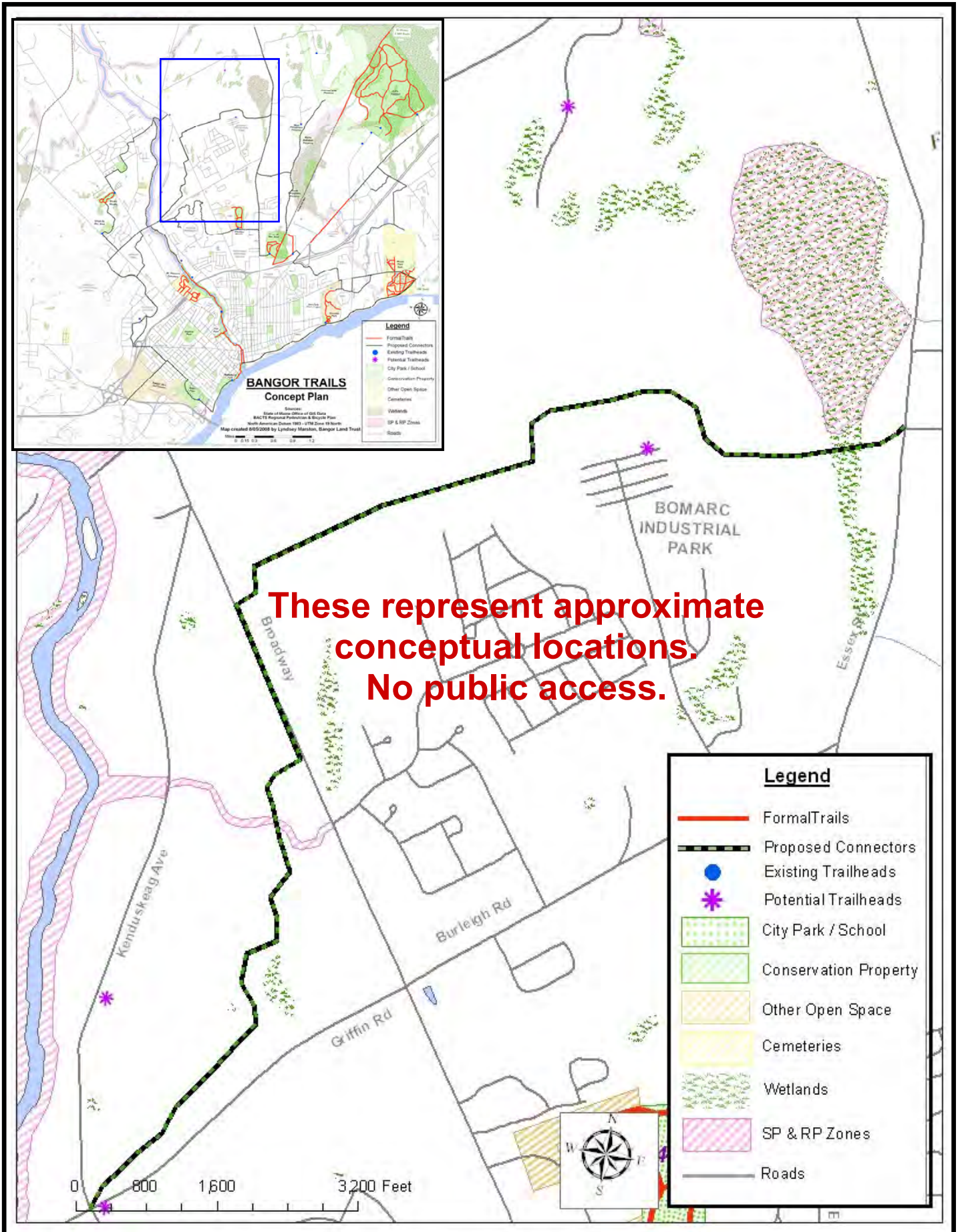


Summary: Starts at Saxl Park along Mt. Hope Avenue. Proceeds through back portion of EMCC campus and other properties to connect to Stillwater Ave via an improved trail. Sidewalks and City streets would be utilized in crossing Stillwater Ave at Drew Lane and connecting to Essex Woods entrance.

| Ranking Category | Score | Comments |
|--|-------------|---|
| Proximity, Access, & Connectivity | 5 | Can serve nearby neighborhoods, grocery store connection |
| Public Benefit (variety of users) | 5 | EMHC staff, schools, Essex Woods users, connection to Saxl, Cascade & marsh |
| Public Safety, Benefits | 4.5 | Reduce traffic if EMHC staff and others walk to work, student pathways, signaled crossing, keeps people off the road |
| Public Safety, Limitations | -1 | Seclusion is the biggest consideration, but the new hotel can help with safety; only a small section of private lands would be of concern. Close to highway |
| Ownership & Usage Considerations | 2.5 | Several landowners, DOT, possible wetlands |
| Physical Ease of Construction | 4 | Straightforward, level topography. Consider soils. No unusual techniques |
| Potential Acquisition & Construction Cost | 3.5 | Costs potentially associated with acquisition or cost of drafting easements, and other documents |
| Potential/Available Funding | 3.5 | Potential support from EMCC, EMHC, Hotel, or grants for schools |
| Uniqueness: Aesthetic, Environmental, Recreational | 2.5 | Mostly unique because of its connections |
| Other | * | Connects to college, safe connections to neighborhood, diversity of links, direct shortcut that avoids a much longer route around, new Shaw's store going in—people can walk to grocery store |
| TRAIL FEASIBILITY | 29.5 | |

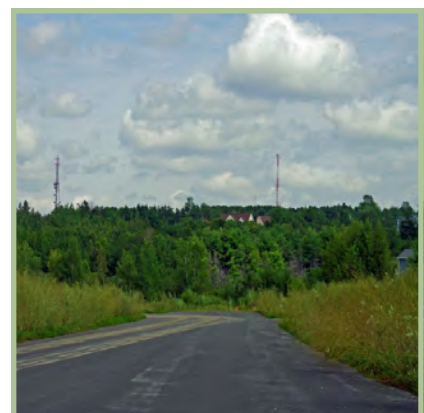
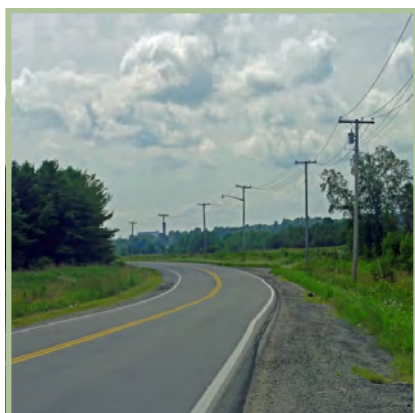


#12—Griffin to Essex via Bomarc

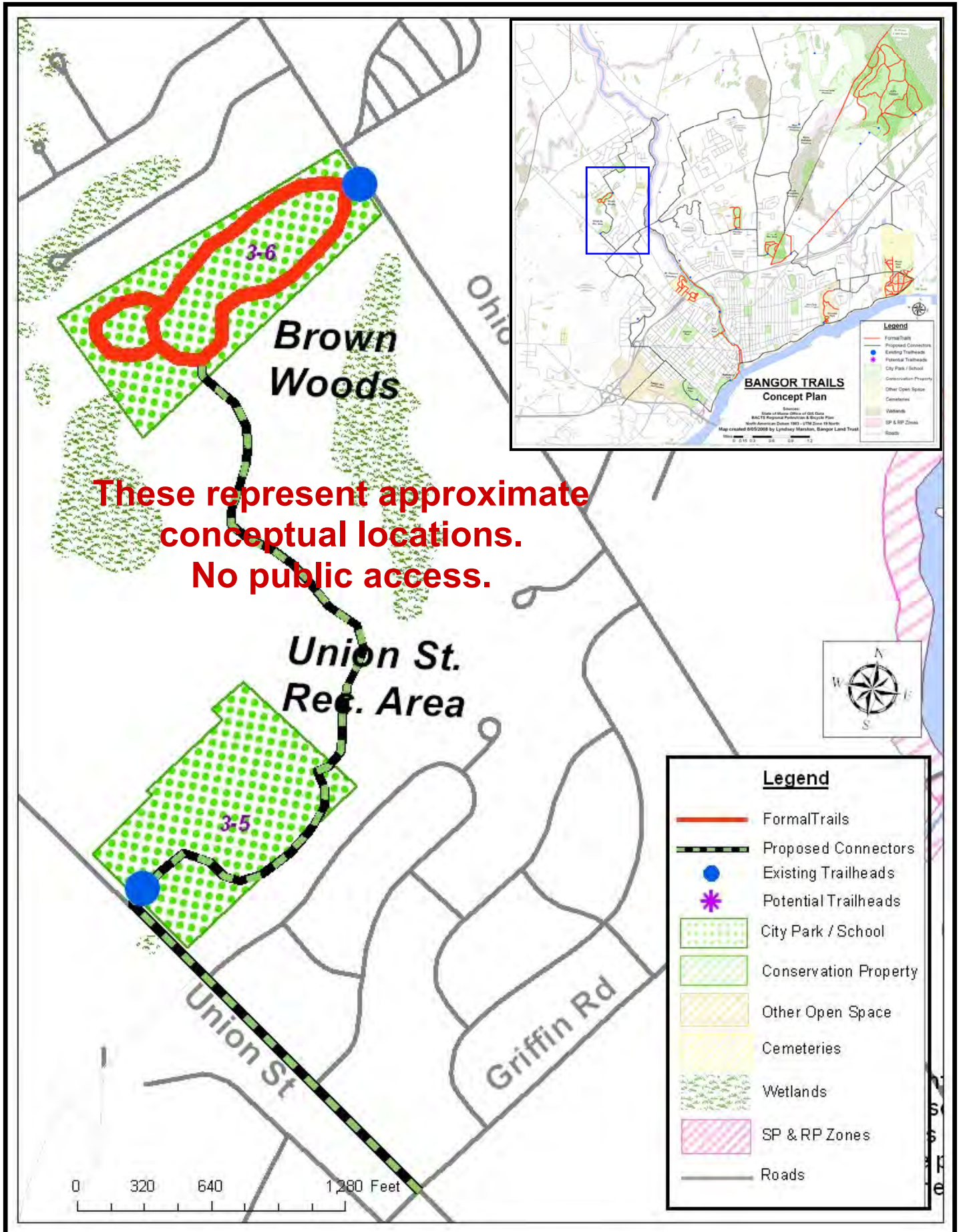


Summary: Starts at Griffin Road and Kenduskeag Avenue through various properties to Broadway. Proceeds down Broadway through back of Bomarc property to Essex Street. New trails with some City streets.

| Ranking Category | Score | Comments |
|--|-----------|---|
| Proximity, Access, & Connectivity | 5 | Connectivity with many residential areas and many potential trail heads. |
| Public Benefit (variety of users) | 4 | Can serve large commuting population as segments continue to be constructed. |
| Public Safety, Benefits | 3.5 | Trail segments separate from roads. Other roads are less traveled. |
| Public Safety, Limitations | -1 | Crossing busy streets. Secluded now, which will continue to be minimized as segments are constructed. |
| Ownership & Usage Considerations | 4 | Recognized ITS trail. Relationships with landowners. |
| Physical Ease of Construction | 3 | Existing trail. Existing wetlands. May not be passable in summer. |
| Potential Acquisition & Construction Cost | 3.5 | Easement is simple. Segment is long with need for bridges. |
| Potential/Available Funding | 2 | Unknown availability |
| Uniqueness: Aesthetic, Environmental, Recreational | 4 | Highpoint views. Trail segments outside of "urban" areas. |
| Other | * | Potential for additional recreational loops for mountain bikes and other users. |
| TRAIL FEASIBILITY | 28 | |

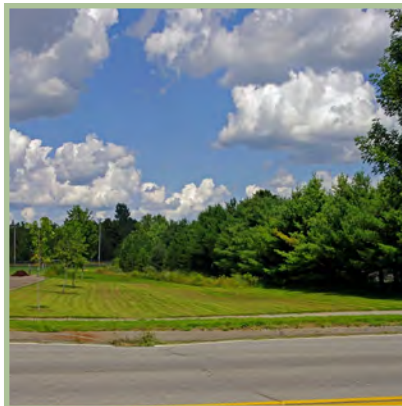


#13—Brown Woods Connector

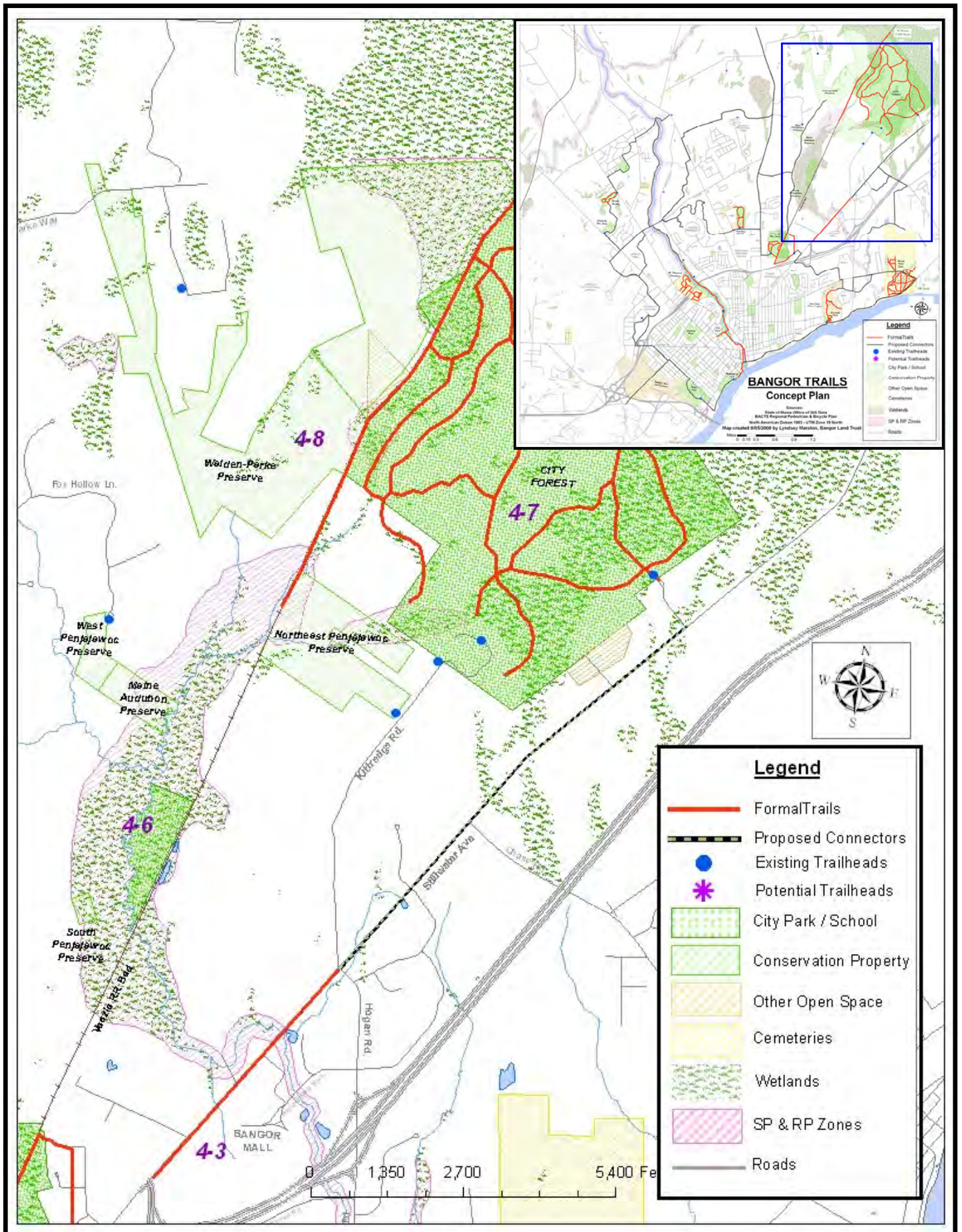


Summary: Starts at Griffin Road through Union Street Athletic complex through wooded areas to Brown Woods trails. Some new trails will be needed behind Penobscot Job Corps.

| Ranking Category | Score | Comments |
|--|-----------|---|
| Proximity, Access, & Connectivity | 5 | No comments |
| Public Benefit (variety of users) | 4 | Users may include walkers, dog walkers, or bikers |
| Public Safety, Benefits | 3.5 | Trail would get people off the road |
| Public Safety, Limitations | -2 | Trails are remote behind Brown Woods |
| Ownership & Usage Considerations | 4 | Owners include Dept of Labor (publicly owned but not a public facility), City, and Spragues Nursery |
| Physical Ease of Construction | 4 | Not much work to do |
| Potential Acquisition & Construction Cost | 4 | No comments |
| Potential/Available Funding | 2.5 | Connections to low income area |
| Uniqueness: Aesthetic, Environmental, Recreational | 3 | No comments |
| Other | * | Link to Capehart for next segment. Good for people with kids/strollers. Connect to newer subdivisions. Link mall/shopping to large residential areas (walk to shop). Need trail type to support pushing shopping carts. |
| TRAIL FEASIBILITY | 28 | |

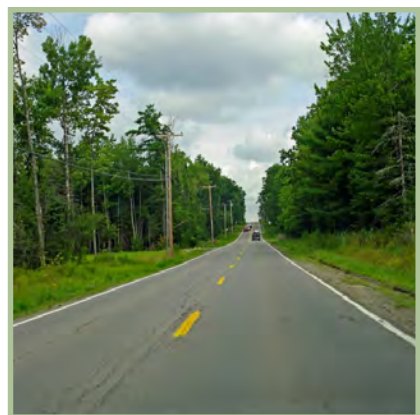
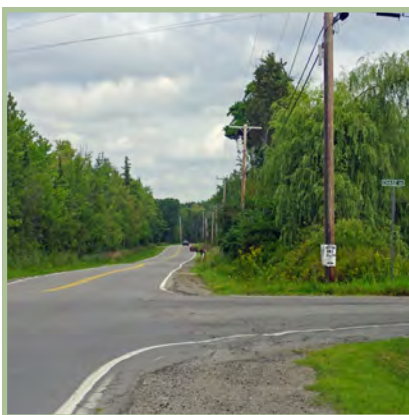


#14—Stillwater Ave Extension

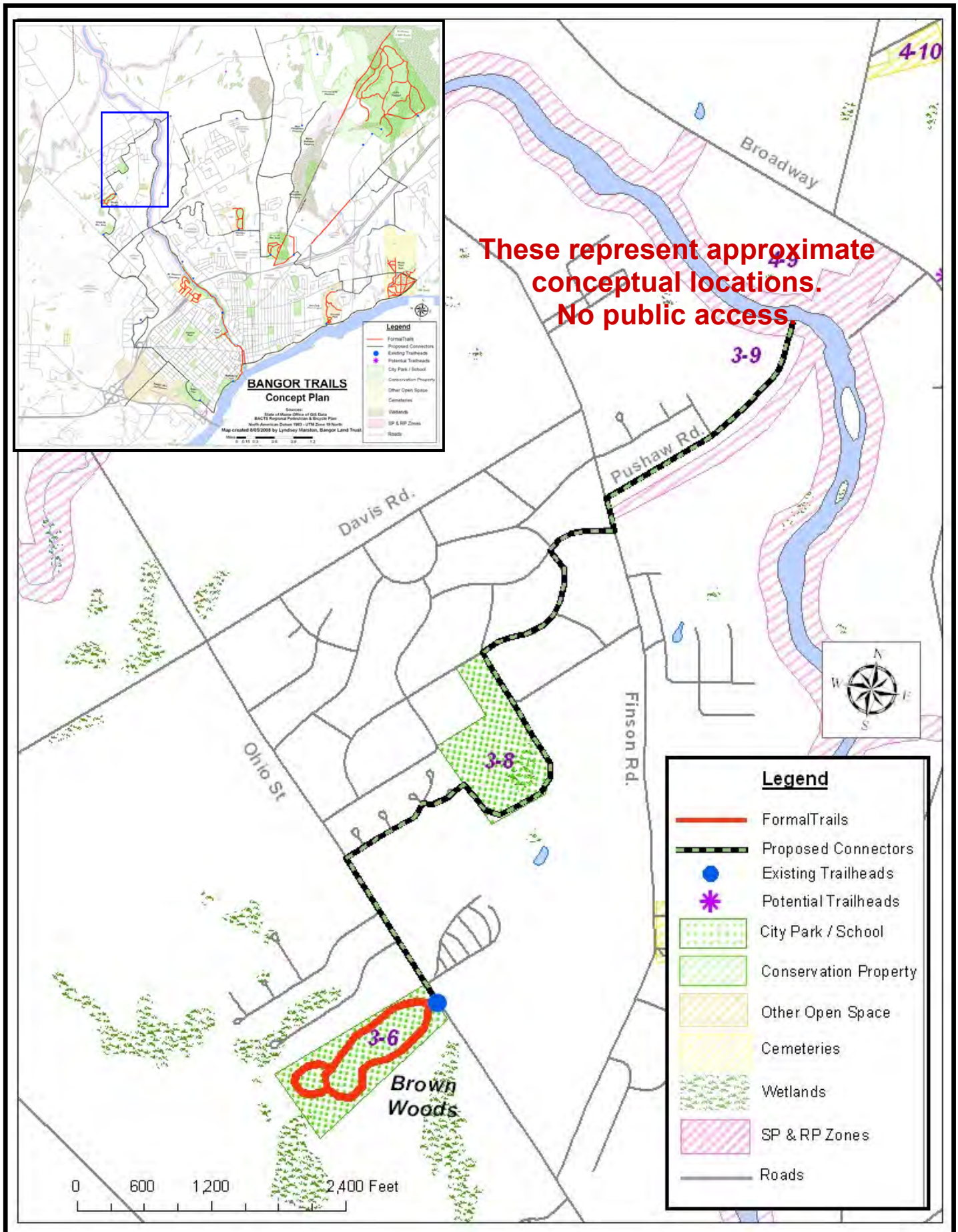


Summary: Along Stillwater Avenue providing connection to Rolland Perry City Forest. Some sidewalks and bike paths.

| Ranking Category | Score | Comments |
|--|-----------|---|
| Proximity, Access, & Connectivity | 5 | No comments. |
| Public Benefit (variety of users) | 4 | Walkers, bikers, dog, commuting uses |
| Public Safety, Benefits | 5 | Trail gets people off the road to reduce traffic |
| Public Safety, Limitations | -1 | Several signals & crossings. *desirable to have a separated path due to the amount of vehicle traffic |
| Ownership & Usage Considerations | 4 | Mostly within City right of way with minimal impact on houses. Connects to Chase Rd. |
| Physical Ease of Construction | 4.5 | Questionable past Chase Rd. only |
| Potential Acquisition & Construction Cost | 4.5 | Relatively low cost |
| Potential/Available Funding | 4 | Potential grants for commuting to mall |
| Uniqueness: Aesthetic, Environmental, Recreational | 1 | Section past Target store is nice and rural |
| Other | * | Development pressure, avoid what happened to Essex St., expand bike lane to a destination, Veazie connections |
| TRAIL FEASIBILITY | 31 | |

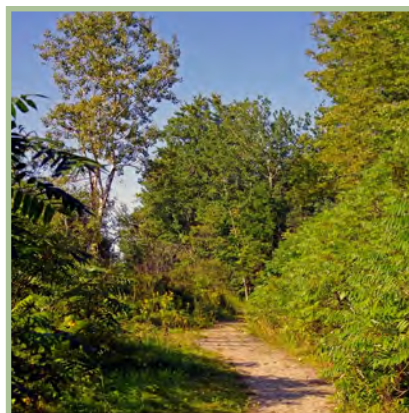


#15—Brown Woods to Kenduskeag Stream

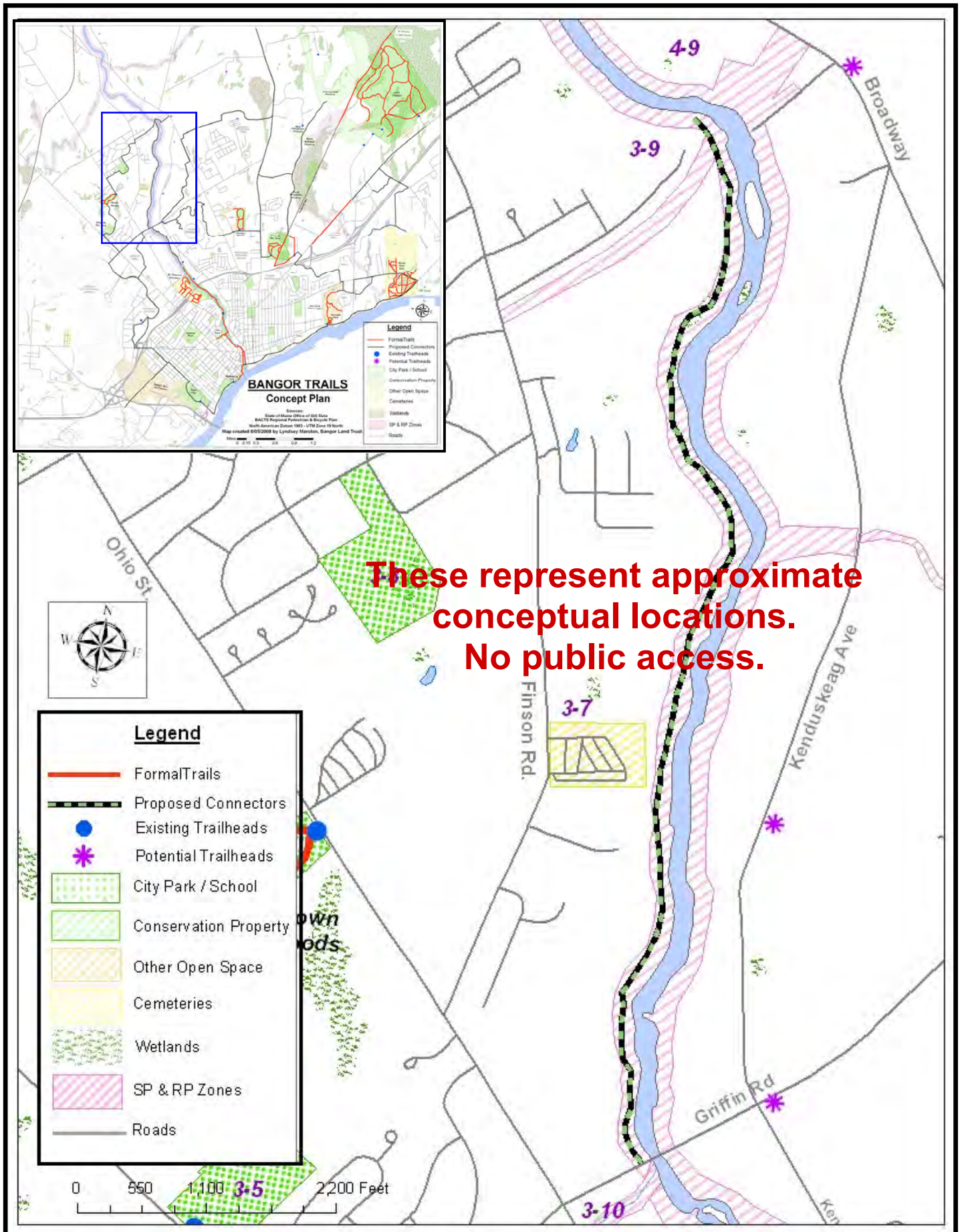


Summary: Brown Woods to Kenduskeag Stream. Uses City streets through Downeast School to designated Pushaw Road extension Capehart side of Kenduskeag Stream.

| Ranking Category | Score | Comments |
|--|-------------|--|
| Proximity, Access, & Connectivity | 5 | Links to Capehart and Downeast School. |
| Public Benefit (variety of users) | 4 | Primarily walkers and bikers. Great potential for community involvement, especially as new developments appear. Serves an often underserved population |
| Public Safety, Benefits | 3.5 | Trail would create a designated route for kids. Mixed uses. |
| Public Safety, Limitations | -1 | Ohio St. would need crossing. Stream bank may be steep. |
| Ownership & Usage Considerations | 5 | Mostly along existing roads. Includes school property and City properties. |
| Physical Ease of Construction | 4 | Signs, crosswalk, and possibly a sidewalk. |
| Potential Acquisition & Construction Cost | 3.5 | Route would be the road, trail behind school, and connection to stream |
| Potential/Available Funding | 3.5 | Transportation enhancement funds or affordable housing and school connections. |
| Uniqueness: Aesthetic, Environmental, Recreational | 2 | Segment itself is not unique, but it leads to unique areas. |
| Other | * | Strong link between outlying low income area to services and recreation opportunities. Bridge connection will get people across the stream. |
| TRAIL FEASIBILITY | 29.5 | |



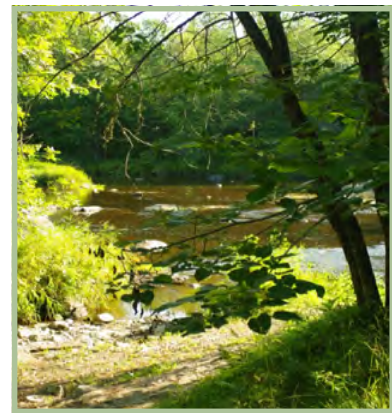
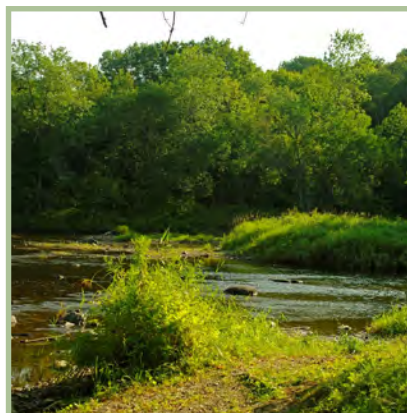
#16—Kenduskeag Stream Trail Extension



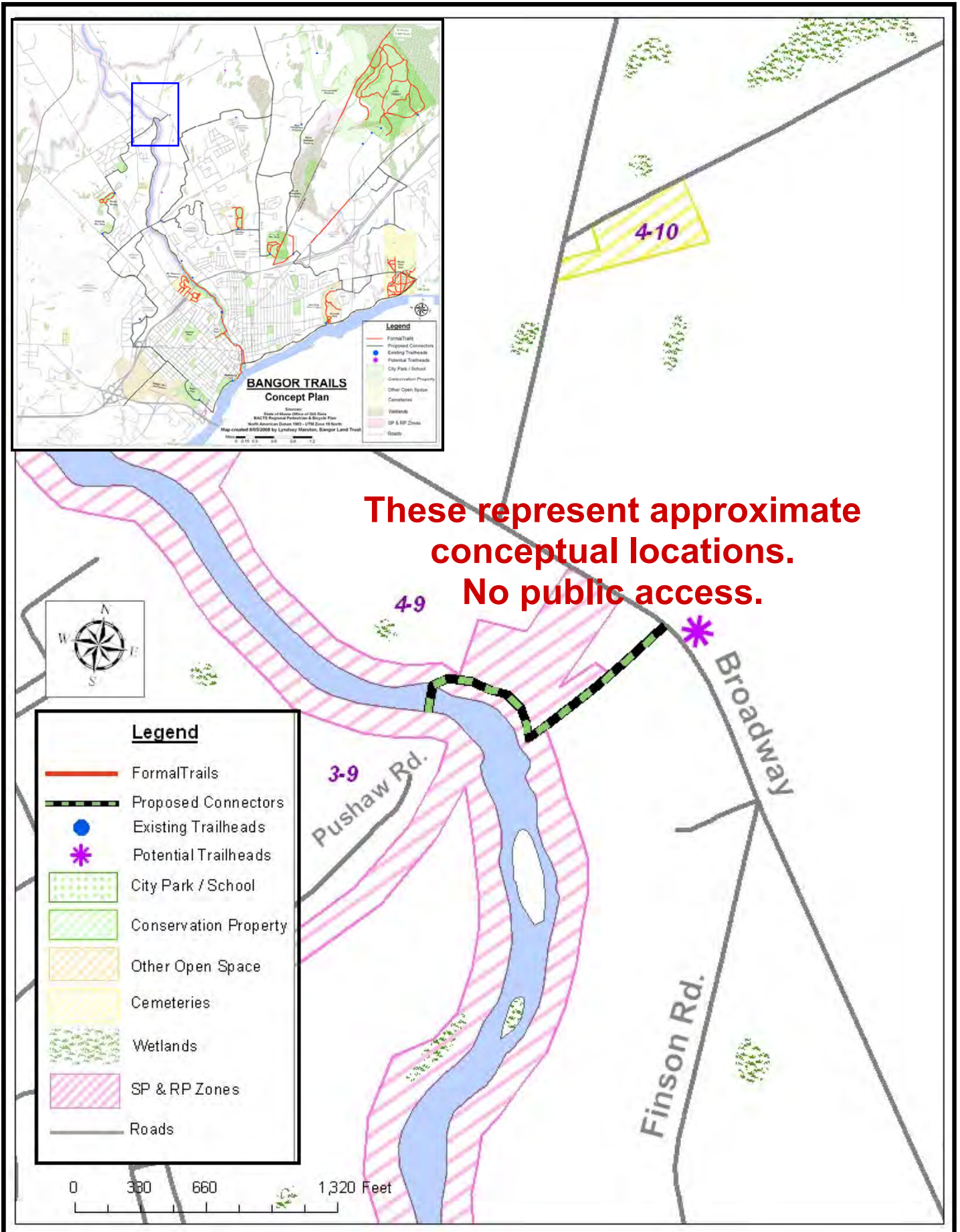
Summary: Designated Pushaw Road extension to Griffin Road along Kenduskeag Stream. Uses existing snowmobile trail and easements.

| Ranking Category | Score | Comments |
|--|-------------|--|
| Proximity, Access, & Connectivity | 5 | Strong connection |
| Public Benefit (variety of users) | 3 | Same amount of benefit, but different users than other stream trail segment |
| Public Safety, Benefits | 5 | Trail would separate users from the roadway |
| Public Safety, Limitations | -2.5 | More secluded |
| Ownership & Usage Considerations | 1.5 | Existing snowmobile trail so shoreland zoning should not be a problem. Fewer landowners. |
| Physical Ease of Construction | 3 | No comments |
| Potential Acquisition & Construction Cost | 2.5 | Longer segment |
| Potential/Available Funding | 4 | No comments. |
| Uniqueness: Aesthetic, Environmental, Recreational | 5 | Streamside trail. |
| Other | * | Major connection. Addresses public input and desires. |
| TRAIL FEASIBILITY | 26.5 | |

Footnotes: Rankings are based on scores given for “Griffin and Kenduskeag to Current Trailhead” segment given the similarities in trail location and type.

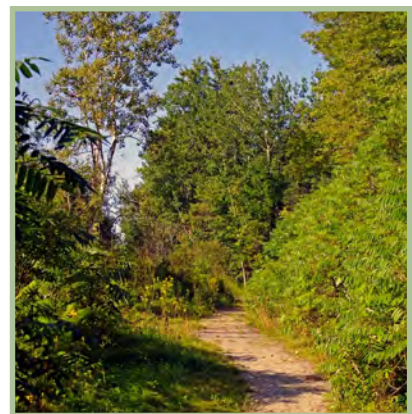


#17—Bridge to Broadway

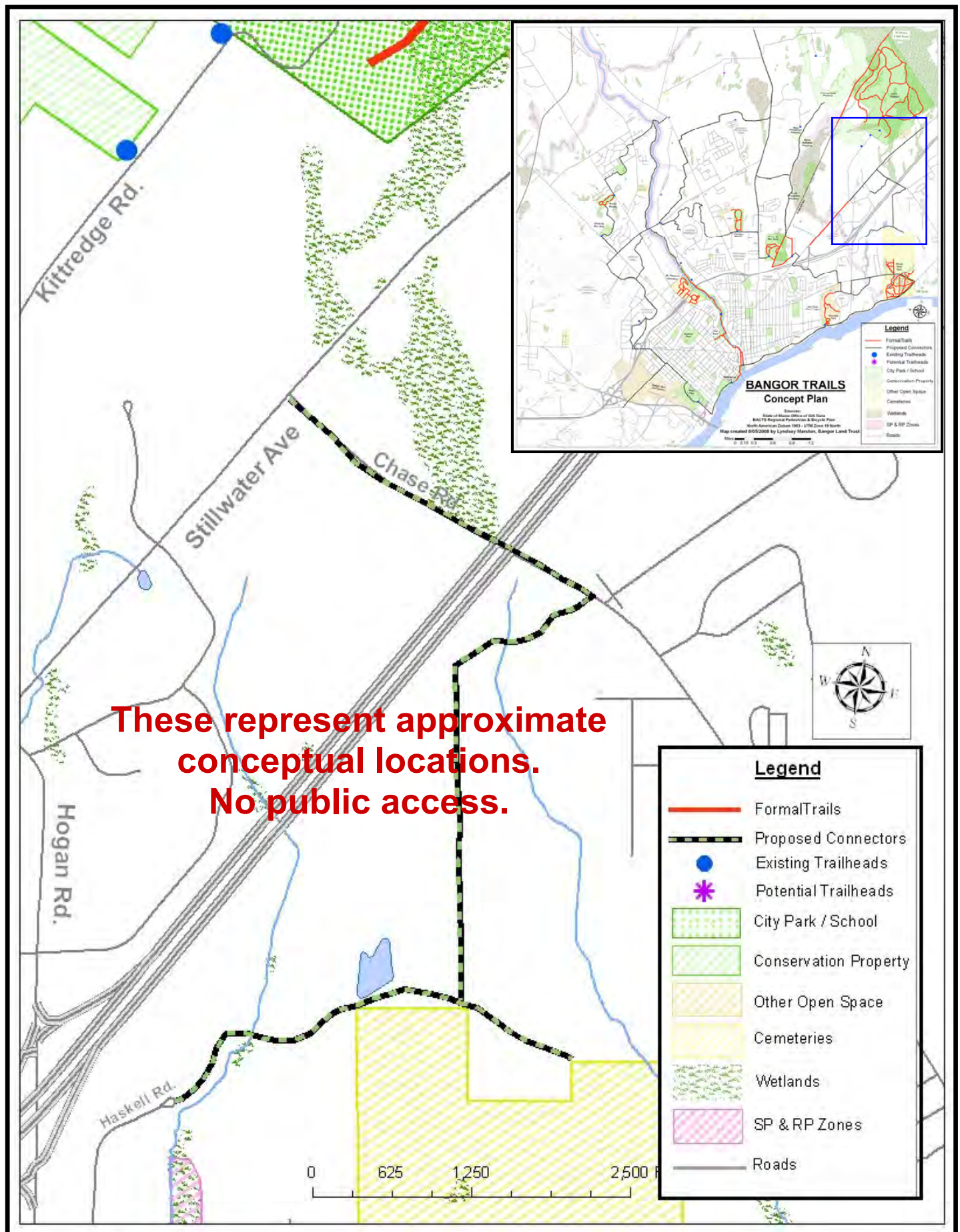


Summary: Designated Pushaw Road extension across Kenduskeag Stream via bridge along stream to Greeley Street to Broadway. Bridge construction is a major piece completing this link.

| Ranking Category | Score | Comments |
|--|-----------|--|
| Proximity, Access, & Connectivity | 5 | No comments |
| Public Benefit (variety of users) | 5 | Stream crossing |
| Public Safety, Benefits | 4.5 | Pedestrian bridge |
| Public Safety, Limitations | -1 | Potential for problems with people loitering on the bridge |
| Ownership & Usage Considerations | 3.5 | Need cooperation from landowners by Broadway and potentially near abutment locations |
| Physical Ease of Construction | 1.5 | Dropping the bridge in place will be challenging |
| Potential Acquisition & Construction Cost | 1 | Bridge will be expensive to build |
| Potential/Available Funding | 2.5 | May be able to use RTP or Transportation funds |
| Uniqueness: Aesthetic, Environmental, Recreational | 5 | No comments |
| Other | * | Major connection. One of only two pedestrian bridges. |
| TRAIL FEASIBILITY | 27 | |



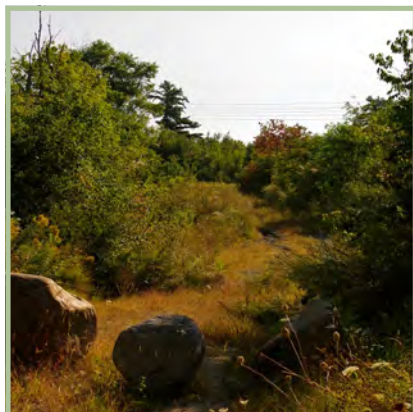
#18—Chase Rd. to Haskell Rd.



Summary: Starts at Stillwater Avenue and Chase Road. Proceeds through existing trails of varying improvement to Haskell Road.

| Ranking Category | Score | Comments |
|--|-----------|---|
| Proximity, Access, & Connectivity | 5 | No comments |
| Public Benefit (variety of users) | 5 | Links to shopping area and Veazie connections. I-95 crossing. Many potential users. |
| Public Safety, Benefits | 4.5 | Secondary road use (not Hogan Rd) with off-road link to commercial area |
| Public Safety, Limitations | -1 | No comments |
| Ownership & Usage Considerations | 3.5 | Powerline |
| Physical Ease of Construction | 3.5 | Trail is muddy in spots |
| Potential Acquisition & Construction Cost | 3.5 | Low acquisition costs, but will require some trail work |
| Potential/Available Funding | 3 | No comments |
| Uniqueness: Aesthetic, Environmental, Recreational | 4 | No comments |
| Other | * | One of few potential I-95 crossing sites. Connection to Veazie (via short powerline spur) to meet requests of the Veazie Land Association |
| TRAIL FEASIBILITY | 31 | |

Footnotes: See Additional Connections section for a link to Longview Dr. Also consider a link to the City Forest along existing powerline corridors.



Next Steps

Further Planning and Coordination

- Participate in Penobscot Valley Community Greenprint and incorporate findings and goals in trail planning
- Collaborate with neighboring communities
- Continually identify and consider additional connections

Comprehensive Planning

- Incorporate Bangor Trails segments and planning in the City of Bangor Comprehensive Plan and investigate methods to incorporate into the Land Development Code, while providing necessary land owner flexibility.
- Ensure that ordinances reflect trail system priorities, including trail easements through new subdivisions and bike lanes on arterial roadways
- Provide amenities to encourage pedestrian and bike use, including trailheads, bike racks, and trail identify signage

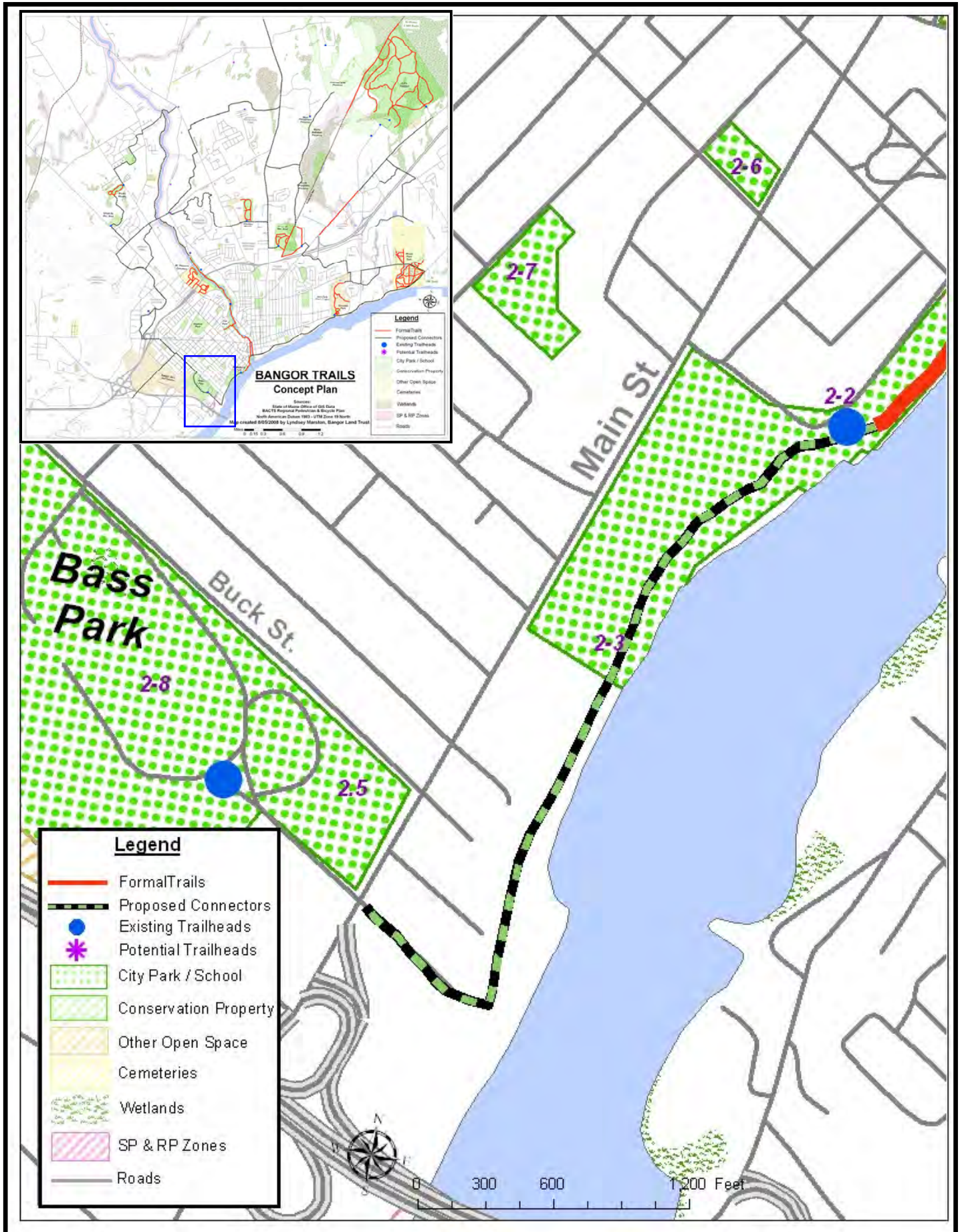
Construction and maintenance

- Prioritize trail segments according to rankings and comments
- Define options for developing partnerships with willing landowners and create an information packet that includes information on liability, ownership, and maintenance
- Secure funding
- Design and construct trail segments
- Ensure appropriate maintenance

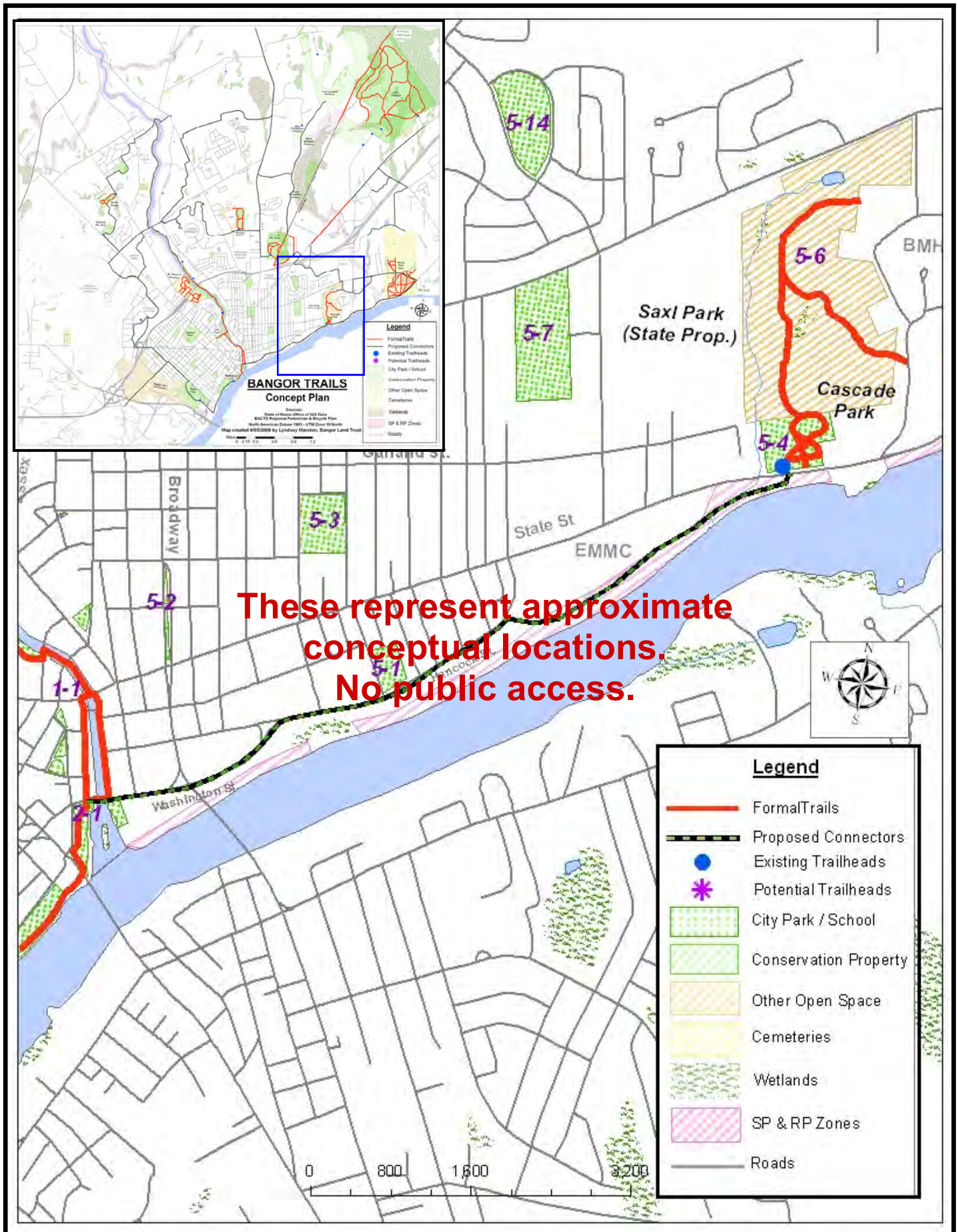
Additional Connections



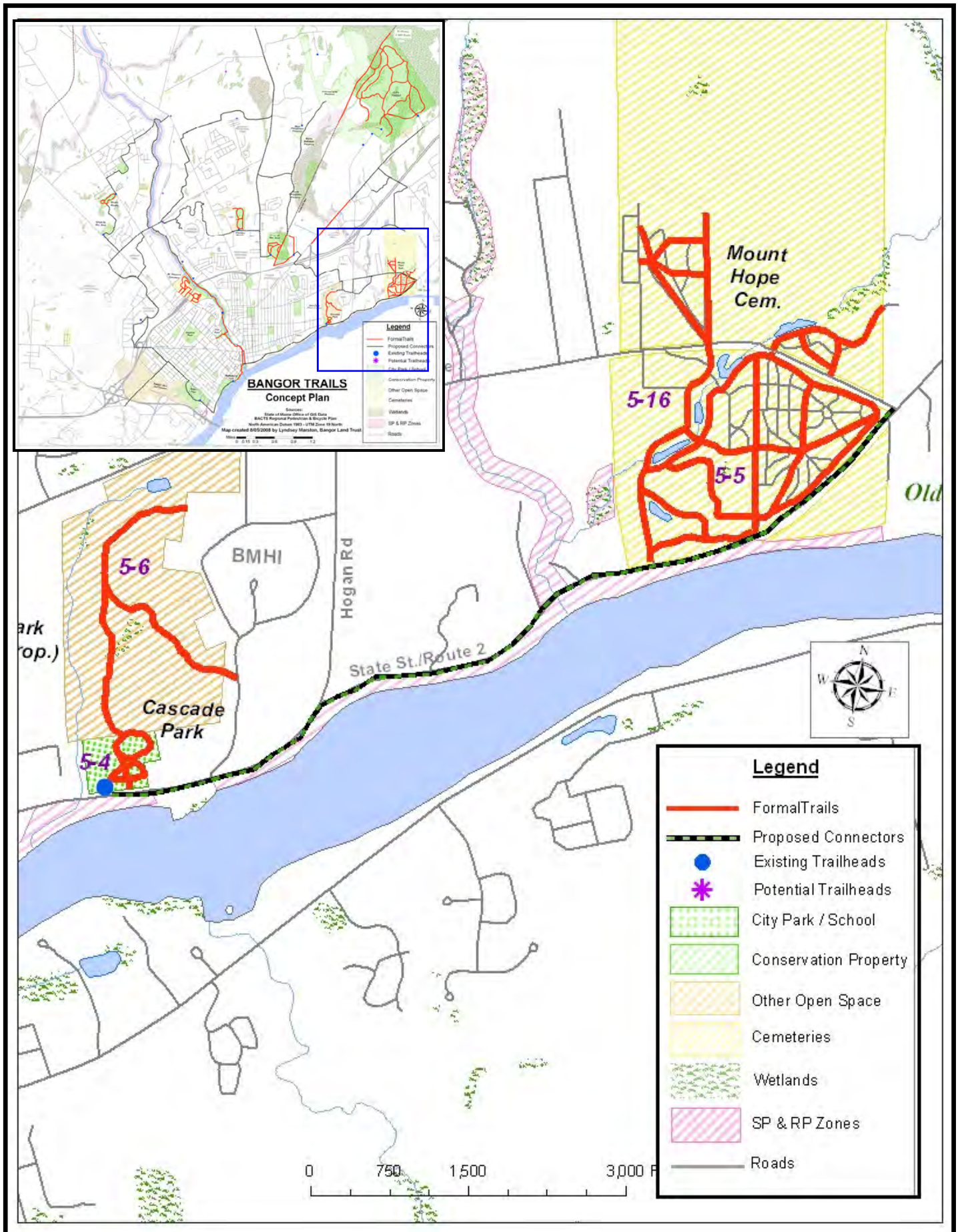
Waterfront Park



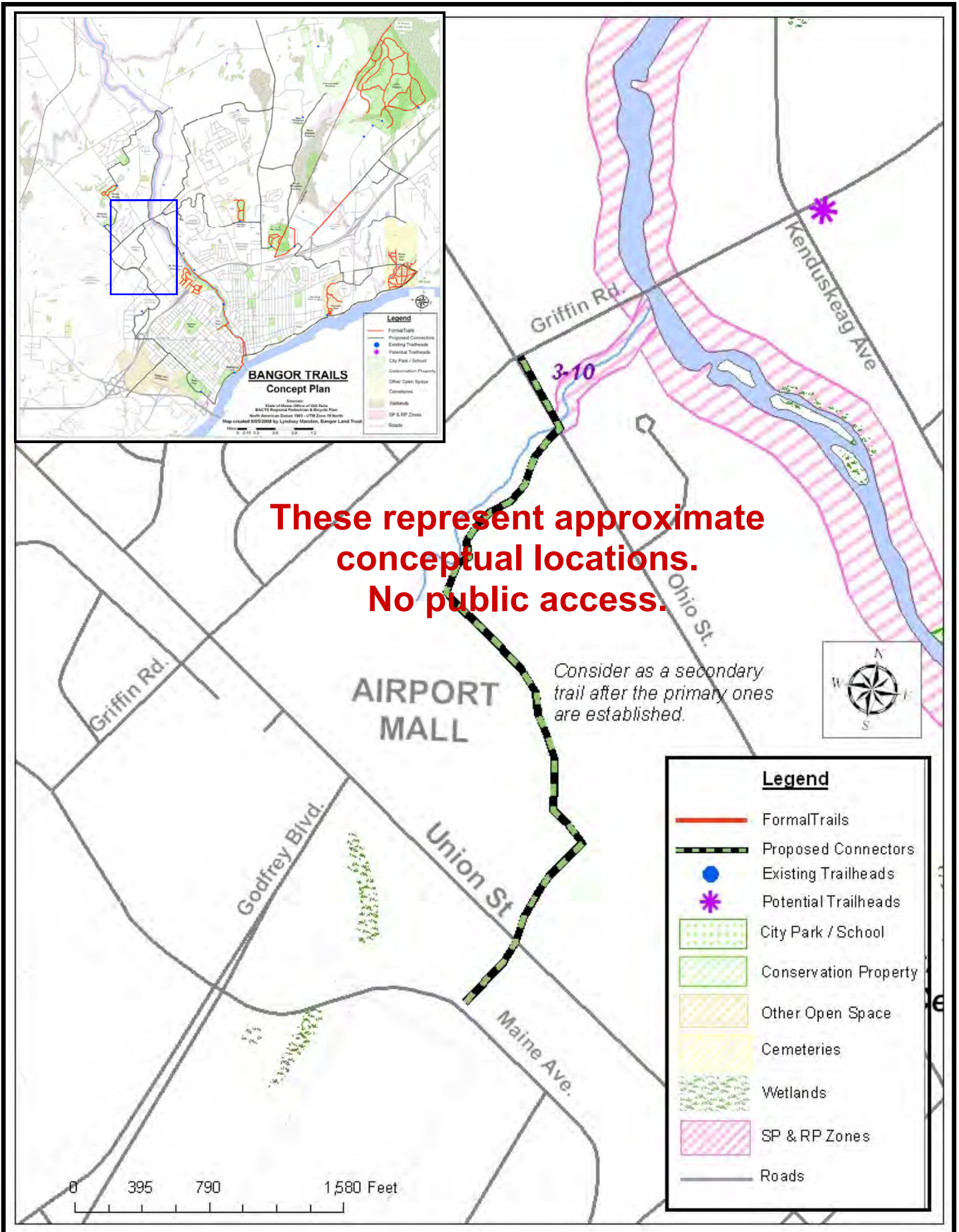
Gomez Park to Cascade Park



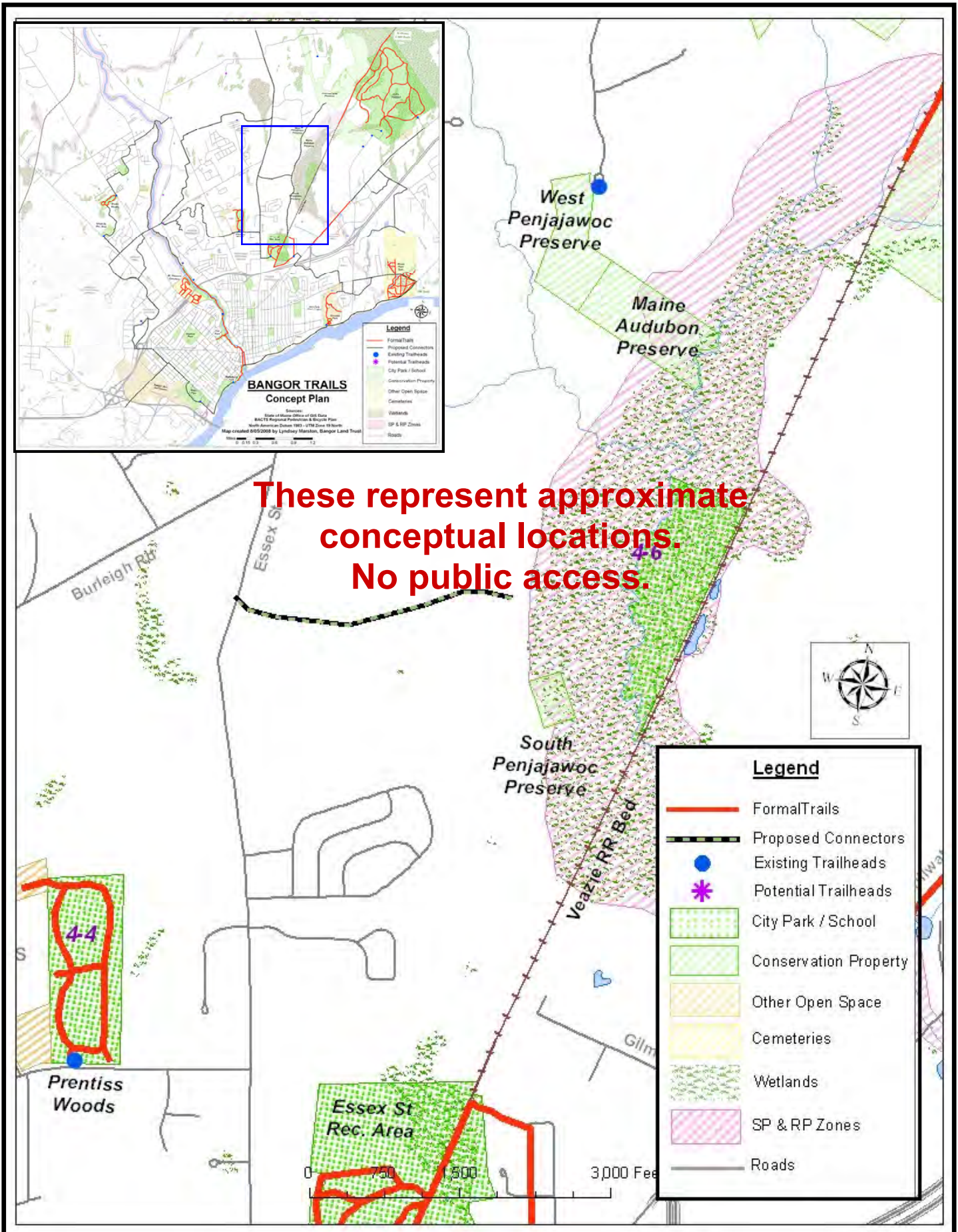
Cascade Park to Veazie by State St.



Birch Stream Shortcut



Essex St. Laterals



Chase Rd. to Longview Rd.

