

MaineDOT Virtual Public Involvement Comment Summary

Internal Comment Summary

Please note this document contains personally identifiable stakeholder information and may not be suitable for distribution outside MaineDOT.

Project Name: Bangor, Kenduskeag and Stillwater Avenue Bridges
PIN: 026095.00 and 027176.00
Description: On-Demand Preliminary Public Meeting for replacing the Kenduskeag and Stillwater Avenue Bridges located in Bangor over I-95.
Date of Summary: 09/24/2024

Comment 1

Name:
Date: 08/19/2024
Level of Support: Leaning In Favor
Response Requested: Do not send me a response
Topics: Construction, Traffic
Comment: Projects in Bangor include Rte 202 bridge deck replacement (2025-2026), Hogan Rd. diverging diamond (starts 2026), Bulls Eye Bridge (2025), two Broadway bridges (ongoing through 2026), and Kenduskeag and Stillwater bridges (2025-2029). This is great work but will require careful consideration of commuter needs.

Comment 2

Name:
Date: 08/21/2024
Level of Support: Neutral
Response Requested: Do not send me a response
Topics:
Comment: Three lanes from 395 to Stillwater please! The acceleration lanes north and south at Union street are not sufficient to meet actual travel speed

Comment 3

Name:

Date: 08/23/2024

Level of Support: Less In Favor

Response Requested: Respond to me by e-mail

Topics: Bike and pedestrian accommodations

Comment: Create a better pedestrian experience beneath the Stillwater overpass, i.e. detached Mixed use sidewalk for bike and pest with snow shelf/tree belt. Work with local artists to create unique public art to enhance the pedestrian experience beneath the highway. This location is near 2 existing mix use paths, including the one that parallels the highway as well as being relatively close to the mixed use path that parallels Stillwater Avenue just passed the I 95 Stillwater Ave. interchange linking these two paths is a logical goal. This project should keep that in mind if not start the process. I utilize this section of Stillwater Avenue as a pedestrian, a public transit passenger, and passenger in private automobile

Maine DOT Response

Date: 08/26/2024

Response Type: Unknown

Response By: Denver S

Response:

Good morning, ,

Thanks, you for your interest in the bridge project on Stillwater Ave. MDOT and the City with suggestions form the public are still developing a plan for this location. Thank you for your suggestions. I will be sure to share your suggestions with the City and MDOT. Please feel free to reach out at anytime.

Thanks again, have a great day.

Denver

Comment 4

Name:

Date: 08/26/2024

Level of Support: Neutral

Response Requested: Do not send me a response

Topics:

Comment: Three lanes please. Probably too late now that Broadway is getting two lanes.

Comment 5

Name: Date: 08/26/2024

Level of Support: In Favor

Response Requested: Do not send me a response

Topics: Bike and pedestrian accommodations

Comment: I love the Essex St bridge's double-wide sidewalk. It makes walking across the bridge feel a lot more secure. Thank you!

Comment 6

Name: Date: 08/27/2024

Level of Support: In Favor

Response Requested: Respond to me by mail

Topics: Construction

Comment: I approve and support MaineDOT's Bangor, Kenduskeag Avenue and Stillwater Avenue Bridges Project. The aspect that I love about MaineDOT's Bangor, Kenduskeag Avenue and Stillwater Avenue Bridges Project is that the existing bridges on Kenduskeag Avenue and Stillwater Avenue over I-95 will be replaced with a new bridge that is safer and up to current design standards.

Comment 7

Name: Date: 08/28/2024

Level of Support: In Favor

Response Requested: Do not send me a response

Topics: Bike and pedestrian accommodations

Comment: Please provide guarded pedestrian protection along the Kenduskeag Ave bridge. Currently, there is nowhere to go if a driver encroaches on a pedestrian. Additionally, there are no sidewalks connecting the bridge to the residential area just south of the bridge, leaving pedestrians exposed on a blind hill where drivers frequently exceed

the speed limit and leave their lane.

Comment 8

Date: 09/03/2024

Level of Support: Neutral

Response Requested: Respond to me by e-mail

Topics: Bike and pedestrian accommodations

Comment: Replacing the Stillwater bridges presents a great opportunity to IMPROVE the active transportation accommodations at that location. The project presentation states, "Maintain Multi-Modal Facilities," but there is so little to "maintain"! The current infrastructure for people who walk and and bike is not nearly good enough. There is no bike lane, and the sidewalk is very narrow, confined by bridge support columns and the curb. There is a good mulit-use path along the mall area of Stillwater Ave and a relatively new path along the interstate's NB exit ramp. The current connection between those paths is not adequate. The scope of this project should be expanded to include a min 6ft sidewalk and 5ft bike lane. This needs to be prioritized over a center turning lane as the area is currently not safe for vulnerable users, who have no other options to connect to the mall area from downtown.

Maine DOT Response

Date: 09/03/2024

Response Type: Unknown

Response By: Denver S

Response:

Thank you for your interest in the Bangor Stillwater project. You are correct this is a great opportunity to improve the location. Wider sidewalks and a bike lane are being considered for the location as well as a third turning lane. The bridge is still in the preliminary design phase. I will be sure to include your points made in your response to our presentation. Please feel free to reach out at any time.

Thanks Denver

Stakeholder Reply

Name: Response By: N/A

Response: Hi Denver, Thanks for your quick response. There is great potential to make that area safer and more accessible for vulnerable users. Have you walked the length

of the project corridor? I think this would be extremely helpful in understanding the current infrastructure's limitations. I'd be glad to meet with you and discuss the current issues and how this project could resolve them—please just reach out and let me know. Thanks

Maine DOT Response

Date: 09/04/2024
Response Type: Unknown
Response By: Denver S
Response:

I have visited the site and walked the sidewalk. I agree the sidewalk needs to be upgraded. Currently I have meetings scheduled with the city to discuss the current issues at this location. I will use your comments as well as others in those discussions. Your identity will be kept anonymous.

Denver

Comment 9

Name: Date: 09/03/2024
Level of Support: Leaning in Favor
Response Requested: Respond to me by mail
Topics: Bike and pedestrian accommodations, Traffic
Comment: This project does not do enough to improve pedestrian facilities on Stillwater Avenue. Stillwater has incredibly poor pedestrian facilities as the road is currently constructed. The travel lanes are too large, and the sidewalk is too narrow, poorly lit, and has no buffer from traffic. During the best of times, no person would ever want to walk on this section of Stillwater. During winter storms, the sidewalks are entirely unusable. Bangor and MDOT have constructed multi-use paths further out on Stillwater and directly adjacent to I95 connecting to Sylvan. At 45 feet wide, this section of Stillwater should include the widening of sidewalks into 8 or 10 foot multi-use paths on both sides of the road including esplanades buffers with street trees. This portion of road should be connected to the Sylvan Rd bypass, the Stillwater Multi-use path, north side sidewalks at Howard Street and Drew Lane and to the nearby walking paths at Essex Woods. There are also large infestations in the project area of invasive black locust trees and likely other invasive species transmitted into our communities by the I-95 Corridor. MDOT should address these by replanting the area with native plant species. This area is directly adjacent to the Penjajawoc Marsh, an incredibly significant ecosystem in Maine, and so

good land use practices and stewardship should be used to protect this vital resource. MDOT should also address the unchecked invasive vegetation that poor land stewardship practices are spreading throughout our state. The Kenduskeag Bridge should include sidewalks on both sides of the road so that when Bangor eventually expands its sidewalk network to the many residential areas and Husson University on Kenduskeag Ave, both sides of the road can be connected.