



# CITY COUNCIL AGENDA



# BOOKMARK ASSISTANCE

The Agenda contains bookmarks that help you navigate through the document.

On the left hand side is a panel of icons. One shows thumbnails of the pages, and the second is bookmarks.

If you click on the bookmarks icon you can maneuver through the document the same as you have always been able to before.

If you have any questions or concerns, please don't hesitate to contact me.

[lisa.goodwin@bangormaine.gov](mailto:lisa.goodwin@bangormaine.gov)

**PLEDGE OF ALLEGIANCE**

This is the portion of the meeting set aside for general public comment directly related to City business, for matters that do not appear on this evening’s agenda. Public comment requires a person to state your name and whether you are a resident of Bangor. The City Council has adopted a Public Comment Policy that we will adhere to. Statements during public comment should respect the dignity and seriousness of the proceeding, and individuals will be restricted to speaking once. Obscene, truly threatening, or overly repetitive comments will be deemed out of order and will be interrupted and removed. Topics that are considered out of order also include matters that are in litigation, individual employees or employee groups discussing matters for which complaint or grievance procedures are in place, personal disputes between the speaker and another resident not germane to City business, support for or opposition to any candidate for political office, and personnel complaints pertaining to individual City employees. There is a time limit of three minutes per speaker, and the total time allowed for general public comment regarding City business will be limited to no more than one hour. The public comment period is for City Council members to listen and not to respond or debate with persons. If you do not live in Bangor or own property in Bangor, please allow those who do to have the opportunity to speak first. If you’d like to offer comment on any item directly related to City business not appearing on the regular agenda, you may approach the podium. Individuals who have appropriately pre-registered to give public comment via remote means will be given the opportunity to participate remotely. Alternatively, Councilors may be reached via email at [councilors@bangormaine.gov](mailto:councilors@bangormaine.gov). (A link to the adopted public comment policy can be found on the City’s website - [Public Comment Policy](#).)

**PUBLIC COMMENT**

---

**CONSENT AGENDA  
ITEM NO.**

**ASSIGNED TO  
COUNCILOR**

---

\*Explanatory Note: All items listed in the Consent Agenda are considered routine and are proposed for adoption by the City Council by one motion without discussion or deliberation. Any member of the public may request that the Council remove an item from the Consent Agenda for discussion. An item will only be removed if a City Councilor requests its removal to New Business.

**MINUTES OF:                      Bangor City Council Regular Meeting of December 22, 2025**

**26-061    ORDER                      Authorizing the Execution of a Municipal Quitclaim    MALLAR  
Deed for Real Estate Located at 541 Kenduskeag  
Avenue**

Executive Summary: This Order will authorize the execution of a municipal quitclaim deed for real estate located at 541 Kenduskeag Avenue. Sewer liens have matured on the property owned by Fieldstone Realty LLC, at 541 Kenduskeag Avenue. The outstanding charges due the City have been paid. Because the liens matured, a municipal quitclaim deed is required to release the City's interest in the property.

**26-062    ORDER                      Appointing Constables for the Year 2026                      FISH**

**Executive Summary:** This Order will appoint Nanci Hamlin and Wendy Martin as constables at the Airport for the year 2026. This action is in accordance with state law to enforce City ordinances and City Constables shall not be allowed to carry a weapon, concealed or unconcealed, in the performance of their duties.

**REGULAR MEETING BANGOR CITY COUNCIL – JANUARY 12, 2026 at 7:00 PM**

---

**CONSENT AGENDA  
ITEM NO.**

---

**ASSIGNED TO  
COUNCILOR**

---

**26-063    ORDER                      Accepting the 2025 Annual Report from Historic  
Preservation Commission                      LEONARD**

**Executive Summary:** This Order authorizes the acceptance of the 2025 annual report from the Historic Preservation Commission. The City of Bangor's Historic Preservation Commission is required to submit an annual report of its historic preservation efforts and activities to the Maine Historic Preservation Commission (MHPC). The report contains the information required by the MHPC.

The report was presented at the Business and Economic Development Committee meeting on January 5, 2026.

**26-064    ORDER                      Accepting the 2025 Annual Report from the  
Planning Board                                      FALOON**

**Executive Summary:** This Order will authorize the acceptance of the annual report of the Planning Board for 2025. The City of Bangor's Planning Board is required to submit an annual report of its work to the City Council. The report contains information on the types of permits issued, the amount of agenda time dedicated to different permits, statistics, and general highlights.

The report was presented at the Business and Economic Development Committee meeting on January 5, 2026.

**26-065    ORDER                      Accepting the 2025 Annual Report from the  
Penjajawoc Marsh/Bangor Mall Management  
Commission                                      LEONARD**

**Executive Summary:** This Order authorizes the acceptance of the annual report of the Penjajawoc Marsh/Bangor Mall Management Commission for 2025. The City of Bangor's Penjajawoc Marsh/Bangor Mall Management Commission is required to submit an annual report of its work to the City Council. The report contains information on development projects reviewed and other projects discussed by the Commission.

The report was presented at the Business and Economic Development Committee meeting on January 5, 2026.

---

**REFERRALS TO COMMITTEE AND FIRST READING  
ITEM NO.**

---

**ASSIGNED TO  
COUNCILOR**

---

**None.**

**UNFINISHED BUSINESS  
ITEM NO.**

**ASSIGNED TO  
COUNCILOR**

**26-050    ORDER**

**Authorizing the City Manager to Negotiate with Sheridan Construction for Construction Manager Services for the Bangor Central Kitchen Project at 50 Cleveland Street**

**FALOON**

**Executive Summary:** This Order will authorize the City Manager, and/or her designee, to negotiate a contract for Construction Manager Services for the Bangor Central Kitchen project with Sheridan Construction to oversee the full execution of the project, including demolition, site work, and new building construction, in accordance with the approved design and all federal and local requirements.

This project will involve the demolition of the existing 18,167-square-foot structure at 50 Cleveland Street, formerly the Officer's Club on the former Dow Air Force Base and the construction of a new prefabricated metal building of approximately 18,000 square feet, designed to house a commercial kitchen incubator serving the Greater Bangor region.

The Central Kitchen will support shared-use food production space, entrepreneurship, education, and community events. It represents a key public investment in local food infrastructure and small business development.

The City received seven (7) proposals to the RFP and after careful review of experience, capacity, and overall fit, staff's recommendation is to enter into negotiations with Sheridan Construction. Sheridan Construction has an outstanding reputation and proven track record and specialists of pre-fabricated metal buildings.

This item was reviewed and recommended for approval at the Business and Economic Development Committee meeting on December 15, 2025.

**NOTE: It is expected that this item will be postponed to a date certain.**

**26-058    ORDINANCE**

**Amending the Land Development Code, Section 165-13 Definitions to Remove Ohio Street and State Street from the Minor Arterial Street Definition and Add Ohio Street to the Major Arterial Definition**

**CARSON**

**Executive Summary:** This Ordinance will amend the Land Development Code, Section 165-13 Definitions to remove Ohio Street from the Minor Arterial Street definition and add Ohio Street to the Major Arterial definition. The Land Development Code currently defines certain streets as either major or minor arterial streets. The criteria for major arterials are that they are “highways of regional significance with average annual daily traffic in excess of 10,000 vehicles and containing more than two lanes in at least some sections”. Ohio Street and State Street are included as minor arterials even though they meet some or all of the criteria of major arterials. State Street appears to be erroneously included as a minor arterial since it is also listed as a major arterial.

**UNFINISHED BUSINESS  
ITEM NO.**

**ASSIGNED TO  
COUNCILOR**

Not being listed as a major arterial impacts the land uses that can be developed on Ohio Street since quite a few uses are limited to major arterials. These land uses typically make sense on Ohio, but are currently prohibited from being there. These discrepancies present a barrier for future development and don't align with the City's Comprehensive Plan.

This amendment would remove Ohio Street and State Street from the minor arterial category and add Ohio Street to the major arterial category. Planning Board Meeting on January 6, 2026)

This item was reviewed and recommended ought not to pass by a vote of four in favor and three against at the Planning Board meeting on January 6, 2026.

**26-059    RESOLVE            **Appropriating an Amount Not to Exceed \$900,000 from the Airport Unappropriated Fund Balance to Fund the Phase I Design of the Fuel Farm Facility**            **LEONARD****

**Executive Summary:** This Resolve will appropriate up to \$900,000 from the Airport Unappropriated Fund Balance account to fund the Phase I Design of the Fuel Farm facility.

The current fuel farm is the original 1968 surplus military transfer and consists of 3 storage tanks, connected by a pipeline, with a storage capacity of 3 million gallons. The facility's age, remote configuration, and the pipeline which crosses Maine Avenue at three separate locations create growing operational, regulatory, and liability challenges.

The FAA-approved Airport Master Plan calls for the relocation and construction of a new fueling facility that meets current industry standards. Preliminary proposals placed Phase 1 (of a two-phase design and engineering process) at approximately \$900,000.

This item was reviewed and recommended for passage by the Business & Economic Development Committee at the December 15, 2025 meeting.

**NEW BUSINESS  
ITEM NO.**

**ASSIGNED TO  
COUNCILOR**

**PUBLIC HEARING:            **Application for Special Amusement License of 471 Stillwater LLC d/b/a Smoke & Steel, 471 Stillwater Avenue**            **BECK****

**26-066    ORDER                    **Authorizing an Update to the Community Connector Fare Structure**            **BECK****

**Executive Summary:** This Order will authorize an update to the existing fare structure for the Community Connector to include an increase per ride of 50 cents from \$1.50 to \$2.00, replace traditional monthly passes with fare capping, eliminate the need for paper transfer tickets, and create mobile fare options.

**REGULAR MEETING BANGOR CITY COUNCIL – JANUARY 12, 2026 at 7:00 PM**

---

**NEW BUSINESS  
ITEM NO.**

**ASSIGNED TO  
COUNCILOR**

---

The Community Connector, in conjunction with the Bangor Area Comprehensive Transportation System (BACTS), recently completed a fare study that included public outreach. The Community Connector has not increased fare in over a decade despite increasing costs and value added via new vehicles, brand new Transit Center, and technology improvements.

The recommended fare structure and payment modernization strategy will improve equity, operational efficiency, and financial sustainability while aligning Community Connector’s fare policy with current service investments and rider expectations. It is anticipated that the update to the fare structure will take approximately a year to implement.

This item was reviewed and recommended for approval at the Government Operations Committee meeting on January 5, 2026.



# CONSENT AGENDA

*Meeting called to order at 7:00 PM  
Chaired by Council Chair Hawes  
Councilors Absent: None  
Meeting adjourned at 8:04 PM*

**PUBLIC COMMENT**

*Sonia Mallar asked the Council to think of the seniors before giving money to support the unhoused who do not pay taxes and to look to surrounding towns for assistance with the unhoused.*

*Scott Pardy spoke in favor of a dedicated center for the unhoused.*

*Katie Brydon was concerned with the railroads closure of the encampment and felt the City Manager should be authorized to act on a temporary, sanctioned stabilization site.*

*Brett Johnson congratulated the Council on the work it has taken with the homeless crisis and felt the City should not rely on a patchwork of services to solve the problem.*

*Andrew Laverdiere presented a resolution for the Council to consider supporting re-chartering the Federal Reserve as a bank for infrastructure and manufacturers and support the re-enactment of a Glass-Steagall bank separation act.*

*Shane Boyce was frustrated with the speed at which the Council was moving regarding homelessness.*

*Jamie Beck felt the City needed a timeline regarding a homelessness solution that has a milestone achievement and a real plan on what is going to be done.*

*Adam Baker stated he recently volunteered at the Together Place which was an eye-opener for him. He encouraged the Council to act.*

*Tim Bush, a business owner at Penobscot Plaza, had a differing view on the encampment stating that it was not a new issue but the acts of terrorizing such as breaking into business and leaving needles on the front steps were new. He was concerned for the safety of the employees.*

---

**CONSENT AGENDA  
ITEM NO.**

**ASSIGNED TO  
COUNCILOR**

---

*\*Explanatory Note: All items listed in the Consent Agenda are considered routine and are proposed for adoption by the City Council by one motion without discussion or deliberation. Any member of the public may request that the Council remove an item from the Consent Agenda for discussion. An item will only be removed if a City Councilor requests its removal to New Business.*

*Motion was made and seconded to move Council Order 26-049 to New Business  
Passed*

*Motion made and seconded to move Council Order 26-050 to New Business  
Passed*

**MINUTES OF:**

**Bangor City Council Regular Meeting of December 8, 2025**

**Action: Approved**

<b>CONSENT AGENDA ITEM NO.</b>		<b>ASSIGNED TO COUNCILOR</b>
<u>26-046</u>	<u>ORDER</u>  <i>Authorizing the Execution of a Municipal Quitclaim Deed for Real Estate Located at 123 Husson Avenue</i>	<b>MALLAR</b>
	<i>Action: Passed</i>	
<u>26-047</u>	<u>ORDER</u>  <i>Authorizing the Execution of a Municipal Quitclaim Deed for Real Estate Located at 256 Grove Street</i>	<b>WALKER</b>
	<i>Action: Passed</i>	
<u>26-048</u>	<u>ORDER</u>  <i>Authorizing the Execution of a Municipal Quitclaim Deed for Real Estate Located at 412 Essex Street</i>	<b>LEONARD</b>
	<i>Action: Passed</i>	
<u>26-051</u>	<u>ORDER</u>  <i>Authorizing the City Manager to Execute an Amendment to the Airport Concession Agreement with Enterprise Rent-A- Car Company of Boston, LLC, d/b/a Enterprise Rent-A-Car</i>	<b>FALON</b>
	<i>Action: Passed</i>	
<u>26-052</u>	<u>ORDER</u>  <i>Authorizing the City Manager to Execute an Amendment to the Airport Concession Agreement with the HERTZ Corporation, d/b/a Hertz and Dollar Rent A Car</i>	<b>MALLAR</b>
	<i>Action: Passed</i>	
<u>26-053</u>	<u>ORDER</u>  <i>Authorizing the City Manager to Execute an Amendment to the Airport Concession Agreement with Enterprise Rent-A- Car Company of Boston, LLC, d/b/a Alamo Rent A Car and National Car Rental</i>	<b>LEONARD</b>
	<i>Action: Passed</i>	
<u>26-054</u>	<u>ORDER</u>  <i>Authorizing the City Manager to Execute an Amendment to the Airport Concession Agreement with AVIS BUDGET Car Rental LLC., d/b/a Avis</i>	<b>FISH</b>
	<i>Action: Passed</i>	
<u>26-055</u>	<u>ORDER</u>  <i>Authorizing the City Manager to Execute an Amendment to the Airport Concession Agreement with AVIS BUDGET Car Rental LLC., d/b/a Budget/Payless</i>	<b>CARSON</b>
	<i>Action: Passed</i>	

<b>CONSENT AGENDA ITEM NO.</b>	<b>ASSIGNED TO COUNCILOR</b>
------------------------------------	----------------------------------

<u>26-056</u>	<u>ORDER</u>	<i>Authorizing the City Manager to Apply for \$7 Million In Grant Funding from the Military Airport Program For the Rehabilitation and Relocation of the Airport Fuel Farm</i>	<b>FISH</b>
---------------	--------------	--	-------------

*Action: Passed*

<u>26-057</u>	<u>RESOLVE</u>	<i>Ratifying the City Manager's Execution of an Easement to Versant Power at City-Owned Lot Located at 289 Main Street</i>	<b>FISH</b>
---------------	----------------	--	-------------

*Action: Passed*

<b>REFERRALS TO COMMITTEE AND FIRST READING ITEM NO.</b>	<b>ASSIGNED TO COUNCILOR</b>
--	----------------------------------

<u>26-058</u>	<u>ORDINANCE</u>	<i>Amending the Land Development Code, Section 165-13 Definitions to Remove Ohio Street and State Street from the Minor Arterial Street Definition and Add Ohio Street to the Major Arterial Definition</i>	<b>CARSON</b>
---------------	------------------	---	---------------

*Action: First Reding and Referral to Planning Board Meeting on January 6, 2026*

<u>26-059</u>	<u>RESOLVE</u>	<i>Appropriating an Amount Not to Exceed \$900,000 from the Airport Unappropriated Fund Balance to Fund the Phase I Design of the Fuel Farm Facility</i>	<b>LEONARD</b>
---------------	----------------	--	----------------

*Action: First Reading*

<b>UNFINISHED BUSINESS ITEM NO.</b>	<b>ASSIGNED TO COUNCILOR</b>
---	----------------------------------

<u>25-296</u>	<u>ORDINANCE</u>	<i>Authorizing modifications to City Code of Ordinance Chapter 165 to Allow City Departments to Review Projects Requiring Stormwater Law Permits</i>	<b>MALLAR</b>
---------------	------------------	--	---------------

*Action: Motion made and seconded for Passage  
Vote: 9 – 0  
Councilors Voting Yes: Beck, Carson, Deane, Faloon, Fish, Leonard, Mallar, Walker, Hawes  
Councilors Voting No: None  
Passed*

<u>26-023</u>	<u>ORDINANCE</u>	<i>Amending Chapter 165, Land Development Code, District Map to Re-zone a Property Located at 38 Blue Hill East from Urban Service District to High Density Residential</i>	<b>DEANE</b>
---------------	------------------	---	--------------

**UNFINISHED BUSINESS**  
**ITEM NO.**

**ASSIGNED TO**  
**COUNCILOR**

*Action: Motion made and seconded for Passage  
Vote: 9 – 0  
Councilors Voting Yes: Beck, Carson, Deane, Faloon,  
Fish, Leonard, Mallar, Walker, Hawes  
Councilors Voting No: None  
Passed*

26-024     ORDINANCE     *Amending Chapter 165, Land Development Code, District Map to Re-zone a Property Located at 195 Thatcher Street from Industry and Service District to Urban Industry District*     **FALOON**

*Action: Motion made and seconded for Passage  
Vote: 9 – 0  
Councilors Voting Yes: Beck, Carson, Deane, Faloon,  
Fish, Leonard, Mallar, Walker, Hawes  
Councilors Voting No: None  
Passed*

26-025     ORDINANCE     *Amending Chapter 165, Land Development Code, District Map to Re-zone a Property Located at 557 Hammond Street from Contract Urban Service District to Urban Service District without Contract Conditions*     **WALKER**

*Action: Motion made and seconded for Passage  
Vote: 9 – 0  
Councilors Voting Yes: Beck, Carson, Deane, Faloon,  
Fish, Leonard, Mallar, Walker, Hawes  
Councilors Voting No: None  
Passed*

26-041     RESOLVE     *Authorizing the City Manager to Accept and Appropriate \$243,225 in Grant Funding from the Cole Foundation to Support a Community Paramedicine Program*     **MALLAR**

*Action: Motion made and seconded for Passage  
Passed*

26-042     RESOLVE     *Authorizing the City Manager to Accept and Appropriate \$625 from Maine Health Access Foundation for Bangor Public Health and Community Services' Time and Effort to Provide Technical Assistance*     **DEANE**

*Action: Motion made and seconded for Passage  
Passed*

<b>UNFINISHED BUSINESS ITEM NO.</b>		<b>ASSIGNED TO COUNCILOR</b>
<u>26-043</u>	<u>RESOLVE</u>  <i>Authorizing the City Manager to Accept and Appropriate \$150,000 in Grant Funds from Maine Department of Health and Human Services for an Overdose Response Program</i>  <i>It was previously determined that Councilor Beck has a conflict of interest. Councilor Beck left the room.</i>  <i>Action: Motion made and seconded for Passage Passed</i>  <i>Councilor Beck returned to the meeting.</i>	<b>CARSON</b>
<b>NEW BUSINESS ITEM NO.</b>		<b>ASSIGNED TO COUNCILOR</b>
<u>PUBLIC HEARING:</u>	<i>Application for Special Amusement License of Bangor Motor Inn Corp. d/b/a Bangor Inn and Suites and Conference Center, 701 Hogan Road</i>  <i>Action: Motion made and seconded to Open the Public Hearing Public Hearing Opened Motion made and seconded to Close the Public Hearing Public Hearing Closed Motion made and seconded for Approval Approved</i>	<b>BECK</b>
<u>26-049</u>	<u>ORDER</u>  <i>Appointing Constables for the Year 2026</i>  <i>Action: Motion made and seconded for Passage Motion made and seconded to Amend by Substitution Passed Motion made and seconded for Passage as Amended Passed as Amended</i>	<b>DEANE</b>
<u>26-050</u>	<u>ORDER</u>  <i>Authorizing the City Manager to Negotiate with Sheridan Construction for Construction Manager Services for the Bangor Central Kitchen Project at 50 Cleveland Street</i>  <i>Action: Motion made and seconded for Passage Motion made and seconded to Postpone to the regular City Council meeting on January 12, 2026, at 7:00 PM Passed to Postpone</i>	<b>FALOON</b>

***NEW BUSINESS  
ITEM NO.***

***ASSIGNED TO  
COUNCILOR***

---

***26-060    ORDER            Amending the City of Bangor's Remote Participation Policy            BECK***

*Action: Motion made and seconded for Passage  
Passed*

*ATTEST:   
Lisa J. Goodwin, MMC, City Clerk*

# Resolution

## For Glass-Steagall and a National Bank

**Whereas**, the public credit system designed and carried out by Treasury Secretary Alexander Hamilton laid the basis for America's once-unparalleled industrial power;

**Whereas**, the founding policy of this nation was one of non-interference, and cooperation in progress with all sovereign republics, as stated most forcefully by President Monroe's Secretary of State and successor in the White House, John Quincy Adams;

**Whereas**, the combination of commercial (deposit and lending) banks, with a national bank or national banking system, once effectively created a *credit system* to suppress the dangerous powers of financial speculation, as most recently by President Franklin Roosevelt's Glass-Steagall banking separation act and his use of the Reconstruction Finance Corporation;

**Whereas**, the end of Glass-Steagall in the 1990s allowed an explosion of speculation in financial derivatives contracts and led to the global financial crisis of 2007-08;

**Whereas**, after that global financial crisis, speculation ruled the banking system, with the ratio of loans to deposits in the U.S. banking system falling from its long-term level of approximately 100% down to 60% by 2022, and in the biggest Wall Street banks from 85% down to approximately 40%;

**Whereas**, under Glass-Steagall bank separation, commercial banks are essentially limited to the business of depositary services and lending, and prohibited both from owning, and from lending to funds for the purpose of securities broker-dealing, or dealing in markets for financial derivatives contracts;

**Whereas**, the Federal Reserve feeds speculation rather than lending by commercial bank holding companies, in that it purchases megabanks' securities in exchange for electronic reserves, facilitating further securities dealing by those banks;

**Whereas**, the Federal Reserve itself, with unlimited liquidity, does no lending at all except to these megabanks;

**Whereas**, the economy, in order to recover its powers of industrialization and technological advance, lacks and needs *credit* for infrastructure projects, reindustrialization, and participation in economic development projects abroad;

**Whereas**, a national bank can accomplish this by credit issued through a *capital budget*, enabling far more funding than can be accomplished by Federal spending;

**Therefore:**

We, \_\_\_\_\_,

support the rechartering of the Federal Reserve as a Bank of the United States for Infrastructure and Manufactures; and support the re-enactment of a Glass-Steagall bank separation act to dry out massive debt speculations by banks and "private credit," and prepare the way for the return to a Hamiltonian credit system.

---



**CITY COUNCIL ACTION**

01/12/2026 26-061

Council Meeting Date: 01/12/2026

Item No: 26-061

Responsible Dept: Legal

Requested Action: Order

Map/Lot: R34-030-B

**Title, Order**

Authorizing the Execution of a Municipal Quitclaim Deed for Real Estate Located at 541 Kenduskeag Avenue

**Summary**

This Order will authorize the execution of a municipal quitclaim deed for real estate located at 541 Kenduskeag Avenue. Sewer liens have matured on the property owned by Fieldstone Realty LLC, at 541 Kenduskeag Avenue. The outstanding charges due the City have been paid. Because the liens matured, a municipal quitclaim deed is required to release the City's interest in the property.

**Committee Action**

Committee:

Action: Recommend for passage

Meeting Date: 01/12/2026

For:

Against:

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** Consent



## **CITY OF BANGOR ORDER**

---

01/12/2026 26-061

Date: 01/12/2026

Item No: 26-061

Assigned to Councilor: Mallar

Authorizing the Execution of a Municipal Quitclaim Deed for Real Estate Located at 541 Kenduskeag Avenue

Be it Ordered by the City Council of the City of Bangor that, Stephanie Kimball, Finance Director, is hereby authorized, on behalf of the City of Bangor, to execute a Municipal Quitclaim Deed releasing any interest the City may have by virtue of sewer liens recorded in the Penobscot County Registry of Deeds in Book 15358, Page 13. Said deed shall be directed to Fieldstone Realty, LLC and shall be in final form approved by the City Solicitor or the Assistant City Solicitor.



**CITY COUNCIL ACTION**

01/12/2026 26-062

Council Meeting Date: 01/12/2026

Item No: 26-062

Responsible Dept: City Clerk

Requested Action: Order

Map/Lot: N/A

**Title, Order**

Appointing Constables for the Year 2026

**Summary**

This Order will appoint Nanci Hamlin and Wendy Martin as constables at the Airport for the year 2026. This action is in accordance with state law to enforce City ordinances and City Constables shall not be allowed to carry a weapon, concealed or unconcealed, in the performance of their duties.

**Committee Action**

Committee:

Action: Recommend for passage

Meeting Date:

For:

Against:

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** Consent



**CITY OF BANGOR ORDER**

---

01/12/2026 26-062

Date: 01/12/2026

Item No: 26-062

Assigned to Councilor: Fish

Appointing Constables for the Year 2026

Be it Ordered by the City Council of the City of Bangor that, Nanci Hamlin and Wendy Martin are hereby appointed as Constables for the Airport for the Year 2026.



**CITY COUNCIL ACTION**

01/12/2026 26-063

Council Meeting Date: 01/12/2026

Item No: 26-063

Responsible Dept: Planning

Requested Action: Order

Map/Lot: N/A

**Title, Order**

Accepting the 2025 Annual Report from Historic Preservation Commission

**Summary**

This Order authorizes the acceptance of the 2025 annual report from the Historic Preservation Commission. The City of Bangor's Historic Preservation Commission is required to submit an annual report of its historic preservation efforts and activities to the Maine Historic Preservation Commission (MHPC). The report contains the information required by the MHPC.

The report was presented at the Business and Economic Development Committee meeting on January 5, 2026.

**Committee Action**

Committee: Business & Economic Development Committee

Meeting Date: 01/05/2026

Action: Recommend for passage

For: 5

Against: 0

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** Consent



## **CITY OF BANGOR ORDER**

---

01/12/2026 26-063

Date: 01/12/2026

Item No: 26-063

Assigned to Councilor: Leonard

Accepting the 2025 Annual Report from Historic Preservation Commission

WHEREAS, the Historic Preservation Commission is charged by the City Council with preparing and submitting an annual report to the City Council outlining its activities; and

WHEREAS, the City of Bangor is a Certified Local Government at the Maine Historic Preservation Commission; and

WHEREAS, the Maine Historic Preservation Commission also requires an annual report of the Commission activities.

Be it Ordered by the City Council of the City of Bangor that the 2025 Annual Report from the Historic Preservation Commission is hereby accepted.



## CITY OF BANGOR

PLANNING DIVISION

# COMMUNITY & ECONOMIC DEVELOPMENT

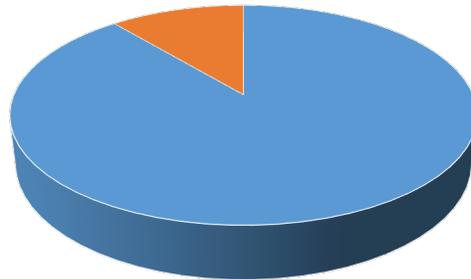
26-063  
JANUARY 12, 2026

### HISTORIC PRESERVATION COMMISSION 2025 Accomplishments: January 1, 2025 – December 31, 2025

#### Highlights:

- ❑ The Commission issued a total of 9 actions in the form of decisions and recommendations.
- ❑ West Broadway had the most actions with 2 applications considered.
- ❑ The majority of the Commission's agenda time was dedicated to Certificates of Appropriateness.
- ❑ The Commission met for a cumulative 19 hours and 48 minutes.
- ❑ Began collaboration with staff and members of the public to propose amendments to the Historic Preservation Code.
- ❑ Completed Phase IV of historic architectural survey – surveyed additional areas outside historic districts (State Street, Tree streets, Bangor grange, parks)

Historic Preservation Commissions Actions January 2025 - December 2025



■ Certificates of Appropriateness   ■ Design Reviews

#### Commission Members:

Edmund Chernesky, Chair  
Liam Riordan, Vice Chair  
Nathaniel King  
Rebecca Krupke

Anne Marie Quin  
Peter Keebler, Alternate  
Matthew Weitkamp, Alternate

Mike Pullen, Consultant



**CITY COUNCIL ACTION**

01/12/2026 26-064

Council Meeting Date: 01/12/2026

Item No: 26-064

Responsible Dept: Planning

Requested Action: Order

Map/Lot: N/A

**Title, Order**

Accepting the 2025 Annual Report from the Planning Board

**Summary**

This Order will authorize the acceptance of the annual report of the Planning Board for 2025. The City of Bangor's Planning Board is required to submit an annual report of its work to the City Council. The report contains information on the types of permits issued, the amount of agenda time dedicated to different permits, statistics, and general highlights.

The report was presented at the Business and Economic Development Committee meeting on January 5, 2026.

**Committee Action**

Committee: Business & Economic Development Committee

Meeting Date: 01/05/2026

Action: Recommend for passage

For: 5

Against: 0

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** Consent



## **CITY OF BANGOR ORDER**

---

01/12/2026 26-064

Date: 01/12/2026

Item No: 26-064

Assigned to Councilor: Faloon

Accepting the 2025 Annual Report from the Planning Board

WHEREAS, the Planning Board is charged by the City Council with preparing and submitting an annual report to the City Council outlining its activities; and

WHEREAS, the City of Bangor Planning Board is entrusted under the state statute to review certain permits, zoning, and the Comprehensive Plan.

Be it Ordered by the City Council of the City of Bangor that the 2025 Annual Report from the Planning Board is hereby accepted.



# COMMUNITY & ECONOMIC DEVELOPMENT

**CITY OF BANGOR**

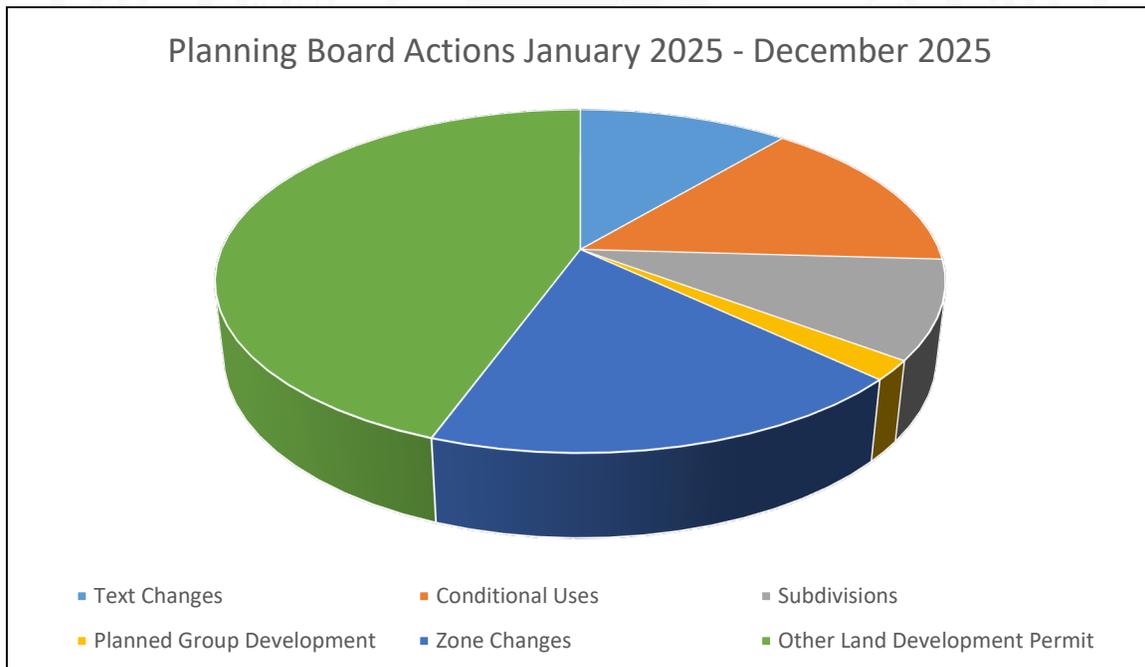
PLANNING DIVISION

## PLANNING BOARD

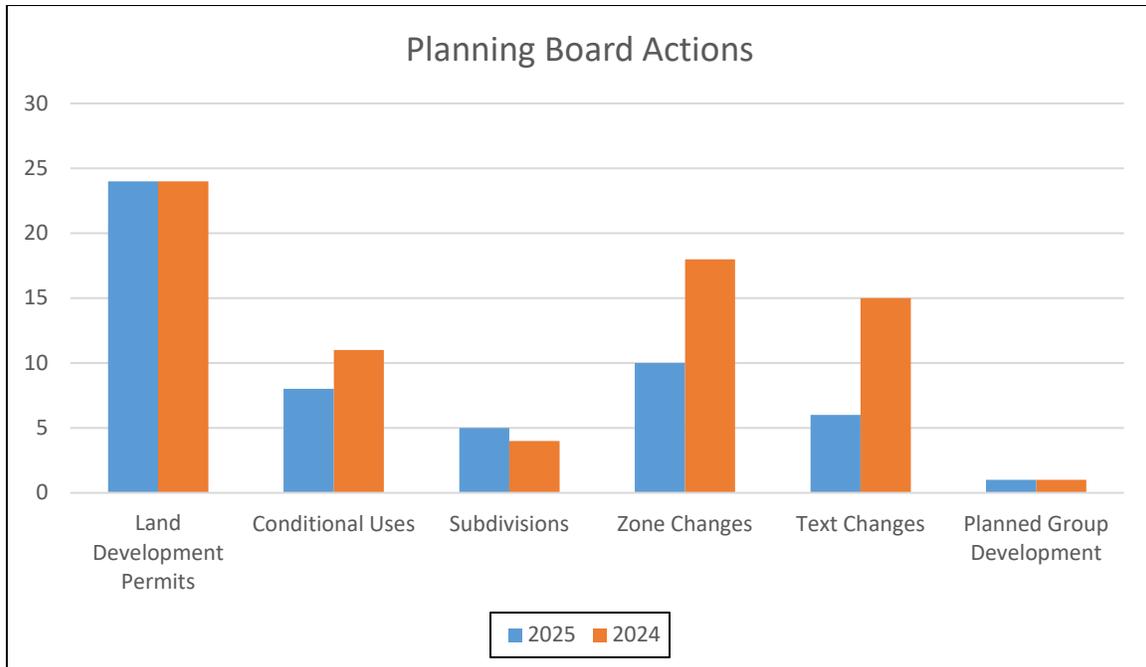
2025 Annual Report: January 1, 2025 – December 31, 2025

### Highlights:

- The Board issued a total of 54 actions in the form of decisions and recommendations.
- The Board approved 72 units of housing.
- 227,788 sqft of commercial/institutional floor area was approved
- Broadway had the most actions with 5 applications considered.
- More than half of Board agenda time was dedicated to development proposals.
- The Planning Board met for a cumulative 20 hours and 22 minutes.
- Received and provided feedback on the technical approaches report for the Land Development Code re-write (Blueprint Bangor)



## City of Bangor Planning Division



### Land Development Code Changes

- Added a General Public Safety use to the Airport Development District
- Clarified certain requirements for Land Development Permits
- Added flexibility to the reconstruction requirements for existing manufactured home parks constructed prior to 1971
- Removed limitations on number and square footage of temporary commercial vendors in the Waterfront Development District
- Added, as a conditional use on major arterial streets only, private schools, training facilities, and recreational uses to the Rural Residence & Agriculture District
- Approved 3 zoning map amendments to higher density residential zones

### Board Members:

Reese Perkins, Chair  
Jonathan Boucher, Vice Chair  
Ted Brush  
Trish Hayes  
Ken Huhn  
Janet Jonas  
Michael Bazinet  
Justin Cartier, Associate



**CITY COUNCIL ACTION**

01/12/2026 26-065

Council Meeting Date: 01/12/2026

Item No: 26-065

Responsible Dept: Planning

Requested Action: Order

Map/Lot: N/A

**Title, Order**

Accepting the 2025 Annual Report from the Penjajawoc Marsh/Bangor Mall Management Commission

**Summary**

This Order authorizes the acceptance of the annual report of the Penjajawoc Marsh/Bangor Mall Management Commission for 2025. The City of Bangor's Penjajawoc Marsh/Bangor Mall Management Commission is required to submit an annual report of its work to the City Council. The report contains information on development projects reviewed and other projects discussed by the Commission.

The report was presented at the Business and Economic Development Committee meeting on January 5, 2026.

**Committee Action**

Committee: Business & Economic Development Committee

Meeting Date: 01/05/2026

Action: Recommend for passage

For: 5

Against: 0

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** Consent



## **CITY OF BANGOR ORDER**

---

01/12/2026 26-065

Date: 01/12/2026

Item No: 26-065

Assigned to Councilor: Leonard

Accepting the 2025 Annual Report from the Penjajawoc Marsh/Bangor Mall Management Commission

WHEREAS, the Penjajawoc Marsh/Bangor Mall Management Commission is charged by the City Council with preparing and submitting an annual report to the City Council outlining its activities; and

WHEREAS, the Penjajawoc Marsh/Bangor Mall Management Commission is entrusted under the City's Code of Ordinances to review and provide recommendations on certain development permits and to develop recommendations on management of the Penjajawoc Stream and Marsh.

Be it Ordered by the City Council of the City of Bangor that the 2025 Annual Report from the Penjajawoc Marsh/Bangor Mall Management Commission is hereby accepted.



## CITY OF BANGOR

PLANNING DIVISION

# COMMUNITY & ECONOMIC DEVELOPMENT

26-065  
JANUARY 12, 2026

### **PENJAJAWOC MARSH/BANGOR MALL MANAGEMENT COMMISSION 2025 Accomplishments: January 1, 2025 – December 31, 2025**

#### **Highlights:**

- The Commission reviewed and issued recommendations for 1 land development project within the Penjajawoc Marsh Overlay Zone.**
- Discussed how recommendations for previous development projects had been implemented**

#### **Commission Members:**

Tristin Friend

Bobbi Hosmer

Roger Applegate

Brandon Keim

Jane Bragg

David Lamon

Sandi McRae Duchesne



REFERRALS TO  
COMMITTEES  
& FIRST READING



UNFINISHED  
BUSINESS



**CITY COUNCIL ACTION**

12/22/2025 26-050

Council Meeting Date: 12/22/2025

Item No: 26-050

Responsible Dept: Community & Economic Development



Requested Action: Order

Map/Lot: R25-035

**Title, Order**

Authorizing the City Manager to Negotiate with Sheridan Construction for Construction Manager Services for the Bangor Central Kitchen Project at 50 Cleveland Street

**Summary**

If approved, the Order will authorize the City Manager, and/or her designee, to negotiate a contract for Construction Manager Services for the Bangor Central Kitchen project with Sheridan Construction to oversee the full execution of the project, including demolition, site work, and new building construction, in accordance with the approved design and all federal and local requirements.

This project will involve the demolition of the existing 18,167-square-foot structure at 50 Cleveland Street, formerly the Officer's Club on the former Dow Air Force Base and the construction of a new prefabricated metal building of approximately 18,000 square feet, designed to house a commercial kitchen incubator serving the Greater Bangor region.

The Central Kitchen will support shared-use food production space, entrepreneurship, education, and community events. It represents a key public investment in local food infrastructure and small business development.

The City received seven (7) proposals to the RFP and after careful review of experience, capacity, and overall fit, staff's recommendation is to enter into negotiations with Sheridan Construction. Sheridan Construction has an outstanding reputation and proven track record and specialists of pre-fabricated metal buildings.

This item was reviewed and recommended for approval at the Business and Economic Development Committee meeting on December 15, 2025.

**Committee Action**

Committee: Business & Economic Development Committee

Meeting Date: 12/15/2025

Action: Recommend for passage

For: 5

Against: 0

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** Consent



## **CITY OF BANGOR ORDER**

---

12/22/2025 26-050

Date: 12/22/2025

Item No: 26-050

Assigned to Councilor: Faloon

Authorizing the City Manager to Negotiate with Sheridan Construction for Construction Manager Services for the Bangor Central Kitchen Project at 50 Cleveland Street

Be it Ordered by the City Council of the City of Bangor that the City Manager, or designee, are hereby authorized to negotiate for Construction Manager Services for the Bangor Central Kitchen project with Sheridan Construction to oversee the full execution of the project, including demolition, site work, and new building construction at 50 Cleveland Street in accordance with the approved design and all federal and local requirements.



**CITY COUNCIL ACTION**

---

Council Meeting Date: December 22, 2025

Item No: 26-058

Responsible Dept: Planning

Action Requested: Ordinance

Map/Lot: n/a

**Title, Ordinance**

---

Amending the Land Development Code, Section 165-13 Definitions to Remove Ohio Street and State Street from the Minor Arterial Street Definition and Add Ohio Street to the Major Arterial Definition

**Summary**

---

The Land Development Code currently defines certain streets as either major or minor arterial streets. The criteria for major arterials are that they are "highways of regional significance with average annual daily traffic in excess of 10,000 vehicles and containing more than two lanes in at least some sections". Ohio Street and State Street are included as minor arterials even though they meet some or all of the criteria of major arterials. State Street appears to be erroneously included as a minor arterial since it is also listed as a major arterial.

Not being listed as a major arterial impacts the land uses that can be developed on Ohio Street since quite a few uses are limited to major arterials. These land uses typically make sense on Ohio, but are currently prohibited from being there. These discrepancies present a barrier for future development and don't align with the City's Comprehensive Plan.

This amendment would remove Ohio Street and State Street from the minor arterial category and add Ohio Street to the major arterial category.

**Committee Action**

---

Committee: Planning Board

Meeting Date: 1/6/2025

Action:

For:

Against:

**Staff Comments & Approvals**

---

City Manager  
Director

City Solicitor

Finance

**Introduced for:** First Reading



## CITY COUNCIL ORDINANCE

---

Date: December 22, 2025

Assigned to Councilor: Carson

**ORDINANCE**, Amending the Land Development Code, Section 165-13 Definitions to Remove Ohio Street and State Street from the Minor Arterial Street Definition and Add Ohio Street to the Major Arterial Definition.

**Whereas**, the Land Development Code currently defines certain streets as either major or minor arterial streets;

**Whereas**, Ohio Street and State Street are included as minor arterials even though they meet some or all of the criteria of major arterials, and State Street appears to be erroneously included as a minor arterial since it is also listed as a major arterial;

**Whereas**, not being listed as a major arterial impacts the land uses that can be developed on Ohio Street since quite a few uses are limited to major arterials;

**Whereas**, this amendment would remove Ohio Street and State Street from the minor arterial category and add Ohio Street to the major arterial definition;

**Be it Ordered by the City Council of the City of Bangor that,**

The Land Development Code shall be amended as shown below:

### § 165-13 Definitions.

...

#### **STREET, MAJOR ARTERIAL**

Generally, a highway of regional significance with average annual daily traffic in excess of 10,000 vehicles and containing more than two lanes in at least some sections. Specifically, the following streets are to be considered major arterial streets in Bangor: Broadway, Hammond Street, Hogan Road, Main Street, Odlin Road, State Street, Stillwater Avenue, Ohio Street, and Union Street.

#### **STREET, MINOR ARTERIAL**

Generally, a street providing service for trips of moderate length, serving smaller geographic areas than major arterial streets, and offering connectivity to major arterial streets. Specifically, the following streets are to be considered minor arterial streets in Bangor: Mount Hope Avenue, Essex Street, Griffin Road, Kenduskeag Boulevard, ~~Ohio Street, State Street~~, Maine Avenue, and Fourteenth Street.

Additions underlined, deletions ~~struck through~~



# COMMUNITY & ECONOMIC DEVELOPMENT

## CITY OF BANGOR

---

PLANNING DIVISION

### Memorandum

**To:** Honorable Bangor City Council  
Carollynn Lear, City Manager

**From:** Anja Collette, AICP, Planning Officer

**Date:** January 7, 2026

**CC:** Courtney O'Donnell, Assistant City Manager  
David Szewczyk, City Solicitor  
Anne Krieg, AICP – Director of Community & Economic Development

**Re:** Planning Board Recommendation January 6, 2026  
Amending Chapter 165, Land Development Code, by Removing Ohio Street and State Street from the Minor Arterial Street definition and adding Ohio Street to the Major Arterial definition

---

Please accept this memorandum as the recommendation from the Planning Board for the noted item. The Planning Board considered this item in a noticed public hearing on January 7, 2026.

The meeting was conducted in the Council Chambers at City Hall and on Zoom. Members in attendance in the Chambers were Chair Jonathan Boucher, Vice Chair Janet Jonas, and Members Trish Hayes, Ted Brush, Ken Huhn, Ross Whitford, and Greg Hobson, as well as Associate Member Justin Cartier.

Planning Officer Collette reviewed a presentation on the proposed amendments. Key points that were made are as follows:

- This change does not mean that Ohio Street would be physically changing. There are no plans to widen Ohio Street or otherwise physically make it into a higher capacity road.
- The current zoning, current water and sewer infrastructure, and the growth boundary and future land use plan in the Comprehensive Plan are the controlling factors on what types of development might be allowed and where infrastructure would be extended.
  - Water and sewer infrastructure are also controlling factors on the intensity of development that can go on a site
  - Outer Ohio Street is outside the growth boundary and designated as rural residential in the future land use plan; the Comprehensive Plan states that water and sewer infrastructure will be limited to within the growth boundary
  - Only a few uses would be allowed by this change in the Rural Residential and Agricultural zone, such as direct farm sales and places of worship
- Many of the uses affected by this change are conditional uses, where the Planning Board has discretion to decide whether the traffic impacts of a project are too great and whether the intensity and scale of a proposed use fits in with the neighborhood
- Where there are existing uses along Ohio Street that are currently prohibited by the Code because Ohio Street isn't a major arterial, these may be legally non-conforming; therefore, redevelopment or expansion is limited and these types of uses could not be newly constructed on a site

CITY OF BANGOR PLANNING DIVISION  
PLANNING BOARD RECOMMENDATION TO CITY COUNCIL 1.6.2026  
**Land Development Code – Arterial Definition Change**

From the staff memo:

- A. This amendment would remove Ohio Street and State Street from the minor arterial street category and add Ohio Street to the major arterial category in the Land Development Code.
- B. The criteria for major arterials are that they are “highways of regional significance with average annual daily traffic in excess of 10,000 vehicles and containing more than two lanes in at least some sections”. Ohio Street and State Street are included as minor arterials even though they meet some or all of the criteria of major arterials. State Street appears to be erroneously included as a minor arterial since it is also listed as a major arterial.
- C. Not being listed as a major arterial impacts the land uses that can be developed on Ohio Street since quite a few uses are limited to major arterials. These land uses typically make sense on Ohio, but are currently prohibited from being there. These discrepancies present a barrier for future development and don't align with the City's Comprehensive Plan.
- D. The proposed change would introduce new uses to Ohio Street, depending on the zoning. The following is a list of uses that are restricted to major arterials in certain zones, along with the zones that restrict them in this way.
  - i. Nursing homes: URD-1, URD-2, LDR, HDR
  - ii. Boarding homes: URD-1, URD-2, LDR, HDR, RR&A
  - iii. Offices and community service organizations: M&SD
  - iv. Hospitals: G&ISD
  - v. Medical offices and clinics: G&ISD
  - vi. Large landscaping service businesses: RR&A
  - vii. Places of worship: URD-1, URD-2, LDR, HDR, RR&A
  - viii. Sales of farm products: RR&A
  - ix. Chemical dependency treatment facilities: G&ISD
  - x. Private schools, training facilities, and recreational uses: RR&A
  - xi. Secure Level IV residential care facility: G&ISD
- E. This is a reminder that the Planning Board's action on Land Development Code amendments takes the form of a recommendation to City Council. The motion is constructed to recommend to the City Council that the proposed amendment ought to pass or ought not to pass. If the Board votes that it ought to pass, then the Council needs a majority to pass the amendment. If the Board votes that it ought not to pass, then the Council needs a super majority (2/3 vote) to pass the amendment.

Many members of the public commented in opposition to the change, stating concerns such as allowing more commercial development along Ohio Street and associated traffic impacts, impacts on the rural area of outer Ohio Street, questions about the potential new uses that would be allowed and why some of the uses that are listed under this change are already on Ohio Street, and comments on why they felt that Ohio Street did not meet the definition of major arterial.

CITY OF BANGOR PLANNING DIVISION  
PLANNING BOARD RECOMMENDATION TO CITY COUNCIL 1.6.2026  
**Land Development Code – Arterial Definition Change**

Planning Officer Collette reiterated the points made during the presentation.

Member Jonas asked for confirmation that this amendment wouldn't change the zoning and that if someone wanted to do a more intense commercial use like a Walgreens, they would have to do a zone change. Collette confirmed this and stated that there is not currently the type of commercial zoning along Ohio Street that would allow intense commercial development such as strip malls and big box stores.

Associate Member Cartier asked if this was being proposed as a way for the City to allow more chemical dependency treatment facilities along Ohio Street. Collette stated that it was not and that that use would only be allowed in the G&ISD (Government & Institutional Service District) zone, which is only present in a few pockets along Ohio Street. Collette further stated that if someone wanted to put that use in a place along Ohio Street that is not currently zoned G&ISD, they would have to come to the City for a zone change.

Cartier further asked for the reason why this was being proposed. Collette stated that a party was interested in placing a recreation center along Ohio Street near Penobscot Christian School, but also that staff felt this change would be beneficial to other uses such as working farms, as well as currently legally non-conforming uses, such as some places of worship and nursing homes.

Chair Boucher stated that he felt this was largely a clerical change that would result in bringing some properties into conformity. Boucher asked for clarification about the process for a non-conforming use to come into conformity, whether they would need a zone change, and whether that would be spot zoning. Collette provided clarification on legal versus illegal spot zoning.

Cartier talked about the difference in feel between State Street and Ohio Street. Boucher clarified the difference between how the streets are defined and their urban or rural feel, stating that some major arterials also transition into rural, undeveloped areas.

Member Huhn moved to recommend to City Council that the proposed amendments ought to pass. Member Jonas seconded the motion. Members Brush, Huhn, Jonas, and Whitford voted no because they felt that Ohio Street did not meet the criteria for a major arterial street. Chair Boucher and Members Hayes and Hobson voted yes.

The result of the vote is that a majority of Planning Board members voted to recommend that the proposed amendments ought **not** to pass.

Anja Collette

---

**Re: Ohio St**

---

**From** J WC <jwcoleman44@gmail.com>

**Date** Mon 12/29/2025 9:41 AM

**To** Collette, Anja <anja.collette@bangormaine.gov>

**Cc** Warren, David <david.warren@bangormaine.gov>; England, Katy <katy.england@bangormaine.gov>; Lear, Carolynn <carolynn.lear@bangormaine.gov>; O'Donnell, Courtney <courtney.odonnell@bangormaine.gov>; Altiero, Matthew <Matthew.Altiero@bangormaine.gov>

**WARNING: EXTERNAL EMAIL** - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.

To All Responding,

Thank you sincerely for your replies. My husband and I understood the mailing differently. Your clarification is reassuring.

We appreciate taking time from your busy days to address our concerns.

Looking forward to hearing more on January 6th.

Best,

Jenny Coleman

On Mon, Dec 29, 2025 at 9:34 AM Collette, Anja <[anja.collette@bangormaine.gov](mailto:anja.collette@bangormaine.gov)> wrote:

Hi Jenny, thank you for your comments. They will be sent to Planning Board and Council. I would like to add further clarification to what David said though in that this is not a proposal to physically change Ohio Street. It is just a change in how Ohio Street is categorized in the Land Development Code. There is no proposal to widen Ohio or otherwise turn it into a multi-lane byway. It is also not a proposal to add any particular business or land use to the area. The change would only make it so that certain uses in certain zones would be allowed on Ohio Street.

Let me know if you have any more questions,



**CITY OF BANGOR**

**Anja Collette, AICP**

***Planning Officer***

*Community & Economic Development*

*Planning Division*

73 Harlow Street

Bangor, ME 04401

[anja.collette@bangormaine.gov](mailto:anja.collette@bangormaine.gov)

Phone: 207.992.4280

---

**From:** Warren, David <[david.warren@bangormaine.gov](mailto:david.warren@bangormaine.gov)>

**Sent:** Wednesday, December 24, 2025 9:54 AM

**To:** J WC <[jwcoleman44@gmail.com](mailto:jwcoleman44@gmail.com)>; CityManager-WWW <[city.manager@bangormaine.gov](mailto:city.manager@bangormaine.gov)>

**Subject:** RE: Ohio St

Ms. Coleman

Thank you for your email and providing your concerns; the City Manager and Assistant City Manager are in receipt of your correspondence. Your email also will be shared with Planning staff. Please be aware that the intent is not to rezone any portion of Ohio Street. Rather, it's to propose changes to the definition of major and minor arterial streets in the Land Development Code, and list those City streets that adhere to those definitions.

Should it be helpful, please review the last two pages of the attached packet. Those two pages are a memo staff provided to Councilors and might provide some helpful background. Thank you again for forwarding your concerns. Your feedback is appreciated.



**David Warren**

*Administrative and Communications Manager*

*City Manager's Office*

*73 Harlow St.*

*Bangor, Maine 04401*

Office: 207-992-4204

Cell: 806-640-7975

[www.bangormaine.gov](http://www.bangormaine.gov)



---

**From:** J WC <[jwcoleman44@gmail.com](mailto:jwcoleman44@gmail.com)>  
**Sent:** Monday, December 22, 2025 6:31 PM  
**To:** CityManager-WWW <[city.manager@bangormaine.gov](mailto:city.manager@bangormaine.gov)>  
**Subject:** Re: Ohio St

**WARNING: EXTERNAL EMAIL** - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.

Dear City Manager/Council,



My name is Jenny Coleman. I live at 261 Ohio St, Bangor. We just received a mailing today proposing the rezoning of Ohio St. into a "major arterial center."

This is a horrible idea.

I will be present at the meeting on January 6, but I'm very shaken by the letter and maps we received. To live on Ohio St., AS IS, at least in our area, is a lesson in defensive driving, home security, surprise yard trash removal, and loud street vernacular. I cannot see how—

1. Extending Ohio St. into a multi-lane byway will do anything besides increase the already congested and Speedway 95 -level driving speeds
2. Potentially adding chemical dependency residences and/or minimum security type halfway houses will do anything but ruin the lives of current, tax-paying residents
3. Adding businesses to an already deeply crowded and grim parking situation will do ANYTHING but promote more congestion and potential accidents/traffic/pedestrian fatalities (just today, our driveway was blocked by a Sysco truck delivering to the old children's home, and I had a doctor's appointment—see attached)
4. Clotting up this area with more businesses, multi-tenant residences, and traffic will do anything but further reduce property value for those of us who will be forced to leave if this is pushed through
5. Turning this area into a "major artery" will do anything but destroy the beauty of historic landmarks such as The Standpipe, nearby cemeteries, and the Kenduskeag Stream area.

It seems to me that Bangor is rapidly, potentially, in danger of becoming an overpopulated, expensive, half-gentrified/half-falling-apart city like Portland. Is that the goal? To destroy everything that makes the Queen City special? If so, why? Are we that desperate to spend money foolishly? In its frantic efforts toward the same, cities like Portland have instead widened the caste system gaps into chasms, rendering Portland unlivable for any but the very rich, and very poor. The rest of us—the workers, the middle class— pay dearly.

Bangor is better than this. I believe in Bangor. I've lived here, worked here, graduated from high school here— and then from UMO. My family: the same. We are teachers, coaches, pastors, business owners. We are Bangor.

This is my home.

I can think of MULTIPLE, pre-zoned areas in Bangor with buildings already built, begging for repurpose—Dorothea Dix, for one. There is land on Griffin Road prime for development. There are

empty and/or failing malls and established business districts ripe for overhauling. Why, WHY pour untold millions of dollars into ruining the lives of Ohio St. residents, starting from scratch, when so many buildings already standing could easily be used? I don't get it.

See you all on January 6.

Respectfully, but with great concern,

Jenny Coleman

January 3, 2026

Dear Justin Cartier, Ross Thomas Whitford, Greg Hobson, Jonathan Boucher, Kenneth Huh, Patricia Hayes, Janet Sanborn Jonas, and Edwin Brush:

We formally object to the proposal to reclassify Ohio Street from a minor arterial to a major arterial, specifically regarding the section from Davis Road to the Glenburn line. Currently, this portion of Ohio Street lacks the infrastructure necessary to sustain the increased demands and traffic volume of a major arterial classification.

The existing roadway is excessively narrow and lacks shoulders. Furthermore, the presence of deep drainage ditches on both sides of the street creates significant topographical constraints, making it physically impossible to widen the road to accommodate increased traffic volume or heavy equipment.

Additionally, this area lacks municipal water and sewer services; residents currently rely on private wells and septic systems. Increasing traffic volume and the intensity of use associated with a major arterial poses significant risks to our private utilities and local groundwater. Furthermore, this reclassification would significantly alter the residential character of our neighborhood and lead to a decrease in our property values.

The impact of this change would extend beyond Ohio Street itself, negatively affecting the small residential streets that branch off it. Increasing the capacity of Ohio Street will inevitably lead to increased congestion and cut-through traffic on these side streets, compromising the safety and quiet of our community.

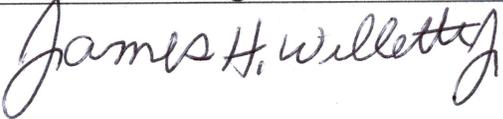
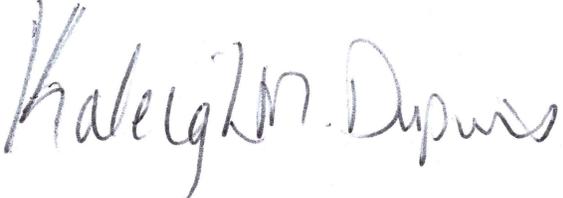
Finally, we believe this type of proposed development contributes to urban sprawl, which continues to plague communities by stretching city resources and destroying established residential environments. There are numerous underutilized locations within the city that already possess the necessary infrastructure to accommodate this level of development. We urge the city to prioritize "in-fill" development in those areas rather than expanding arterial capacity into our neighborhood.

Thank you for your consideration on this matter.

Signature	Printed Name and Address
	Mary Tedesco-Schnack 2078 Ohio St. Bangor, ME 04401
	John Schnack 2078 Ohio St. Bangor, ME 04401



Signature	Printed Name and Address
Lisa R. Miriam	Lisa R. Miriam 2413 Ohio St Bangor ME 04401
[Handwritten Signature]	PJ 6011060@msu.com
Scott Macdonald	2176 Ohio St Bangor, ME 04401
John Dionne	2145 Ohio St Bangor ME 04401
Carolyn Sprague	2126 Ohio St. Bangor ME 04401
Mike Hopkins	Mike Hopkins

Signature	Printed Name and Address
	20180 hwy st Bangor, ME
	2004 OHIO ST Bangor ME 04401
	1973 Ohio St Bangor ME 04401
	2015 Ohio St. Bangor, Maine 04401
	1672 Ohio St Bangor, ME 04401
	1672 OHIO ST Bangor ME
	2100 Ohio Street Bangor, ME

---

**Re: Letter regarding changing Ohio Street from a Minor Arterial to a Major Arterial**

---

**From** Collette, Anja <anja.collette@bangormaine.gov>

**Date** Mon 1/5/2026 9:06 AM

**To** Mary Tedesco-Schneck <marytedescoschneck@gmail.com>; Planning-WWW <planning@bangormaine.gov>

Hello and thank you for your comments; they will be sent to the Planning Board. However, I did want to clarify a few things. This proposal does not result in a physical alteration of Ohio Street. There are no plans to physically expand or change Ohio Street into being a higher capacity road. This is just a change in definitions, which would allow some uses to be present in some zones on that road. In you and your neighbors' particular section, all of the area along Ohio is zoned Rural Residence and Agricultural. This means that the new uses that would be allowed by this change would be the sale of farm products, places of worship, large landscaping service businesses, boardinghouses, and the combined use of private schools, training facilities, and recreational uses.

Additionally, the area past Davis Road to the Glenburn line is outside of the growth boundary designated in the 2022 Comprehensive Plan and is designated as "rural residential" in the future land use plan. This significantly limits the intensity of development that would be allowed in that area. You can view the Comprehensive Plan at this link:

<https://bangormaine.gov/DocumentCenter/View/1467/Comprehensive-Plan-PDF>.

Please let me know if you have any questions.

Best regards,



**CITY OF BANGOR**

**Anja Collette, AICP**

*Planning Officer*

*Community & Economic Development*

*Planning Division*

73 Harlow Street

Bangor, ME 04401

[anja.collette@bangormaine.gov](mailto:anja.collette@bangormaine.gov)

Phone: 207.992.4280

---

**From:** Mary Tedesco-Schneck <marytedescoschneck@gmail.com>

**Sent:** Sunday, January 4, 2026 6:19 PM

**To:** Planning-WWW <planning@bangormaine.gov>

**Subject:** Letter regarding changing Ohio Street from a Minor Arterial to a Major Arterial

**WARNING: EXTERNAL EMAIL** - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.

Dear Planning Board:

Please find attached a letter from the residence of Ohio St Between Davis Road and the Glenburn border in opposition of the proposed change to Ohio Street.

Thank you

Mary Tedesco-Schneck

**Geoffrey Forney  
2100 Ohio Street  
Bangor, ME 04401  
forneygeoffrey@gmail.com**

January 5, 2026

Via Email (planning@bangormaine.gov)

Bangor City Planning Board

73 Harlow Street

Bangor, ME 04401

**RE: Opposition to Proposal to Define Ohio Street as a Major Arterial Street**

Dear Planning Board:

I am the record owner of the residential property located at 2100 Ohio Street, which is also my full-time residence. According to the Planning Board's notice, dated December 18, 2025, it proposes to include Ohio Street within the definition of "Street, Major Arterial" in the Land Development Code. I write in opposition to that proposed change. This opposition is submitted on my own behalf. I do not represent any other person or association in this matter.

Generally, Ohio Street does not satisfy the definition of "Street, Major Arterial" under the Land Development Code because it does not meet the two required conditions for classification as a "Street, Major Arterial." *See* Bangor Code § 165-13. Ohio Street does not meet the traffic volume requirement and is not suitable for vehicular traffic levels expected of a major arterial street with more than two travel lanes. Those points are especially pertinent to the portion of Ohio Street outside the growth boundary (as defined by the comprehensive plan).

The proposed change in definition is also inconsistent with the 2022 Comprehensive Plan. It appears the proposed change is the first step in a long-term plan to allow commercial and high-density residential development along Ohio Street, which is not practically workable on the portion of Ohio Street from Davis Road to Glenburn. That portion of Ohio Street is outside the designated growth boundary and lacks public sewer and water services. The road has only two lanes, lacks sidewalks, and has a narrow shoulder. It cannot accommodate high levels of vehicular traffic and is not suitable for pedestrian use. As such, additional commercial and residential development along that portion of Ohio Street (outside the growth boundary) would require significant infrastructure investment by the City to extend and maintain public services. However, those required investments are inconsistent with the comprehensive plan, which prioritizes maintaining and improving existing infrastructure with a focus on developing areas already serviced by public utilities within the growth boundary.

## A. The Proposed Change in Definition is Inconsistent with the Code

Ohio Street is currently defined as a “Street, Minor Arterial,” *see* Bangor Code § 165-13, which is consistent with its size and the small volume of traffic it can accommodate. The Planning Board should reject the proposal to change that definition because Ohio Street does not satisfy the two conditions for classification as a major arterial street.

The Code defines major arterial street as: “Generally, a highway of regional significance with average annual daily traffic in excess of 10,000 vehicles and containing more than two lanes in at least some sections.” Bangor Code § 165-13 (emphasis added). Neither condition applies to Ohio Street. First, according to the most recent yearly traffic count conducted by the Maine Department of Transportation (DOT), one of the most utilized portions of Ohio Street at Griffin Road has an Annual Average Daily Traffic (AADT) volume of 9,660. *See* Exhibit A.<sup>1</sup> The AADT along Ohio Street at Davis Road is only 1,770. *Id.*<sup>2</sup> Thus, Ohio Street fails to satisfy the first required condition of a “Street, Major Arterial.”

Second, Ohio Street does not contain more than two lanes, as required to meet the second condition of the definition. Ohio Street has short turning lanes at some intersections, but those do not satisfy the more than two-lane requirement. Although the Code does not define “lane,” interpreting that term to mean “travel lane” is consistent with the relevant zoning principles and objectives. *See Day v. Town of Phippsburg*, 2015 ME 13, ¶ 15 (“To resolve this ambiguity, we consider relevant zoning objectives and the purposes . . .”).

The purpose behind the major arterial definition is to channel specific land uses along those roadways because of their capacity to accommodate higher volumes of vehicular traffic. Minor arterial roadways only service local traffic. *See* Bangor Code § 165-13 (definition of “Street, Minor Arterial”). As such, uses that typically increase traffic are not permitted on minor arterial roads. *See* Bangor Code § 165-105(D)(5), (7), (8), (9). For example, places of worship, large landscaping businesses, boardinghouses, and schools, which generate traffic, are limited to major arterial roadways in the RR&A zone. The Code also restricts trucks (vehicles over 23,000 pounds) from traveling on eight minor arterial roads or portions of them, including a portion of Ohio Street, during the winter months. *See* Bangor Code § 291-29. Those provisions show that minor arterial roads serve local traffic and are not meant to accommodate high traffic volume associated with regional travel or commercial usage. As such, roads that lack two travel lanes, at least in some sections, to accommodate higher traffic volumes, should not be classified as a major arterial street. *See Davis v. SBA Towers II, LLC*, 2009 ME 82, ¶ 25 (interpreting an ordinance definition consistent with other sections of the ordinance).

Because Ohio Street does not meet either of the two necessary conditions for classification as a “Street, Major Arterial,” the Planning Board should not recommend changing the definition.

---

<sup>1</sup> Available at: [www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts](http://www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts)

<sup>2</sup> According to DOT’s online interactive map, the AADT for Ohio Street at Davis Road has decreased from 2,110 in year 2017 to 1,770 in year 2023. *See* Exhibit B. The interactive map is available at: [www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts](http://www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts)

## **B. The Proposed Change in Definition is Inconsistent with the Comprehensive Plan**

The zoning ordinance must be in basic harmony with the comprehensive plan. *See* 30-A M.R.S. § 4352(2); *Rommel v. City of Portland*, 2014 ME 114, ¶ 13. The proposed change in definition to Ohio Street does not satisfy that requirement.

The comprehensive plan generally attempts to balance the competing goals of developing affordable housing, focusing the City's limited resources on maintaining existing infrastructure within fiscal constraints, and promoting conservation of open space. *See* 2022 Comprehensive Plan 32, 35, 36, 39-40, 49, 87-88, 209.<sup>3</sup> The comprehensive plan channels those goals by focusing development and related investments within an identified growth boundary. Areas outside the growth boundary (not served by municipal sewer and water or other infrastructure) should not be the focus of development or the extension of additional public water and sewer services.

Redefining the portion of Ohio Street outside the growth boundary as a "Street, Major Arterial" conflicts with the following Policies stated in the comprehensive plan:

- Policies 1 and 3: The City should focus development in existing neighborhoods and areas already supported by City services. Focusing on those areas will help preserve natural undeveloped areas and minimize environmental impacts on open space and areas suitable as farmland. *See* 2022 Comprehensive Plan 36, 39.
- Policies 7 and 14: Further development should focus on infill development within the growth boundary, consistent with the goal of building physically and socially connected communities, which will reduce the cost of developing and maintaining public infrastructure. Focusing on infill development will also promote downtown vitality, which is key to attracting people and businesses to the City's downtown. *See* 2022 Comprehensive Plan 44, 53.
- Policy 12: Focus on infill development to reduce pressure on more rural open space areas. *See* 2022 Comprehensive Plan 49.
- Policy 22: Focus on maintaining the existing transportation infrastructure. Because maintenance costs have outstripped the City's budget, development must fit within the City's ability to meet maintenance demands. *See* 2022 Comprehensive Plan 63.
- Policies 43 and 44: Focus investments on existing water and sewer systems. "The significant cost for essential maintenance and upgrades to the existing system for the next several years is a consideration for limiting the expansion of the City's sewer system and prioritizing growth with the growth boundary, where there is existing service." 2022 Comprehensive Plan 88.

---

<sup>3</sup> The 2022 Comprehensive Plan is available at: [www.bangormaine.gov/353/Planning](http://www.bangormaine.gov/353/Planning)

The portion of Ohio Street from Davis Road to Glenburn is outside the growth boundary. That area is rural in character with limited development. Some parcels are suitable as farmland. *See* 2022 Comprehensive Plan 31-32. Such areas should be the subject of preservation efforts. *Id.* at 39 (Policy 3), 209. However, changing the definition of Ohio Street to a major arterial would allow for additional development in those areas inconsistent with preservation policies and goals.

Moreover, the portion of Ohio Street outside the growth boundary is not serviced by public water and sewer services. *See* 2022 Comprehensive Plan 31-32. Further development in that area would likely result in the need for the extension of those services. Such investments outside the growth boundary are inconsistent with the goal of focusing limited City resources on maintaining existing infrastructure.

Changing the definition to allow for land uses that increase vehicular traffic is also inconsistent with the need to limit roadway maintenance costs. *See* 2022 Comprehensive Plan (Policy 22). The portion of Ohio Street outside the growth boundary is narrow with a small shoulder. Further road enhancements and maintenance would be required to support additional traffic along that part of Ohio Street. Based on publicly available information, the portion of Ohio Street from Davis Road to Glenburn is apparently a Priority 5 roadway, which means it is the year-round responsibility of Bangor (not the State). *See* 2022 Comprehensive Plan, Appendix C at 243; *see also* [www.maine.gov/dot/node/191#hwy](http://www.maine.gov/dot/node/191#hwy). If so, the maintenance costs associated with increased usage along Ohio Street will add to the City's financial burden.

Nor is further development along that portion of Ohio Street consistent with the goal of channeling development and commercial activity within the growth boundary (Policies 1, 7, 12, and 14). Development should be focused near the City center or already developed areas to promote population concentration to meet the City's goals of reducing maintenance costs, providing housing closer to commercial amenities, and preserving open space and existing rural areas.

There are many other underutilized areas of Bangor along existing designated major arterial streets, including Broadway and Union Streets. The Planning Board should follow the comprehensive plan by focusing commercial and residential development in those areas instead of setting the framework to allow for costly and disruptive development of Ohio Street outside the growth boundary. Rather, the portion of Ohio Street outside the growth boundary should continue to be defined as "Street, Minor Arterial," to remain consistent with the land management priorities in the comprehensive plan.

Please reject the proposal to redefine Ohio Street.

Sincerely,



Geoffrey Forney

**Exhibit A**

**Department of Transportation's**

**Annual Traffic Count Report**

**[Extract]**

**Ohio Street**

**[www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts](http://www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts)**

## **TABLE of CONTENTS**

**Forward**

**Continuous Count Program**

**24 Hour Traffic Data Collection Program**

**Description of Headings, Symbols, and Abbreviations**

**Graph of 2024 Weekly Group Mean Factors as a Percent of the AADT**

**List of 2024 Weekly Group Mean Factors**

**List of 2024 Weekly Group Mean Factors as a Percent of the AADT**

**Traffic Volume Counts by County, Town, and Route**

## **FOREWORD**

The Department of Transportation, Traffic Engineering Division, Traffic Monitoring Section is responsible for the collection of all types of traffic data and maintenance of a statewide traffic volume database. The reduction and reporting of traffic volumes and vehicle classification data are accomplished through two types of count programs. They are as follows:

### **CONTINUOUS COUNT PROGRAM**

Traffic volumes are monitored on a continuous, year-round basis at ninety-one permanent recorder sites located on major highways throughout the State. These hourly counts are collected to produce an average weekday figure, a weekly average day, a monthly average day, and a monthly average weekday. This information is compiled to develop an Annual Average Daily Traffic (AADT) figure for each location. The AADT is computed from the average of daily totals for the entire year.

The Department has twenty locations along routed highways that collect data based on thirteen categories as defined by the Federal Highway Administration. An AADT is computed based on the total volume as well as summary data for individual vehicle types.

### **24 HOUR TRAFFIC DATA COLLECTION PROGRAM**

Between April 1st and November 15th of each year, 24-hour traffic counts (i.e., coverage counts) are gathered to monitor traffic flow and changes in traffic patterns. These counts are generally taken at intersections with major routes and/or other significant roads, at town lines (TL), at bridges, or in coordination with ongoing projects or special traffic studies for the Department.

Additionally, 48-hour vehicle classification counts are performed in conjunction with the coverage counts to provide a comprehensive view of traffic along the routed highways.

The State is divided into three count zones:

- ZONE I:**       Southwestern Maine to western Penobscot Bay region. This zone includes all of York, Cumberland, and Knox counties; Lincoln except for the towns of Jefferson, Somerville and Whitefield; Sagadahoc except for the town of Bowdoin, Bowdoinham and Richmond; and Oxford county from Stow, Fryeburg, Denmark, Brownfield, Hiram and Porter.
- ZONE II:**       Western/Central Maine and eastern Penobscot Bay region. This zone includes all of Androscoggin, Franklin, Kennebec and Waldo counties; the remainder of Oxford, Lincoln and Sagadahoc counties; Somerset county from

**Bingham south along with the area between Flagstaff Lake and the Kennebec River; southern Penobscot county and western Hancock county.**

**ZONE III: Northern and eastern Maine. This zone includes all of Aroostook, Piscataquis, Washington counties, northern and southeastern Hancock County, and the remainder of Penobscot and Somerset counties.**

**These zones are counted on a three-year cycle, collecting data in one zone per year to cover the entire state within the three-year period. The Coverage Count Program also consists of the “Special Counts” taken each year to satisfy Departmental needs, local requests, and Federal requirements. These include the Interstate System counts and data collected from the various traffic studies conducted throughout the year. The 2024 Program included 6349 counts accomplished.**

**Once the AADT’s have been computed for of the continuous count sites, weekly factors for each station are calculated by dividing the AADT by weekly average day. Those stations which exhibit similar traffic patterns are assembled and placed into one of three groups:**

**URBAN: Roadways which carry commuter traffic and exhibit little seasonal change in traffic volumes.**

**ARTERIAL: Roadways which carry commuter traffic but exhibit moderate seasonal changes in summer traffic volumes.**

**RECREATIONAL: Roadways which are heavily influenced by summer seasonal traffic.**

**Within each of the three groups, a factor for each week is calculated by averaging the weekly factors from each station within the group.**

**The 2024 Weekly Group Mean Factors were developed by averaging the Weekly Group Mean Factors for 2021, 2022 and 2023. The following pages show the graph of the 2024 Weekly Group Mean Factors as a Percent of the AADT, and a list of these factors.**

**The 24-hour raw data may now be grouped and assigned a factor to produce an AADT. Growth factors for expanding traffic in uncounted zones are developed utilizing data from the continuous count sites and comparing it to the data from the previous year.**

**The updated AADT’s are entered in the Department’s database and estimates are created for each segment of the road network within the counted zone.**

## DESCRIPTION of HEADINGS, SYMBOLS, AND ABBREVIATIONS

The following is a description of the column headings, symbols, and abbreviations used for the Coverage Count Section.

**TOWN**            The town in which a count was taken

**ROUTE**            The road or highway on which the count was taken.

### *Non-Interstate Highways and Roads*

---- X indicates a Routed Highway

0196X = SR 196

0001X = US Route 1

---- A or --- B indicates an Alternate Routed Highway

0001A = US Route 1A    0009B = SR 9B

---- C indicates a Business Route

0001C = Business US Route 1, 1A, or 1B

0025C = Business SR 25

Just a number with no letter OR no numbers or letters indicates a non-routed highway

= Pine Hill Road

00001 = Hubbard Road

01414 = IR 1414

00991 = IR 991 (Biddeford Road)

### *Interstate System*

---- X indicates Northbound or Eastbound

0095X = I-95 Northbound

0395X = I-395 Eastbound

---- S indicates Southbound

0095S = I-95 Southbound

---- W indicates Westbound

0395W = I-395 Westbound

**LOCATION****A description of where the count was taken.**

**APP = Approach    ART = Arterial    ATR=Automatic Traffic Recorder    AVE = Avenue    BK = Brook**  
**BLVD = Boulevard    BR = Bridge    CIR = Circle    CL = County Line    CNR = Corner**  
**CONN = Connector    CTR = Center    CUL = Compact Urban Line    CWY = Cause way    CV = Cove**  
**DR = Drive    EB = Eastbound    ENT = Entrance    FL=Fall    FLS=Falls    FT = Fort**  
**HBR = Harbor    HTS = Heights    HWY = Highway    INT'L = International    IR = Inventory Road**  
**LG = Long    LK = Lake    LN = Lane    LWR = Lower    MEM = Memorial**  
**MT = Mount    MTN = Mountain    NB = Northbound    NH = New Hampshire    OW = One Way**  
**PD = Pond    PK = Park    PKWY = Park Way    PL = Place    PT = Point    PW = Private Way**  
**PZ = Plaza    RD = Road    RDG = Ridge    RMP = Ramp    RR = Railroad**  
**RV = River    SB = Southbound    SL = State Line    SQ = Square    SR = State Route**  
**ST = Street    STA = Station    STR = Stream    TER = Terrace    TL = Town Line**  
**TPK = Turnpike    TR = Trail    UPR = Upper    US = United States Route    WB = Westbound**

**N/O, NE/O, E/O, etc. = North of, Northeast of, East of, etc.**

**TYPE**

Category for each count taken. The count type for each year will be listed next to the corresponding AADT.

- A Continuous Recorder Count
- B BACTS Count
- C Coverage Count
- D Non-Intrusive Count
- I Interstate Count
- K KACTS Count
- L ATRC Count (Formerly LACTS)
- M Municipal, Town, Regional Count
- P PACTS Count
- R Trail Count
- S Special Count
- T Turning Movement Count
- W Weigh-In-Motion Count
- Z Speed Count

**GROUP**

The factor group assigned to the location.

- I Urban Group      II Arterial Group
- III Recreational Group      CCS Continuous Traffic Recorder Group

**AADT      Annual Average Daily Traffic**  
**ROAD PRIORITY ASSIGNMENTS**

- Priority 1 Roads:**      **These roads include the Maine Turnpike, the Interstate System and key principal arterials like Route 1 in Aroostook County, the Airline (Route 9), Route 2 west of Newport and Route 302. The 1,400 miles of Priority 1 roads represent only 7% of the miles, but carry 40% of all vehicle miles traveled in Maine.**
- Priority 2 Roads:**      **These roads total about 940 miles. They are non-interstate, high value arterials that represent about 4% of the total miles of road, but carry 11% of the overall traffic.**
- Priority 3 Roads:**      **These roads generally are the remaining arterials and most significant major collector highways. These 2,050 miles represent only 9% of the mileage, but carry 19% of the traffic.**
- Priority 4 Roads:**      **In general, these roads are the remainder of the major collector highways. Frequently, they are part of Maine's unique State Aid System, in which road responsibilities are shared between the State and Municipalities. These 1,900 miles represent about 8% of the total mileage and carry 10% of the traffic.**
- Priority 5 Roads:**      **These roads include 2,500 miles of minor collector highways; nearly all are on the State Aid System. They represent 11% of the total miles, but carry only 7% of the traffic.**
- Priority 6 Roads:**      **This group is comprised of local roads and streets, which are the year-round responsibility of the Municipalities. Although they carry only 13% of the statewide traffic, they contain 14,300 miles and represent 61% of the total mileage.**

# Count Book

TOWN	STA	ROAD	PN	LOCATION	GROUP	AADT19	AADT20	AADT21	AADT22	AADT23	AADT24
BANGOR	06316	10207	4	ODLIN RD (SWB) SW/O US 2/SR 100(HAMMOND)	I	-	-	-	-	4,670	-
BANGOR	06332	01504	3	ODLIN RD SB RAMP TO US 2/SR 100 (WB)	I	-	-	-	-	2,339	-
BANGOR	16006	10207	4	ODLIN RD SW/O PERRY RD	I	-	-	-	-	6,240	-
BANGOR	06007	10207	4	ODLIN RD W/O IR 2457(AMMO INDUSTRIAL DR)	I	-	-	-	-	4,910	-
BANGOR	07400	10208	3	OHIO ST @ I-95 OVERPASS @ BR# 5790	I	-	-	-	-	7,900	-
BANGOR	03801	10208	4	OHIO ST N/O HIGHLAND AVE	I	-	-	-	-	2,364	-
BANGOR	07208	10208	6	OHIO ST NW/O DAVIS RD	I	-	-	-	-	1,770	-
BANGOR	01208	10208	4	OHIO ST NW/O FIFTEENTH ST	I	-	-	-	-	7,900	-
BANGOR	07008	10208	4	OHIO ST NW/O FINSON RD	I	-	-	-	-	6,430	-
BANGOR	07108	10208	4	OHIO ST NW/O GRIFFIN RD	I	-	-	-	-	9,660	-
BANGOR	13608	10208	4	OHIO ST NW/O HOLLAND ST	I	-	-	-	-	3,710	-
BANGOR	18708	10208	6	OHIO ST NW/O PINELEDGE RD @ HERMON TL	I	-	-	-	-	1,404	-
BANGOR	07308	10208	3	OHIO ST NW/O SIXTEENTH ST	I	-	-	-	-	9,190	-
BANGOR	04808	10208	4	OHIO ST NW/O US 2 (HAMMOND ST)	I	-	-	-	-	3,130	-
BANGOR	03505	10208	4	OHIO ST S/O DRUMMOND ST	I	-	-	-	-	3,224	-
BANGOR	13805	10208	4	OHIO ST S/O JAMES ST	I	-	-	-	-	3,370	-
BANGOR	03804	10208	4	OHIO ST SE/O EVERETT ST	I	-	-	-	-	2,852	-
BANGOR	01204	10208	4	OHIO ST SE/O FIFTEENTH ST	I	-	-	-	-	6,910	-
BANGOR	07104	10208	3	OHIO ST SE/O GRIFFIN RD	I	-	-	-	-	7,035	-
BANGOR	14801	10211	6	OTIS ST N/O US 2 (STATE ST)	I	-	-	-	-	1,005	-
BANGOR	03701	10213	4	PARK ST N/O US 2 (STATE ST)	I	-	-	-	-	2,707	-
BANGOR	23208	3201979	-	PENN PLZ NW/O STILLWATER AVE	I	-	-	-	-	324	570
BANGOR	16303	10285	4	PERRY RD E/O MCCAOW RD	I	-	-	-	-	2,680	-
BANGOR	16004	10285	4	PERRY RD SE/O ODLIN RD	I	-	-	-	-	3,490	-
BANGOR	10003	10230	6	POPLAR ST E/O FOUNTAIN ST	I	-	-	-	-	655	-
BANGOR	17307	10230	6	POPLAR ST W/O CENTER ST	I	-	-	-	-	680	-
BANGOR	10007	10230	6	POPLAR ST W/O FOUNTAIN ST	I	-	-	-	-	641	-
BANGOR	20705	10231	6	PRENTISS ST S/O JEFFERSON ST	I	-	-	-	-	129	-
BANGOR	19301	10493	-	PUSHAW RD N/O CHURCH RD	I	-	-	2,980	-	-	2,330
BANGOR	18801	10493	4	PUSHAW RD N/O SR 15 (BROADWAY)	I	-	-	3,420	-	2,960	2,880
BANGOR	21406	09905	-	QUALITY INN ENT SW/O HOGAN RD	I	-	-	-	-	8,022	100
BANGOR	01803	10234	6	RAILROAD ST E/O US SUMMER ST	I	-	-	-	-	1,330	-
BANGOR	01807	10234	-	RAILROAD ST W/O AMPHITHEATER ENT	I	-	-	-	-	1,330	-
BANGOR	11003	10265	6	S PARK ST E/O FRENCH ST	I	-	-	-	-	880	-
BANGOR	10702	10265	6	S PARK ST NE/O MARKET ST	I	-	-	-	-	95	-
BANGOR	11007	10265	6	S PARK ST W/O FRENCH ST	I	-	-	-	-	810	-
BANGOR	08402	10247	6	SCHOOL ST NE/O SR 15 (BROADWAY)	I	-	-	-	-	3,648	-
BANGOR	05602	10252	6	SEVENTH ST NE/O LINCOLN ST	I	-	-	-	-	260	-
BANGOR	05906	10252	6	SEVENTH ST SW/O PIER ST	I	-	-	-	-	400	-
BANGOR	07306	10258	6	SIXTEENTH ST SW/O OHIO ST	I	-	-	-	-	1,493	-
BANGOR	17503	10263	6	SOMERSET ST E/O SR 15B (BROADWAY)	I	-	-	-	-	1,571	-
BANGOR	17507	10263	6	SOMERSET ST W/O SR 15B (BROADWAY)	I	-	-	-	-	1,444	-
BANGOR	19203	10405	6	SPRINGER DR E/O HOGAN RD	I	-	-	-	-	7,960	-

**Exhibit B**

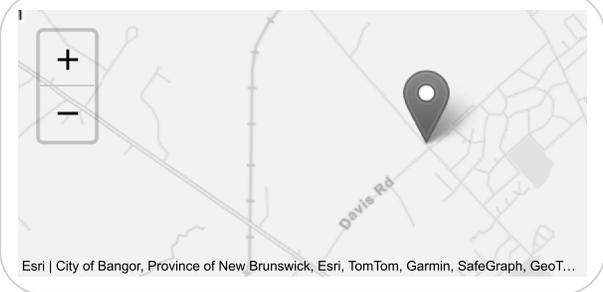
**Department of Transportation**

**Online Interactive Traffic Map**

**[Extracted 1.3.26]**

**Ohio Street – Davis Road**

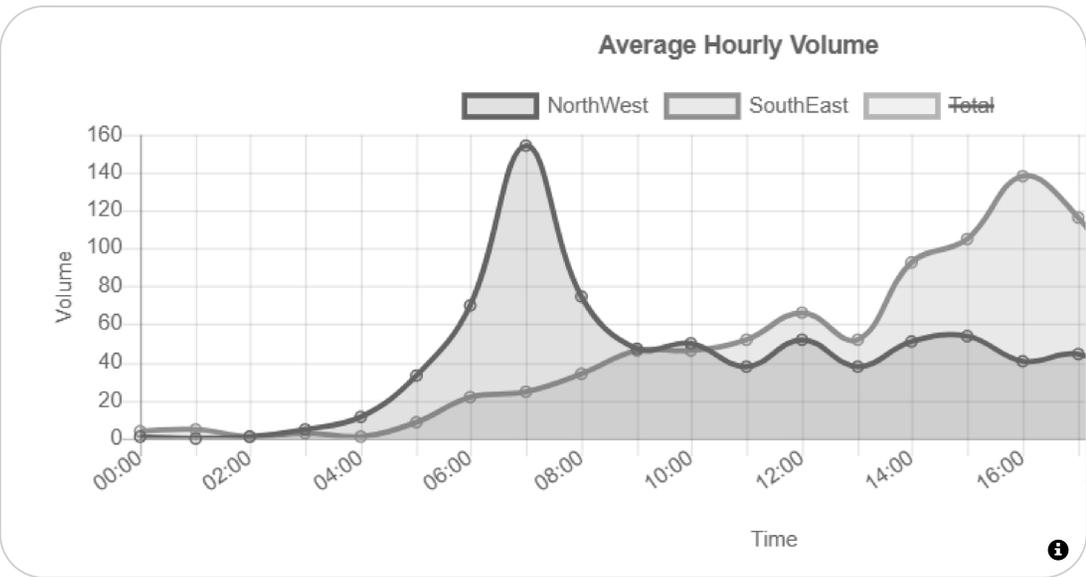
**<https://www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts>**



Site Data

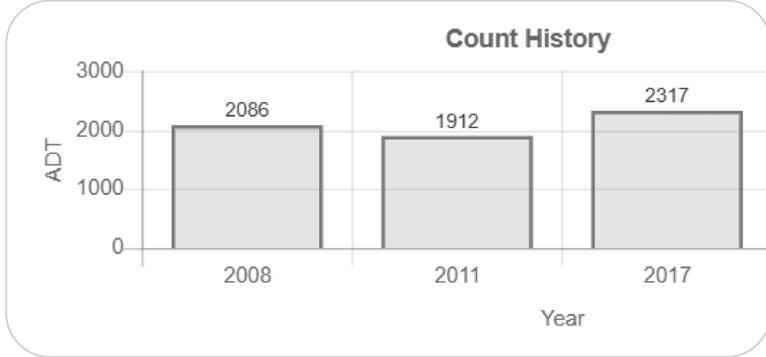
**231902007208 - BANGOR 07208 - OHIO ST NW/O DAVIS RD**

**City:** Bangor **County:** Penobscot  
**LRS section:** 000000010208  
**Functional class:** 7U - Local (Urban)  
**Coordinates:** 44.840167, -68.829678



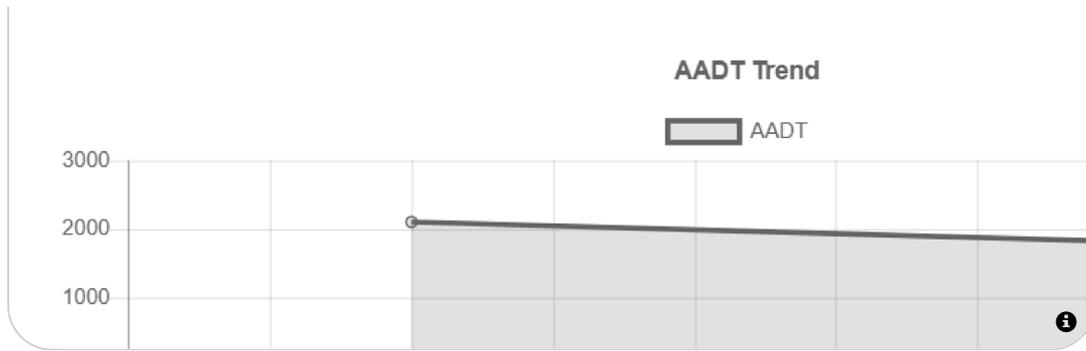
### Count History

Year	Month	Count type	Duration	Count	ADT
2023	November	Volume	30 hours	2,583	1,886
2017	November	Volume	25 hours	2,444	2,317
2011	September	Volume	27 hours	2,185	1,912
2008	May	Volume	25 hours	2,178	2,086



### Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	-	-	2,110	-	-	-	-	-	1,770	-



## **Not Necessary to Change Ohio Street to “Major Arterial Street”**

City has not clearly articulated the reason, benefit, negative impact of a change.

1. December 18<sup>th</sup> letter lists uses “...not allowed on the entirety of Ohio Street.”
  - a. Not true. There are 40+ examples already located on Ohio Street.
  - b. These uses exist today, and have for years.
  - c. Not necessary to change Ohio Street to allow these uses.
  - d. They already exist.
  
2. December 18<sup>th</sup> letter says change will introduce “new uses.”
  - a. What new uses?
  - b. Most not-allowed uses are in place today and have been for years.
  - c. Not necessary to change Ohio Street to allow “new uses.”
  - d. They already exist.
  
3. Process to approve development and “new uses” is already in place.
  - a. Existing Planning Board process successfully allows for development.
  - b. Has worked effectively for years.
  
4. Changing Ohio Street would destroy residential feel.
  - a. Squeeze out remaining residential area.
  - b. More room for strip malls?
  - c. “Average daily traffic in excess of 10,000 vehicles”
  - d. This is what the proposed change would mean.
  
5. Union Street, Broadway, Essex Street are already Major Arterial Streets.
  - a. Miles of undeveloped space on each street.
  - b. If traffic is an issue, improve these streets.
  - c. Don’t expand the problem to Ohio Street.

Not necessary to change Ohio Street to a Major Arterial Street.

Thank you for your consideration.



**CITY COUNCIL ACTION**

12/22/2025 26-059

Council Meeting Date: 12/22/2025

Item No: 26-059

Responsible Dept: Airport

Requested Action: Resolve

Map/Lot: N/A

**Title, Resolve**

Appropriating an Amount Not to Exceed \$900,000 from the Airport Unappropriated Fund Balance to Fund the Phase I Design of the Fuel Farm Facility

**Summary**

If approved, this Resolve will appropriate up to \$900,000 from the Airport Unappropriated Fund Balance account to fund the Phase I Design of the Fuel Farm facility.

The current fuel farm is the original 1968 surplus military transfer and consists of three (3) storage tanks, connected by a pipeline, with a storage capacity of three (3) million gallons. The facility's age, remote configuration, and the pipeline which crosses Maine Avenue at three separate locations, has created growing operational, regulatory, and liability challenges.

The FAA-approved Airport Master Plan calls for the relocation and construction of a new fueling facility that meets current industry standards. Preliminary proposals placed Phase 1 (of a two-phase design and engineering process) at approximately \$900,000.

This item was reviewed and recommended for passage by the Business & Economic Development Committee at the December 15, 2025 meeting.

**Committee Action**

Committee: Business & Economic Development Committee

Meeting Date: 12/15/2025

Action: Recommend for passage

For: 5

Against: 0

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** Consent



## **CITY OF BANGOR RESOLVE**

---

12/22/2025 26-059

Date: 12/22/2025

Item No: 26-059

Assigned to Councilor: Leonard

Appropriating an Amount Not to Exceed \$900,000 from the Airport Unappropriated Fund Balance to Fund the Phase I Design of the Fuel Farm Facility

Be it Resolved by the City Council of the City of Bangor that, an amount not to exceed \$900,000 is hereby appropriated from the Airport Unappropriated Fund Balance to fund the Phase I Design of the Fuel Farm facility.



NEW BUSINESS



**CITY COUNCIL ACTION**

01/12/2026 26-066

Council Meeting Date: 01/12/2026

Item No: 26-066

Responsible Dept: Community Connector

Requested Action: Order

Map/Lot: N/A

**Title, Order**

Authorizing an Update to the Community Connector Fare Structure

**Summary**

This Order will authorize an update to the existing fare structure for the Community Connector to include an increase per ride of 50 cents from \$1.50 to \$2.00, replace traditional monthly passes with fare capping, eliminate the need for paper transfer tickets, and create mobile fare options.

The Community Connector, in conjunction with the Bangor Area Comprehensive Transportation System (BACTS), recently completed a fare study that included public outreach. The Community Connector has not increased fare in over a decade despite increasing costs and value added via new vehicles, brand new Transit Center, and technology improvements.

The recommended fare structure and payment modernization strategy will improve equity, operational efficiency, and financial sustainability while aligning Community Connector’s fare policy with current service investments and rider expectations. It is anticipated that the update to the fare structure will take approximately a year to implement.

This item was reviewed and recommended for approval at the Government Operations Committee meeting on January 5, 2026.

**Committee Action**

Committee: Government Operations Committee

Meeting Date: 01/05/2026

Action: Recommend for passage

For: 5

Against: 0

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** New Business



## CITY OF BANGOR ORDER

---

01/12/2026 26-066

Date: 01/12/2026

Item No: 26-066

Assigned to Councilor: Beck

Authorizing an Update to the Community Connector Fare Structure

Whereas, the Community Connector has not had a fare increase since 2014 and relies heavily on paper tickets creating administrative burden on staff and drivers;

Whereas, the Community Connector has increased value to its riders through purchase of new vehicles, building a Transit Center (opened December 2022), and implemented system improvements such as new technology and fixed bus stops; and

Whereas, the Community Connector, in conjunction with the Bangor Area Comprehensive Transportation System (BACTS), recently completed a fare study that included public outreach; and

Whereas, the update to the fare structure will include an increase per ride of 50 cents from \$1.50 to \$2.00, replace traditional monthly passes with fare capping, eliminate the need for paper transfer tickets, create mobile fare options, and more; and

Whereas, the recommended fare structure and payment modernization strategy will improve equity, operational efficiency, and financial sustainability while aligning Community Connector's fare policy with current service investments and rider expectations.

Be it Ordered by the City Council of the City of Bangor that, the City Manager is authorized to update the Community Connector's fare structure including but not limited to an increase of 50 cents per ride, mobile fare ticketing, and more.