

Riverwalk Extension & Neighborhood Connectivity Feasibility Study

CITY OF BATH PLANNING DEPARTMENT
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**GORRILL
PALMER**
An LJB Engineering Company 

FINAL REPORT

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Acknowledgements

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Executive Summary

The study focuses on the feasibility of extending a pedestrian path/sidewalk from Linwood E. Temple Park, north approximately 1 mile to the North End Boat Launch in Bath, Maine. The project includes approximately 0.23 miles of non-roadway adjacent path (requiring permanent easements) as well as approximately 0.97 miles of sidewalk and roadway improvements that extend along three roadways (Front Street, Bowery Street, and Town Landing Road). The purpose of the study is to better understand the feasibility, impacts, costs, and potential project phasing (if applicable) to add an American with Disabilities Act (ADA) compliant path between the noted limits. The study limits were later extended to include all Front Street (north of Commercial Street), Holly Street (entire length), and Bowery Street (between Town Landing Road and Washington Street/Drummond Point). The study will serve to complete the following:

- Reopen/extend the existing Bath Riverwalk from its current dead-end location.
- Reconstruct/improve the existing pedestrian infrastructure along Front Street (south of Holly Street) and Holly Street.
- Construct new pedestrian infrastructure along Front Street (north of Holly Street), Bowery Street, and Town Landing Road.
- Connect proposed and existing pedestrian networks via mid-block crossings.
- Complete roadway improvements along Front Street, Bowery Street, and Holly Street.
- Provide bicycle accommodations throughout the study area.

The study can be broken down into two sections. Section 1, hereby referred to as the Riverwalk Extension, represents the non-roadway adjacent path, and Section 2, hereby known as the Neighborhood Connectivity portion, represents the remaining portion of the project, which extends along existing roads and sideroads.

For the Riverwalk Extension, the proposed location of the path was generally defined by the City of Bath based on either existing easements currently in place or by proposed easements that the city is working on acquiring. The study team reviewed the existing conditions in this area to determine the feasibility of potential path construction based on existing conditions that are present. Work includes a new 8-foot-wide pedestrian path, shoreline improvements to improve resiliency, drainage, fencing, lighting, and landscaping.

This section of the project runs across three (3) properties (the Kennebec Tavern, the Bath Riverwalk Residences Condominiums, and the Kennebec Riverview), each of which has been given its own section of the report (see the Focus Properties section of the study) to provide a summary of the coordination and concerns regarding the proposed project in relation to their respective property.

For the Neighborhood Connectivity portion of the project, the study looks to utilize the existing available right-of-way to develop a new interconnected multimodal facility in the north end of Bath. The intent is to provide space for vehicles, pedestrians, and bicycles to operate alongside one another within the project limits. Work includes improvements to the travel lanes, shoulders, drainage, curbing, sidewalks, and intersections. In addition, the project proposes making the following changes to the existing traffic patterns within the study limits:

- The study proposes turning Front Street into a one-way street south of Holly Street (southbound direction), to provide additional room for on-street parking, pedestrian improvements, and bicycle accommodations.
- The study proposes turning Front Street into a one-way road north of Holly Street (northbound direction), to provide additional room for pedestrian improvements, and bicycle accommodations.
- The study proposes turning Holly Street into a one-way street between Washington Street and Front Street (eastbound direction), this change is based on internal coordination with the City of Bath and is a result of the proposed changes to Front Street. In addition, this change will provide additional room for pedestrian improvements, and bicycle accommodations.

In an attempt to provide the City of Bath with additional flexibility, Section 2 was divided into four subsections: 2a – Front Street (Commercial Street to Holly Street), 2b – Front Street (Holly Street to Bowery Street), 2c – Bowery Street (Front Street to Washington Street/Drummond Point), and 2d – Town Landing Road. These sections could be implemented by the city in a phased approach to the work, however, aside from section 2a (which could be completed in isolation), work should be completed in numerical/alphabetical order. Further build out scenarios could include the construction of Sections 2b – 2c (without the proposed pedestrian improvements), followed by Sections 2b – 2c (pedestrian improvements) and section 2d.

After comparing the proposed concept plans to the study's original purpose, the study team has determined that it successfully meets its goals and objectives.

For this project the study team reviewed previous studies completed on behalf of the City of Bath. Three previous studies have been conducted within this area of Bath over the past 10 years: the Bath: Built to Last Report (2014), the Bicycle and Pedestrian Plan (2018), and the Flood Vulnerability Assessment (2023). Each study provides a different perspective on the area regarding the needs and desires of the City of Bath and its community. The reports discuss Bath's need to; connect to the water, plan for the future with regard to rising water levels and storm surge events, and improve multimodal operations (specifically related to bicycle and pedestrian infrastructure). Each study, including supplemental reports, is discussed in relation to the proposed study (see the Previous Studies section of this report).

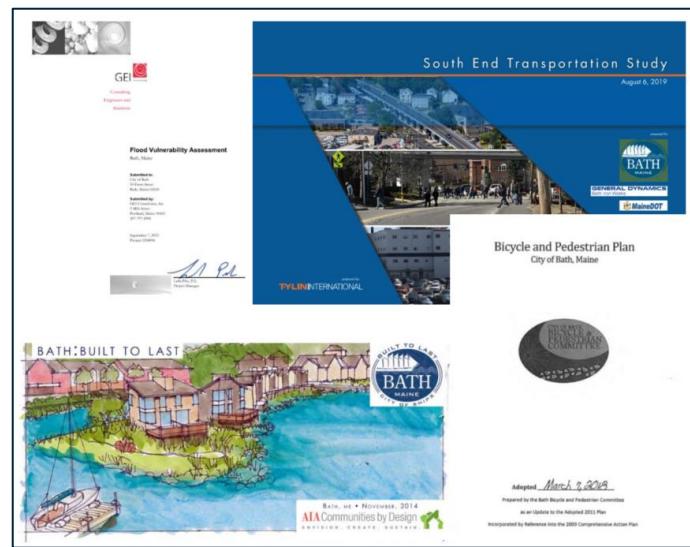
It is worth noting that a fourth study, the South End Transportation Study (2019), was also reviewed, although the study limits were primarily south of Route 1 and not directly applicable to the proposed study area.

The study team has developed probable opinions of cost for each of the sections analyzed as part of the study. Construction costs are the costs needed to build the project. Using the conceptual layouts developed for each of the sections, preliminary quantities have been calculated, and construction costs have been estimated using Maine DOT average unit prices and pay items. Work assumes improvements will match the proposed typical sections for each of the roadways and sections of path identified in the study. A 20% contingency has been added to each of the construction cost estimates. The construction costs are presented in 2025 dollars and no escalation to future years has been included. The construction cost estimate for Section 1 – The Riverwalk Extension is \$1,797,840.00. The construction cost estimate for Section 2 – The Neighborhood Connectivity portion is \$7,191,930.00.

Total project cost is a Maine DOT term that includes not only the construction costs, but also the engineering costs, inspection costs, and right-of-way costs associated with the project. For the purposes of this project, engineering costs have been estimated at approximately 8% of construction costs (each). Since this project is not a Maine DOT led project the construction inspection cost has been waived. Right of way costs are based on anticipated property impacts and potential acquisition of land that may be needed for the project. The conceptual total project cost for the project is \$10,200,000.00.

Additional Recommendations:

The study team recommends that before proceeding ahead with the recommendations noted for Section 2 of this study, that the City of Bath consider a demonstration project along Front Street. The project would include revising Front Street to become a one-way street for a summer (or predetermined period) using applicable signage and pavement markings. This low-cost alternative could be coupled with traffic counters to help the city understand the potential ramifications (with regards to the circulation of traffic) that may occur as a result of the study.



During the study team's review of existing pedestrian infrastructure within the north end of Bath there were several locations that were noted as gaps in the existing pedestrian network. These locations are:

- The west side of Commercial Street from the mid-block crossing at Brackett's Markets' parking lot to Summer Street. The existing "sidewalk" in this area is ill-defined and is obstructed by utility poles, tree wells and signs. In addition, there is no ADA compliant tip down at Summer Street.
- The east side of Commercial Street from the same mid-block crossing as referenced above to the new sidewalks that were constructed in front of the Bath Riverwalk Residences Condominiums. The only way to currently walk between existing sections of sidewalk is to be within the roadway shoulder or on private property. Challenges with this section include steep grades in front of the Bath Anchor property, a ground mounted transformer adjacent to the road, and access management along the existing parking lot (including pull in/back out parking).
- There is an existing sidewalk along the east side of Washington Street that currently dead-ends approximately 200' north of Bowery Street (southern intersection) without a mid-block crossing. The nearest mid-block crossing is nearly 1,200 feet to the south at the intersection of Washington Street and Pearl Street. It is recommended that the existing sidewalk be extended north and, at a minimum, be provided an ADA compliant mid-block crossing to connect to the sidewalk on the west side of Washington Street. If the proposed study is completed, we recommend extending the sidewalk all the way to the proposed mid-block crossing at the intersection of Washington Street/Bowery Street/Drummond Point.
- Consideration should be given to including an additional section of proposed sidewalk under Section 2 of this study. The sidewalk would extend along the east side of Front Street from Commercial Street to the proposed mid-block crossing affiliated with Section 1 of this study. This would connect existing pedestrian infrastructure between these limits (I.E. the Bath Riverwalk Residences Condominium Associations' sidewalk).
- Bowery Street, from the intersection of Front Street/Bowery Street south to Washington Street. The existing roadway is a one-way street in the westbound



direction and has enough room to support pedestrian infrastructure without causing major property impacts. This recommendation assumes that, at a minimum, Section 2b is constructed to extend the existing sidewalk along Front Street from Holly Street to Bowery Street.

In addition to pedestrian improvements that are noted above, the study team recommends that the City of Bath seriously consider completing geometric improvements to the intersection of Washington Street/Bowery Street/Drummond Point. The two side roads intersect Washington Street on the outside edge of a sharp curve and the geometry of the intersection poses additional challenges for drivers stopped on the side roads to identify where Washington Street traffic is headed. In addition, existing landscaping crowds Bowery Street which further diminishes sight lines. Despite all these challenges, based on Strava data and conversations with the public during the events, pedestrians still cross here to access the sidewalk on the west side of Washington Street (and/or to walk down Bowery Street).

Introduction

The City of Bath, Planning Department, requested a feasibility study relating to pedestrian improvements along the northeast portion of the city that extends approximately one mile from Linwood E. Temple Waterfront Park to the Northend Boat Launch. The purpose of this study is to identify a range of implementable alternatives to improve pedestrian safety, accommodations, connectivity, and accessibility for users in the study area while maintaining a scenic overlook/visual connection to the Kennebec River where feasible. The study will help the City of Bath to better understand the feasibility, impacts, costs, and potential project phasing (if applicable) to add an American with Disabilities Act (ADA) compliant path between the noted limits. The effort will include coordination with the client team, including representatives from the City of Bath, and will include review, planning, engineering analysis, and recommendations on the best location of the pedestrian infrastructure. We will identify project constraints, highway needs, and costs, as well as drainage improvements to existing roadways that are directly attributable to the proposed pedestrian infrastructure. As part of the study, the team will identify sections of pedestrian infrastructure that can be constructed altogether as one project, as well as individual projects that can be spread over a few years. This will provide the City of Bath with flexibility when planning these pedestrian infrastructure improvements.



The initial vision was to develop an 8'-10' multi-use path that extended either along the edge of the Kennebec River (where feasible) or through the wooded areas that extend along the east side of Front Street and Bowery Street, minimizing the distance where the path would need to be adjacent to the roadway. The exact route was not determined in the original scope of work, but was to be based on coordination with the City of Bath during the initial site visit. On July 16, 2024, the design team, including members from different departments around the city, met and walked the project limits. During the site walk, the city noted numerous easements/site developments that posed potential avenues for off-alignment paths.

Based on the information collected during the initial site visit, the design team laid out initial concepts featuring potential routes for both off-alignment sections (preferred) and roadway adjacent sections (see roll plan in Appendix D of this study). The off-alignment sections were based on existing/proposed city easements and/or the potential willingness of the site developers to engage in future planning. The design team reviewed the drawings and determined that initial feedback from the neighborhood (direct abutters) would be crucial to the decision-making process.

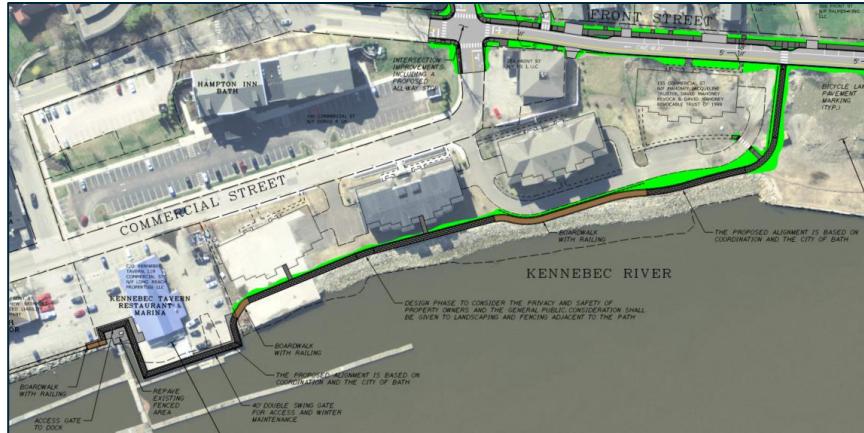
On August 21, 2024, the design team held a neighborhood meeting to discuss the concepts and obtain initial feedback. The attendees made some keen observations that would reshape the study's vision, giving the team extensive insight into the area. A full list of items discussed can be found in Appendix D of this study; however, for the purposes of this section, the following were key takeaways for the design team.

- The project's name is misleading, since most of the project is not adjacent to the river.
- Focus on improving existing pedestrian facilities and connecting the neighborhood.
- Consider changes to the roadway templates to facilitate a multimodal facility.
 - For example, making Front Street a one-way street to provide additional width for a multimodal facility.

As a result of the meeting, the design team split the project into two distinct sections, each with its own set of goals:

Section 1 – The Riverwalk Extension

This section progresses the original vision of the study by extending the Bath Riverwalk north along the Kennebec River for 0.19 miles before connecting back to the existing pedestrian infrastructure via a mid-block crossing on Front Street. The design proposes to construct an 8-foot-wide path utilizing a combination of concrete pavers and wooden boardwalks (where grades are challenging). It will be discussed later in the study, but it is worth noting that this section of the project crosses three private properties where existing or new easements will be required to complete the design.



Section 2 – Neighborhood Connectivity

This section differs from the study's original vision (creating off-road paths with riverwalk-inspired themes) and focuses on envisioning a multimodal corridor that makes meaningful connections to existing pedestrian and bicycle facilities within the City of Bath. This section includes Front Street (north of Commercial Street), Holly Street, Bowery Street (north of Front Street), and Town Landing Road. Developing pedestrian infrastructure along these roadways will allow the city to work with private landowners and site developers in the future to create off-alignment trails that branch off from the proposed pedestrian network and lend themselves to the original vision of the riverwalk. The design proposes the following changes to each roadway segment:

- Front Street will be converted into a one-way street. North of Holly Street will be one-way in the northbound direction, and south of Holly Street will be one-way in the southbound direction. The roadway will be reconstructed to include an all-way stop at Commercial Street, on-street parking (defined limits), landscaped curb bump-outs, geometric improvements at the side roads, bike lanes, shared-use lanes (depending on the direction of travel), an 8-foot sidewalk (east side from Commercial Street to Bowery Street), and drainage improvements.
- Bowery Street will maintain two-way traffic but will be reconstructed from Front Street to Washington Street to include shared-use lanes, an 8-foot sidewalk (west

side from Front Street to Washington Street), which will change to a 6-foot sidewalk north of Town Landing Road, a mid-block crossing (across Washington Street at the northern extent of Bowery Street), the reconstruction of the existing large retaining wall, and drainage improvements.

- Holly Street from Washington Street to Front Street will be converted into an eastbound one-way street. The roadway will be reconstructed to include geometric improvements at both ends, a mid-block crossing (across Washington Street), a bike lane, a shared-use lane, a 6-foot sidewalk (south side), and drainage improvements.
- Town Landing Road will generally remain the same, but will include a new 8-foot curbed sidewalk along the east side of the road. This sidewalk will provide pedestrian access to the boat launch and potential pocket parks that could be established in the area.

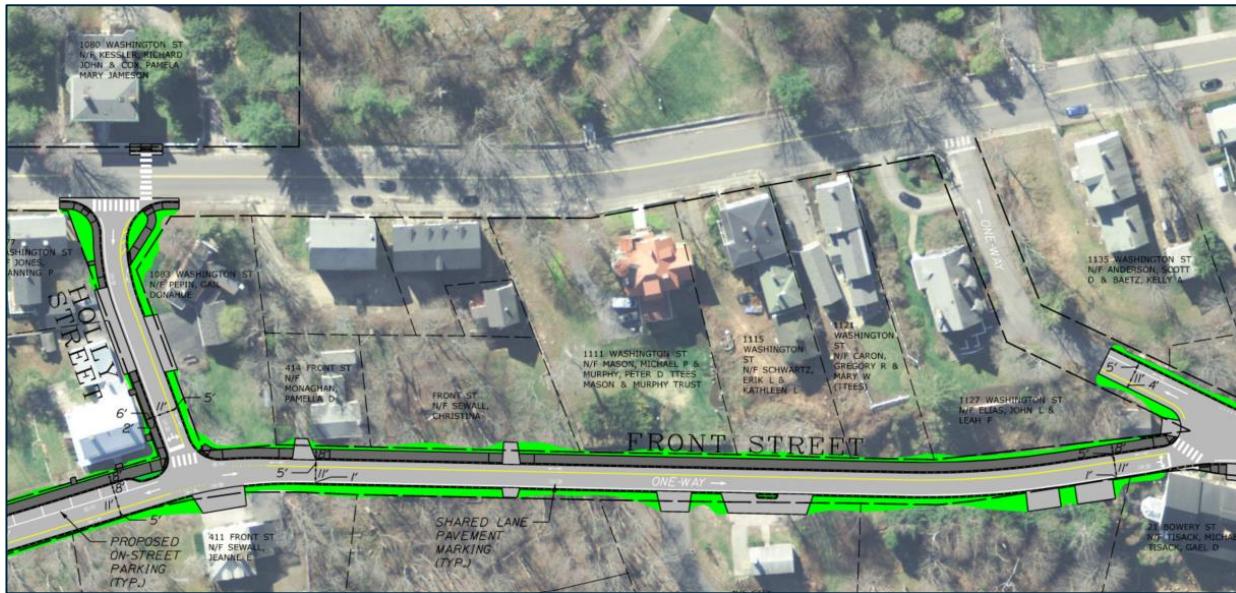
Section 2 – Neighborhood Connectivity (Subsections)

As Section 2 was developed, it was further subdivided into four sections (or phases) that can be constructed independently of Section 1's status and implemented depending on the City of Bath's available funding. To avoid constructing sections of dead-end infrastructure, improvements associated with Section 2 should be constructed in numerical order. An outline of each subsection is noted below for reference.

- Section 2a – Includes the work associated with the reconstruction of Front Street beginning at Commercial Street/Oak Street and extending north approximately 0.36 miles to Holly Street. This work could be completed at any time and is not dependent on the construction of any other section.



- Section 2b – Includes the work associated with the reconstruction of Front Street beginning at Holly Street and extending north approximately 0.15 miles to Bowery Street. This section would serve to extend the existing pedestrian facilities on Front Street north to Bowery Street. However, since there are no existing pedestrian facilities on Bowery Street, constructing the 8-wide sidewalk along this section without also constructing Section 2c is not advised. Roadway improvements could be completed independently of Section 2c.
 - Holly Street – Includes work associated with the reconstruction of Holly Street beginning at Washington Street and extending east approximately 0.05 miles to Front Street. Due to its designation as a one-way street, Holly Street should not be reconstructed until both Section 2a and 2b are constructed and Front Street is officially signed as a one-way street.



- Section 2c – Includes the work associated with the reconstruction of Bowery Street beginning at Front Street and extending north approximately 0.26 miles to Washington Street/Drummond Point. This section would serve to extend the existing pedestrian facilities on Front Street north to Washington Street. However, since there are no existing pedestrian facilities on Front Street, constructing the sidewalk along this section without also constructing Section 2b is not advised. Roadway improvements could be completed independently of Section 2b.



- Section 2d – Includes the work associated with the pedestrian improvements on Town Landing Road beginning at Bowery Street and extending approximately 0.20 miles north to the boat launch.



In total, the study area includes roughly 0.23 miles of proposed riverwalk and 0.97 miles of multimodal improvements across four roadways that will enhance and connect the existing pedestrian infrastructure in northern Bath.

Previous Studies

To gain a thorough understanding and form a complete picture of the corridor, Gorrill Palmer collected background information and prior studies (supplied by the City of Bath) to identify previous recommendations. Four previous studies have been conducted within the greater project area over the past 10 years: the Bath: Built to Last Report (2014), the Bicycle and Pedestrian Plan (2018), the South End Transportation Study (2019), and the Flood Vulnerability Assessment (2023). Each study provides a different perspective on the area regarding the needs and desires of the City of Bath and its community.

Bath: Built to Last (2014)

The first of the recent studies completed by the City of Bath focused on improving the resiliency of the downtown and incorporating green infrastructure. Although the study primarily focused on downtown Bath (south of Oak Street), the content of the study can be applied elsewhere. Takeaways from the final report include:

- Construct green infrastructure such as bump-outs with bioretention systems that treat water before returning it to the river.
- Provide more public access to the waterfront by filling gaps and consider investing in pedestrian connections down to the waterfront.
- Improve multi-modal operations, including strategic re-striping of roadways to add on-street parking and bicycle sharrows.



- Increase the resiliency of the waterfront by armoring buildings and hardening shorelines to resist storm surges.
- Develop the 'coal pocket' (Riverwalk Condominiums) site to include public access to the waterfront. The site should allow the public to enjoy unrestricted access to the waterfront.

Bicycle and Pedestrian Plan (2018)

The second of the recent studies completed by the City of Bath focused on identifying deficiencies in existing bicycle and pedestrian infrastructure and providing recommendations and priorities for the City of Bath moving forward. This study is aided by the Bath Sidewalks – Conditions and Category Report that was published in 2022. Takeaways from the final study/report include:

- Promote infrastructure projects that encourage walking and bicycling.
- Ensure that all transportation users, including pedestrians and bicyclists, are considered equally on infrastructure projects.
- Improve intersection safety for all users.
- Identify and fill gaps in existing pedestrian infrastructure to form a complete network.
- Front Street from Oak Street to Bowery Street was rated as a priority 2 for future sidewalk improvements.
- Bowery Street (entire limits) was rated as a priority 2 for future sidewalk improvements.

South End Transportation Study (2019)

The third of the recent studies completed by the City of Bath does not overlap with the proposed project limits, as it focuses on transportation infrastructure improvements south of the Route 1 corridor. However, it is important to consider the City of Bath as a whole. The approach and values noted in the report are applicable to this study, despite there being no actual overlap between the projects.



The Flood Vulnerability Assessment (2023)

The fourth and final of the recent studies completed by the City of Bath focused on assessing the vulnerability of infrastructure and open spaces to flooding, storm surge, sea level rise, and extreme riverine events. Although this study was not intended to address flooding concerns along the waterfront, it is important for the study team (as well as any future design teams) to understand the challenges that the City of Bath faces moving forward. The areas of the project that are most at risk are along the southern limits of Section 1, where the riverwalk extension is being proposed along the waterfront and at the Kennebec Tavern.

The information, conclusions, and recommendations provided in these studies were considered in the completion of this study.

Existing Conditions

The proposed project limits cover roughly one mile from the Linwood E. Temple Waterfront Park to the Northend Boat Launch. The project can be split into two sections as previously noted. Section 1 includes an off-road path that winds along the edge of the Kennebec River. Section 2 includes roadway and pedestrian improvements that cover Front Street, Bowery Street, Holly Street, and Town Landing Road, as well as numerous side roads where connections are proposed. Below, we have summarized each segment as well as the existing conditions that present unique challenges.

Section 1 – Riverwalk Extension

This section of the project is roughly 0.23 miles in length and extends across three properties: the Kennebec Tavern, the Bath Riverwalk Residences Condominiums, and the Kennebec Riverview (the Meadow by the River). The goal of this section is to propose an 8-foot-wide path that generally extends along the east side of the property (adjacent to the Kennebec River). Each property presents its own unique challenges that the designers should consider if the project is selected to move forward. Due to the private nature of these parcels, the design team did not access them on foot but instead relied on Google Earth, site plans, and communication with the property owners during public events.

Kennebec Tavern

The Kennebec Tavern is a restaurant and marina with a fenced-off outdoor dining area overlooking the Kennebec River that is located at 119 Commercial Street in Bath, Maine. The building is located in the middle of the parcel with a horseshoe-shaped parking lot around the outside (opening toward the Kennebec River). The property has a seawall on the east side of the property that extends into the river. There is an 8-foot grass strip that extends along the perimeter of the seawall between it and the outdoor dining area. In areas where there is no seawall (to the north and south of the building limits), the slope leading down to the water is riprapped with large rocks.

The marina is located on the south side of the building and includes a storage shed, a gas pump, and a ramp, which provides dock access. There appears to be an underground fuel tank on the western side of the parking lot with an underground connection that feeds the gas pump. In addition, the entire southern portion of the property is currently paved and striped for customer parking. The north side of the property is also paved and striped for parking; however, in coordination with the property owner, it is understood that this area is utilized for dock maintenance (year-round). During the winter, the docks are stored on this side of the property; in the spring, summer, and fall months, the docks are moved into/out of the water via a boom truck. This parcel has been identified as being within the flood plain and has been flooded multiple times over the past few years.



Bath Riverwalk Residences Condominiums

The Bath Riverwalk Residences Condominiums are a series of three high-end condominiums

located on the east side of Commercial Street (which extends north beyond Commercial Street towards Front Street). A fourth condominium is currently under development (design phase) and proposed between the southernmost condominium and the Kennebec Tavern (replacing the existing concrete pad that currently exists in this area). Based on the site plans submitted to the City of Bath for the Bath Riverwalk Residences Condominium Site Plan & Subdivision Review Amendment Application dated April 2, 2024, there is an easement that was granted to the City of Bath (final design of path and associated landscaping to be agreed upon by the developer and the city). The proposed easement runs along the east side of the parcel for its entire length (including the portion that was recently sold to the Kennebec Riverview).

There is an existing gully between the Kennebec Tavern parcel and the condominium parcel; the ground falls away along a riprap slope before ascending up to match into the existing concrete slab on the condominium parcel. Overall, there is roughly a 5-foot grade differential between the two parcels. The existing concrete slab on the south side of the parcel is set to

be removed once the fourth and final condominium is constructed. The condominiums are located as close to Commercial Street and Front Street as space would allow, providing as much separation from the river as feasible. The land between the condominiums and the river is grassed and gradually slopes towards the river's edge, which is much steeper and riprapped with large rocks. The grassed area is landscaped with 5-6 evergreen trees (roughly 10' in height) and three medium-sized birch trees.

Approximately halfway through the parcel, there is the condominium's driveway, which services the three previously constructed units. The driveway extends to the top of the riprap slope, where it meets a wooden guardrail and continues north along the top of the riprap for approximately 250 feet. The driveway eventually curves back to the west to service the northernmost condominium. At this point, the guardrail terminates, and the area turns into a gradual sloping grassed area like the southern portion. It remains like this until it reaches the property line.



Kennebec Riverview (the Meadow by the River)

This is the northernmost parcel in this section of the project, which was originally noted in the Bath Riverwalk Residences Condominium Site Plan & Subdivision Review Amendment Application dated April 2, 2024. At that time, there was a proposed easement running along the eastern edge of the property (matching what was shown along the condominium property). The property was later acquired by the Kennebec Riverview with the intent of creating "the Meadow by the River". The goal of the group is to transform the last public riverfront parcel in Bath into a natural sanctuary. The area will feature walking paths, seating areas, and opportunities for environmental education, providing a tranquil retreat within walking distance of the downtown.



The property is bordered by the river (east side), a residential dwelling with a substantial treeline (north side), and Front Street (west side). It is currently “under development” as noted above and has a perimeter fence running around $\frac{3}{4}$ of the lot (opening toward the river). As noted above, the parcel is essentially an open field that slopes downward from Front Street towards the river. The river’s edge is riprapped,

similar to the lots to the south. There are sections of the meadow, especially towards Front Street, that become relatively steep and will require additional grading to become ADA-compliant. Please note that the physical description and aesthetic of the lot may vary over the next year as the property owners revise the parcel to align with their vision.

Section 2 – Neighborhood Connectivity

This section of the project is roughly 0.97 miles in length and extends along four roadways: Front Street, Bowery Street, Town Landing Road, and Holly Street. The goal of this section is to update the corridor to provide safe multimodal facilities to a currently underserved section of Bath. On July 16, 2024, the study team met onsite to walk the limits of the project. The intent of the site visit was to view the project, review existing conditions along both sides of the road, understand potential challenges, and locate walkable destinations within the project limits. A summary of each roadway, including general roadway characteristics as well as observations noted during the site visit, is provided below:

Front Street

Front Street is a relatively narrow two-lane roadway section, classified as a local road (north of Elm Street) and corridor priority 5 with a posted speed limit of 25 mph (disregarding the 15 mph speed limit sign on Front Street north of Holly Street, which is not endorsed by Maine DOT), and a factored AADT of approximately 760 vehicles per day. Front Street begins at Route 1 (just west of the Sagadahoc Bridge) and extends north through Bath’s commercial downtown, through the residential sector of Bath’s riverside community, and continues north to Bowery Street. The existing roadway is between 20’-24’ wide (including paved shoulders) and can be further broken down into two distinct segments.



Front Street (from Oak/Commercial Street to Holly Street): Approximately 24’ wide, this section of roadway includes an existing +/- 5’ wide curbed sidewalk with on-street parking on the west side of the road. The west side of Front Street is highly residential with multiple side roads and numerous houses on each block. The east side of the roadway includes no existing pedestrian infrastructure or on-street parking and is split roughly 50/50, with the southern portion being highly residential (mirroring the west side) and the northern portion being mostly

wooded. Due to the roadway's proximity to the Kennebec River, there are no side roads on the east side of the road. Conditions at the right-of-way vary for both the east and west sides of Front Street and include back curbing, private (well-maintained) landscaping, steps/stairs, retaining walls, and sheds. Utility poles in this section are primarily on the west side of the road within the existing sidewalk area. Members of the public have commented that speeds along this section of Front Street are in excess of the 25 mph posted speed limit; however, speed data collected by the City of Bath Police Department in August 2024 note that the average speed along this section of Front Street is 22 mph, with an 85th percentile speed of 25 mph.

Field Observations:

- The alignment of Front Street is generally straight, with two relatively sharp curves that coincide with its intersections with Grove Street and Holly Street.
- Houses on the west side of the road appear to be located slightly further back from the road and/or have vertical structures such as stairs, landscaped gardens, and retaining walls due to the hill's grade differential with the road.
- Houses, where present, on the east side of the road appear to be located closer to the road. In addition, driveways and walkways are generally at the same grade as the road, with few vertical features.
- Beginning at Oak Street, Front Street's profile is a series of hills and valleys, with side roads (Grove Street and Holly Street) intersecting its two highest points.
- The combination of horizontal crests and vertical curves at Grove Street and Holly Street creates sight distance issues for the side roads that should be reviewed during the design process.
- Due to the presence of landscaping/hardscaping at the corners of intersections and undefined limits of on-street parking along Front Street, it is recommended that sight distance be evaluated at every intersection.
- The existing roadway width (+/-24'), which copes with two-way traffic and on-street parking, creates pinch points for vehicles to operate in this area.
- There is an existing closed drainage system along the west side of the road, although catch basins are spaced relatively far apart.
- There are a few catch basins sporadically placed along the east side of the road; however, it appears that water generally is meant to sheet flow off the road towards the river, aside from a few spot locations.



- The four side roads: North Street, Grove Street, Pearl Street, and Holly Street, all slope toward Front Street with no closed drainage except for a catch basin at the corner of each intersection. No catch basins are present at the Grove Street intersection.



- The public noted drainage issues at the intersections of Front Street/North Street and Front Street/Pearl Street.
- Catch basins, where present at the intersections, are generally located in the pedestrian landing zones.
- There are no detectable warning fields at any of the intersections.
- North of Grove Street, the utility poles are located within the 5-foot sidewalk area, further reducing the already limited clear space.
- The East Coast Greenway is located within the project's southern limits (see Appendix J). It enters the project on Commercial Street and extends along Front Street until it reaches North Street. Existing signage depicts this route.
- There are no dedicated bike lanes or wide paved shoulders for cyclists.

- Based on the speeds and traffic volumes, cyclists on Front Street are likely able to use the travel lanes; however, there are no shared lane markings or signage to help reinforce this to motorists.
- Steep uphill roadway grades can be a challenge for cyclists looking to share the road with vehicles.
- The intersection of Front Street/Commercial Street/Oak Street is oversized, creating long, poorly aligned crosswalks for pedestrians.
- The southwest corner of the Front Street/North Street intersection is very wide, creating a long, poorly aligned crosswalk for pedestrians.

Front Street (From Holly Street to Bowery Street): Approximately 20' wide, this section of roadway has no existing pedestrian infrastructure or on-street parking. Due to the lack of existing pedestrian infrastructure, pedestrians walk within the roadway footprint. The west side has a few residential driveways but is primarily wooded with trees up to the edge of pavement, and a steep hill/retaining wall along its northern portion. The east side is also heavily wooded, with the existing geography sloping down away from the road toward the river. There is also an entrance to a private marina and a sewer pump station on this side.

Field Observations:

- Houses on the west side of the road appear to be located slightly further back from the road and/or have vertical structures such as stairs or a retaining wall to account for the hill's grade differential with the road.

- The intersection of Front Street/Bowery Street proposes numerous challenges:
 - There is a residential property on the southeast corner of the intersection that is built into the hill with an existing retaining wall that is holding up the roadway as the property drops away below.
 - » The property has a driveway (garage) that is tight to the road and empties into the intersection.
 - The southwest corner of the intersection has a shed that is located within 5 feet of the pavement's edge.
 - The presence of these two structures creates a pinch point on the Front Street portion of the intersection.
 - Front Street intersects Bowery Street at both a horizontal and vertical angle, which makes turning left onto Bowery Street difficult.
 - » Bowery Street is a one-way street west of Front Street, in the westbound direction.
 - In addition, Front Street climbs a hill to reach Bowery Street, which has a steep profile of its own, creating vertical challenges at the intersection.
- There is no closed drainage along this section of Front Street. Water is meant to sheet flow off the road towards the river.
- Utility poles are located on the east side of the road, although the utilities are fed from Bowery Street on the northern end and Holly Street on the southern end. The utility lines are not continuous along Front Street.
- There are no sidewalks, dedicated bike lanes, or wide paved shoulders for cyclists.
- Based on the speeds and traffic volumes, cyclists on Front Street are likely able to use the travel lanes; however, there are no shared lane markings or signage to help reinforce this to motorists.
- Steep uphill roadway grades can be a challenge for cyclists looking to share the road with vehicles.



Bowery Street

Bowery Street is a narrow two-lane roadway section (one-way in the westbound direction, west of Front Street), classified as a local road and corridor priority 5 with a posted speed limit of 25 mph and a factored AADT of approximately 290 vehicles per day. The existing roadway is approximately 20' wide (including paved shoulders) and is bordered by a steep hill

on its west side and +/-25' tall retaining wall on its east side, which drops down to the old cannery site below. Bowery connects to Washington Street on both its northern and southern limits; in these areas, it turns more residential with houses on both sides of the road. There is no existing pedestrian infrastructure on Bowery Street, and on-street parking is prohibited. Due to the lack of existing pedestrian infrastructure, pedestrians walk within the roadway footprint. Utility poles along Bowery Street are primarily located on the west side of the road.

Field Observations:

- Bowery Street (running south to north) is a series of horizontal curves (all left) that begin and end at Washington Street.
- Bowery Street's profile is one large sag curve that begins and ends at highpoints along Washington Street. The profile at either end approaching Washington Street appears to be quite steep.
- Between Front Street and Town Landing Road, Bowery Street is cut into the side of a very steep hill. The result is a +/-25' retaining wall on the east side of the road, and a steep hill with sections of exposed ledge cut back at a near-vertical slope on the west side.
- North of Town Landing Road, Bowery Street becomes residential with houses on both sides of the road. The houses are located close to the road, however, the slopes between the house and road are flat.
- The existing retaining wall has a large concrete overlook that provides scenic views of the Kennebec River.
- There is no closed drainage along this section of Bowery Street. Water is meant to sheet flow off the road towards the river.
- Utility poles transition between both sides of the road as they work their way around the curve.
- There are no sidewalks, dedicated bike lanes, or wide paved shoulders for cyclists.
- Based on the speeds and traffic volumes, cyclists on Bowery Street are likely able to use the travel lanes; however, there are no shared lane markings or signage to help reinforce this to motorists.
- Steep uphill roadway grades can be a challenge for cyclists looking to share the road with vehicles.



- The intersection of Washington Street/Bowery Street/Drummond Point is oversized, and poorly defined (large pavement footprint) as Drummond Point and Bowery Street connect on the outside edge of a sharp curve along Washington Street. Intersection sight distances should be checked at this location.
- Existing shrubs on the southern corner of the intersection, between Washington Street and Bowery Street are overgrown and should be reviewed and/or cut back to improve sight distance.
- Despite challenging geometry at this intersection, based on coordination with the public, pedestrians still cross Washington Street at this location to access the sidewalk on its western side.



Town Landing Road

Town Landing Road is a narrow two-lane roadway section, classified as a local road and corridor priority 5 with a posted speed limit of 25 mph and a factored AADT of approximately 55 vehicles per day. The existing roadway is approximately 20' wide and terminates at the North End Boat Launch. The east side of the road is entirely comprised of the sewer treatment plant, with a commercial building (set back from the road) on the west side. There is no existing pedestrian infrastructure on Town Landing Road, and on-street parking is prohibited. Due to the lack of existing pedestrian infrastructure, pedestrians walk within the roadway footprint.

Field Observations:

- The first 200', north of Bowery Street, is relatively steep, otherwise, the profile is relatively flat.
- The boat launch has a few areas that could be turned into pocket parks in coordination with the existing historical plaques that already exist.
- There is no closed drainage along this section of Town Landing Road. Water is meant to sheet flow off the road towards the river.
- There are no sidewalks, dedicated bike lanes, or wide paved shoulders for cyclists.



- Based on the speeds and traffic volumes, cyclists on Town Landing Road are likely able to use the travel lanes; however, there are no shared lane markings or signage to help reinforce this to motorists.

Holly Street

Holly Street is a narrow two-lane roadway section classified as a local road and corridor priority 5 with a posted speed limit of 25 mph and a factored AADT of approximately 29 vehicles per day. The existing roadway is approximately 22' wide and is curbed on both sides. The south side of the road features a 5-foot paved sidewalk with on-street parking allowed. Utility poles along Holly Street transition back and forth across the roadway for the entire length of the road.

Field Observations:

- Holly Street has houses on both sides of the road. The houses are located close to the road, however, the slopes between the house and road are flat.
- As discussed previously, due to the presence of landscaping on both the northern and southern corners of the Front Street/Holly Street intersection, it is difficult to see oncoming vehicles when stopped on Holly Street.
- There is no closed drainage along Holly Street. Water is meant to sheet flow to the curb and then continue along the gutter until it hits Front Street.
- There are no dedicated bike lanes, or wide paved shoulders for cyclists.
- Based on the speeds and traffic volumes, cyclists on Holly Street are likely able to use the travel lanes; however, there are no shared lane markings or signage to help reinforce this to motorists.
- The intersection of Washington Street/Holly Street is oversized, creating an exceedingly long crosswalk for pedestrians.
- Holly Street is the primary route for large trucks (or boats) to access the sewer treatment plant and boat launch.
 - The next available intersection to the north is the intersection of Washington/Bowery Street/Drummond Point (the southern intersection of Washington Street/Bowery Street is a westbound one-way). The existing geometry of the intersection does not allow for right turns onto Bowery Street.



Site Visit Summary

Based on the culmination of these field observations, along with public input, the study team concluded that the project should propose the following:

Section 1 – Riverwalk Extension

The following notes are provided under the assumption that the City of Bath either has or will acquire easements for the properties.

- An extension of the Bath Riverwalk is feasible. However, the design will need to thoroughly review the needs of each parcel that it crosses, with special attention to the Kennebec Tavern, to ensure that the introduction of the riverwalk does not significantly impact the restaurant/marina's day-to-day operations.
- Ongoing coordination will be required with the Kennebec Riverview parcel, as they are actively developing their lot to match their vision.

Section 2 – Neighborhood Connectivity

The following notes provided the study team with strategic goals as they began working on the concept plans.

- Pedestrian infrastructure and ADA compliance across the entire project limits should be improved. This includes sections of the project where pedestrian facilities currently exist.
- Bicycle accommodations should be considered throughout the project limits. Due to the narrow existing right-of-way, creative solutions may be required to provide improvements.
- Limits for proposed on-street parking should be reviewed or specified to help improve sight distances on stop-controlled side roads.
 - Consider bump-outs (or similar) on Front Street at intersections with side roads to provide landscaping opportunities and/or stormwater features. It will also help regulate on-street parking locations.
- Multiple intersections require geometric improvements.
- Updates to the existing closed drainage system could provide numerous benefits.
- Consider the movement of large vehicles and access to existing facilities.
- Due to the existing conditions present along Bowery Street, the existing retaining wall on the east side of the road will need to be reconstructed to provide room for pedestrian improvements.



Traffic & Capacity Analysis

Assessing traffic capacity and vehicle mobility is outside the scope of this study. The average annual daily traffic (AADT) for Front Street and Bowery Street is 760 and 290 vehicles, respectively. There are no signalized intersections within the project limits, and the traffic volumes on all side streets are relatively low. There are no known capacity or level of service issues associated with any intersections within the study area. No excessive queuing of traffic or vehicle delays have been observed during site visits, and none have been noted during the public outreach process. No capacity analysis has been completed for this study.

As part of the proposed design, Front Street is being converted to a one-way street in the southbound direction (south of Holly Street) and northbound (north of Holly Street). This change will affect current traffic patterns and trends, as vehicles will need to utilize Washington Street to head north out of downtown. In addition, side roads such as Elm Street, Summer Street, Linden Street, and Oak Street may see increased vehicle volumes for northbound traffic trying to reach Washington. It is recommended that a traffic study of this area be completed to better understand the implications of converting Front Street into a one-way street.

Another option, which would be relatively low-cost but yield similar results to a traffic study, would be to make a demonstration project along Front Street, turning it into a one-way street for the spring/summer months. The project would use vehicle counters to understand the distribution of traffic before and after the one-way is put in place. The demonstration project would need to include new striping and temporary signage. Items such as reflectorized delineators could be utilized to help establish a bike lane along Front Street in this interim condition.

Crash Data

Gorrill Palmer obtained the most recent three-year collision data for the study area from the Maine DOT Crash Query Tool for 2023-2025. To determine whether a location has a high crash incidence, Maine DOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met to be classified as an HCL.

1. A critical rate factor (CRF) of 1.00 or more for the most recent three-year period. The CRF compares the actual crash rate to the rate for similar intersections in the state. A CRF of less than 1.00 indicates a crash rate that is not significantly above the average.
2. A minimum of eight crashes over the same three-year period.

The study team reviewed existing crash history within the project limits and found that no intersections or roadway segments were classified as high-crash locations.

Crash reports show the two most common types of accidents (occurring less than once a year over the past 10 years) are related to intersection movements at the intersection of Washington Street/Drummond Point/Bowery Street (7 accidents) and rear-end/sideswipe collisions along Front Street (3 accidents). Although the numbers are low and do not constitute a pattern, it does reflect the public opinion that sight distances at the intersection are poor and that Front Street is too narrow.

Summary of Proposed Improvements

To provide the City of Bath with optimal flexibility, the project was divided into two sections, with the second section further broken down into four subsections (as identified in the Introduction section of this report). These sections and resulting subsections can be carried out as individual projects in a phased approach to construction or be combined into larger projects, depending on available funding. Below is a summary of the proposed Concept Plans, including all applicable sections and subsections.

Section 1 – Riverwalk Extension

The City of Bath Planning Department endorsed the concept of a proposed riverwalk along the western bank of the Kennebec River since it was officially identified in Bath's 2009



comprehensive plan. In 2022, the city officially began making progress on its vision as two sections of the riverwalk were constructed. The first section constructed an 8-foot-wide path which began at the southern end of Commercial Street (under the Route 1 bridge) and extended north to the Linwood E. Temple Waterfront Park. The second section began at the Linwood E. Temple Park and constructed an 8-foot-wide path 150' north to the Bath Anchor parking lot, where it transitioned to a 6-foot-wide boardwalk that continued north for another 150' before dead-ending just south of the Kennebec Tavern property.

The proposed concept plans begin at the currently dead-ended portion of the 6-foot-wide wooden boardwalk and extend the riverwalk north along the Kennebec River approximately 0.20 miles before turning west and connecting to the proposed/existing pedestrian facilities along Front Street. The goal of this section is to construct an 8-foot-wide decorative hardscape path similar to what was completed in 2022. Where space is limited, the path will slide out over the existing

riprapped slopes using sections of wooden boardwalk (minimum 8' clear width). The proposed path will extend across three private properties, where the City of Bath will be responsible for acquiring rights (if not already acquired) in the form of easements. Below is a brief summary of the proposed work along each property:

Kennebec Tavern – The plans propose to extend the existing wooden boardwalk north up to the existing marina shed, where it would turn 90 degrees (towards Commercial Street) and open, allowing path users to exit the boardwalk onto the path composed of decorative pavers. Bollards (or similar) would be used to protect the path from encroachment by parked vehicles located on its south side. From there, the path would extend north along the marina's entrance before turning east and making use of an existing 8-foot-wide grass strip that extends along the river's edge between the existing seawall and the Kennebec Tavern's outdoor seating area. The path will continue north along the seawall, through the eastern

edge of the property's northern parking lot. Bollards (or similar) would again be placed along the edge of the path where existing parking could potentially encroach on the trail. Once the northeast corner of the seawall was achieved, the path turned west until existing conditions allowed its transition from hardscape path to wooden boardwalk. This change of template is required for the path to extend over a steep section of riprap that is located between the properties. Once onto the boardwalk, the path technically exits the Kennebec Tavern's property and extends into the Bath Riverwalk Residences Condominiums property.



The plans currently show a proposed fence that begins on the south side of the existing marina shed and wraps around the eastern edge of the path, including enclosing the marina's dock entrance and fuel pump. A lockable gate, aligned with the marina's dock, would be included on the western edge of the enclosure, which would permit access to employees and customers. The intent was to provide a sense of security and separation between the marina and the path users. The existing outdoor dining area has wooden pillars with sections of nautical rope that would separate the dining area from the path. In addition, the proposed fence would extend along the seawall, creating a barrier between path users and the river's edge. A 40-foot double swing gate with gates that swing westward (blocking path-users) is proposed along the northern parking lot to allow the marina's boom truck to get the docks in and out of the water.

Disclaimer: The study assumes that the City of Bath and the Kennebec Tavern can come to an agreement regarding an existing/proposed easement across this parcel. In addition, the concept plans, as they are currently shown for this property, are not approved or endorsed by the Kennebec Tavern. There is a dedicated section at the end of this report (see Focus Properties section of this report) that goes over the specific concerns and challenges regarding this property, as noted by the owners of the property. The proposed design shows a good-faith effort to establish a conceptual plan that is feasible to construct in this area based on the coordination that occurred during the duration of the study.

Bath Riverwalk Residences Condominiums

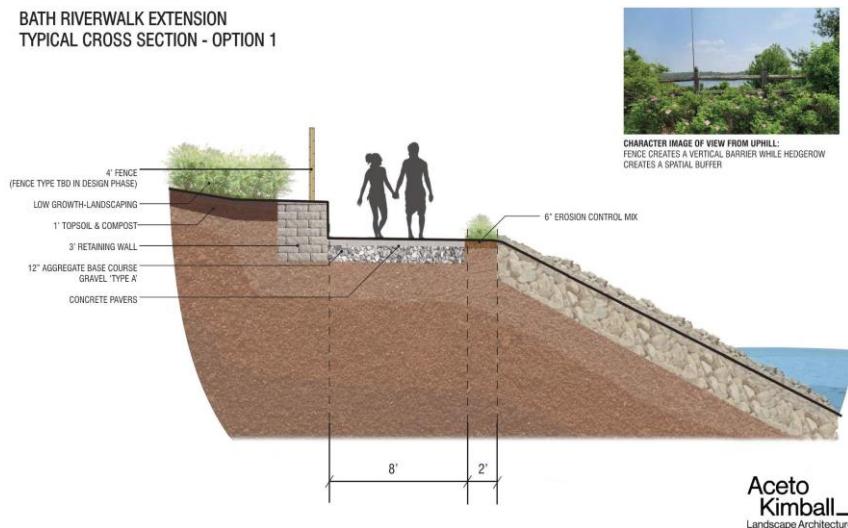
The path will enter the property via a wooden boardwalk that extends north from the Kennebec Tavern property. The boardwalk is necessary at this location due to an existing grade change between the two properties, which results in a steep riprap slope. The boardwalk would be constructed on top of the riprap, similar to the existing boardwalk located south of the Kennebec Tavern property. Once beyond



the riprap, the path transitions back to an 8-foot hardscape path that extends north along the edge of the Kennebec River. The path will be constructed at the top of the existing riprapped riverbank in the existing lawn area. Connections to each of the four condo buildings (only three have been constructed) have been proposed to allow residents access to the path. The path will extend past Building 4 (not built) and Building 1 before the space at the top of the riverbank becomes too narrow to continue due to the condominium's driveway. From Commercial Street, the driveway extends east before it curves to the north and continues for 225' along the top of the riverbank before curving back west towards Building #3. There is a wooden guardrail that runs along the eastern side of the driveway to separate vehicles from the top of the riverbank. To navigate this section, the path will transition to a boardwalk and extend out over the riprap area until it is beyond the limits of the guardrail, at which time it will transition back to a hardscape path. The boardwalk may require a small retaining wall or steepening of the existing riprapped slope to achieve the desired grades in this area. Once beyond the guardrail, the path continues north along the riverbank until it enters the Kennebec Riverview property.

The current plans represent an at-grade path matching the existing ground elevation at the top of the riverbank (riprap) with a proposed fence along its western edge. One alternative design that was strongly considered but not preferred due to additional costs included

utilizing the existing grade differential between the condominiums and the river. The concept included digging the path into the hill of the lawn area and installing a 2'-3' retaining wall on the west side of the path with a 4-foot fence (fence aesthetic TBD) on top and landscaping on the condominium side of the fence. From the perspective of a condominium resident



standing on their lawn area, they would only see a 4-foot-tall, landscaped fence and the river beyond that, as the path would be 6'-7' below the top of the fence. This would provide a scenic buffer between the condominiums and the path users. Steps could be provided in areas where paths connect the condominiums to the riverwalk to ensure access to the owners.

The plans show a fence along the west side of the path, separating it from the condominiums. Regardless of the design that is selected, gates could be provided at all four condominium connection points to allow residents access to the path while ensuring that the path users do not trespass on private property. Although no fence is proposed along the east side of the trail (between the path and the top of riprap), sections of the proposed boardwalk will require railings on both sides to ensure the safety of the path users.

Disclaimer: The study assumes that the City of Bath and the Bath Riverwalk Residences Condominiums can or already have come to an agreement regarding a proposed easement across this parcel. In addition, the concept plans, as they are currently shown for this property, are not endorsed by the Bath Riverwalk Residences Condominium Association. There is a dedicated section at the end of this report (see Focus Properties section of this report) that goes over the specific concerns and challenges regarding this property, as noted by the association. The proposed design shows a good-faith effort to establish a conceptual plan that is feasible to construct in this area based on the coordination that occurred during the duration of the study.

The Kennebec Riverview (the Meadow by the River)

The proposed design for this parcel is still open for discussion as the property owner and vision for this site changed hands during the middle of the study. The vision of the Kennebec Riverwalk is to transform the last public riverfront parcel in Bath into a vibrant natural sanctuary. The lot will feature walking paths, seating areas, and opportunities for environmental education, providing a tranquil retreat within walking distance of the City's downtown. At this time, the study shows the path entering the parcel in the southeast corner



as it extends north along the top of the riverbank. The path immediately bends west and continues in a straight line to Front Street, where there is a proposed landscaped curb bump-out and mid-block crossing. Due to the change in ownership and the proposed vision for the parcel, the study team avoided showing major impacts to the area and

skirted the design along the edge of the property with the intent that the City of Bath and the Kennebec Riverview would coordinate and co-design the riverwalk and the Meadow by the River together. The location where the path enters the parcel and a mid-block crossing on Front Street (at some point within the property limits to tie the path into the existing/proposed pedestrian infrastructure) were the only hard requirements of this section. Otherwise, the location and route of the riverwalk through the parcel can be coordinated and manipulated to work into the design of the property owners.

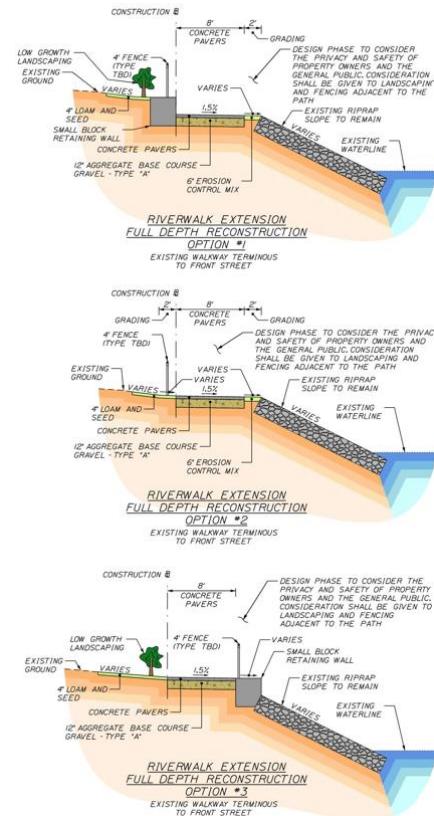
Disclaimer: The study assumes that the City of Bath and the Kennebec Riverview can or already have come to an agreement regarding a proposed easement across this parcel. There is a dedicated section at the end of this report (see Focus Properties section of this report) that goes over the specific concerns and challenges regarding this property, as noted by members of the ownership group. The proposed design shows a good-faith effort to establish a conceptual plan that is feasible to construct in this area based on the coordination that occurred during the duration of the study.

Pathway Amenities

The riverwalk extension, as shown on the concept plans, will require coordination with all three of the noted property owners regarding the aesthetic choices for the path and/or its amenities. At this time, it is assumed that the riverwalk extension will have pedestrian-scale lighting from where the path begins just south of the Kennebec Tavern, all the way to Front Street. In addition, site amenities, including trash receptacles, benches, and landscaping, are all being considered for this area. Locations for these amenities will be determined in coordination with the individual property owners if the project is selected to progress into the design phase.

Typical Sections

Typical sections were not developed for the proposed riverwalk extension (except for the potential sections at the top of the riverbank within the Bath Riverwalk Residences Condominiums property). Typical sections for this area will generally match the existing work that was completed during the first phase of the riverwalk, which was constructed in 2022. This includes both the hardscape blocks and the general path aesthetic, as well as the boardwalk section.



Section 2 – Neighborhood Connectivity

After the completion of Neighborhood Meeting #1 in August 2024, the team reevaluated the proposed concept plans and determined that the project's scope required two modifications. First, the study should expand the project limits to include all roads east of (and including) Washington Street. This would include reviewing all existing pedestrian infrastructure within the new limits. Second, the study should focus on making meaningful improvements to existing pedestrian facilities and developing pedestrian connections where none currently exist. Essentially, the goal is to create a continuous, roadway-adjacent, pedestrian infrastructure network that spans the limits of the study. This will establish an infrastructure backbone that supports future projects such as off-road loop trails and alternative pedestrian paths through site developments, providing a connection point where none currently exists.

The team identified that the concept plans should begin at the intersection of Commercial Street/Front Street/Oak Street and extend north approximately 0.75 miles to the intersection of Washington Street/Bowery Street/Drummond Point. Mainline improvements should include pedestrian facility upgrades, bicycle accommodations, and considerations for on-street parking. In addition, it should also include (at a minimum) geometric and pedestrian improvements to the five sideroad intersections within the noted limits.

In an attempt to provide shorter, more concise descriptions of the proposed work along this section of the study, the proposed neighborhood connectivity portion of the project has been broken down into four subsections that can be constructed (in order) as funding becomes available. Below is a brief summary of the proposed work, along each subsection:

Section 2a – Front Street, from Commercial/Oak Street to Holly Street

The major change that needs to be understood while reviewing this section is that the concept plans propose changing Front Street to a one-way street in the southbound direction (beginning at Holly Street). This change will create additional space within the right-of-way that can be rededicated to other non-vehicular uses, such as defined limits of on-street parking with wider sidewalks, landscaped bump-outs, and a 5-foot bike lane.



The Concept Plans start at the intersection of Commercial Street/Front Street/Oak Street. The study proposes to convert the intersection into an all-way stop and provide geometric improvements (especially to the southwest corner) that would reduce the overall size of the intersection, thereby shortening crosswalks and improving pedestrian desire lines. The plans show an additional pedestrian landing at the

northeast corner of the intersection to provide full pedestrian access, as well as a connection point for future sidewalks along Commercial Street. On-street parking along Front Street (southbound) has been removed for approximately 180' in advance of the intersection to avoid parked cars blocking the stop signs and sight lines (more applicable if an all-way stop is not implemented).

From there, the project extends north to Holly Street. The proposed template includes an 8-foot paved sidewalk with granite curb, an 8-foot shoulder with striped on-street parking, an 11-foot travel lane (SB traffic only) with shared lane striping for bicycles, and a 5-foot bike lane for bicycles to travel northbound against the proposed one-way traffic. Where intersections are present, the 8-foot section for on-street parking is transitioned to a 3-foot shoulder with a 5-foot curbed bump-out. The east side of Front Street is curbed, aside from driveway openings, which will help control and contain drainage.

The East Coast Greenway runs along Commercial Street before turning north onto Front Street and then west onto North Street. This section of the project proposes bike lanes and shared-lane pavement markings to help guide users. Additional accommodations could be considered in this area, such as painting the bike lane and shared lane markings from Commercial Street to North Street green, to help users stay on the trail. This would differentiate these symbols from elsewhere on the project. See Appendix J for a graphic of the East Coast Greenway in relation to the study.



Bike lanes will be striped along the corridor. This includes additional intersection striping and a proposed transition from a separated bike lane to a shared lane at the intersection of Front Street and Holly Street. This transition occurs since Front Street changes from a southbound one-way street south of Holly Street to a northbound one-way street north of Holly Street.

Proposed bump-outs at the intersections serve numerous purposes along Front Street:

- They improve intersection sight lines for sideroads by helping control on-street parking near the intersection and creating additional space for vehicles to pull ahead to look for southbound vehicles on Front Street.
- They reduce the overall size of the intersections, which creates shorter crosswalks and improved pedestrian desire lines.
- They create locations for the corridor's potential beautification. This could include landscaping or hardscaping, depending on the city's preference and maintenance availability.
- They create spot locations for potential stormwater treatment areas as defined by the Bath: Built to Last report.



A proposed mid-block crossing on Front Street, located approximately 225' south of North Street, would provide a crucial connection between Section 1—Riverwalk Extension and Section 2—Neighborhood Connectivity. The exact location of the mid-block crossing should be coordinated with the Kennebec Riverview property to ensure the design works with their proposed development. A rectangular rapid flashing beacon should be considered at this location, as it is serving as a gateway into Bath's downtown. In addition, it would be beneficial if the only parking for the Meadow by the River is the proposed on-street parking on the west side of Front Street.

Sideroads, including existing sections of sidewalk, will be reconstructed as necessary to match the proposed design. Existing intersection geometry will be improved where feasible to reduce the overall size of the intersections. One such location is the southwest corner of the intersection of Front Street/North Street. The existing corner is very wide, likely due to Bath's past of having an industrial working waterfront, which creates a long crosswalk and poor pedestrian desire lines.

Section 2b – Front Street, from Holly Street to Bowery Street

The major change that needs to be understood while reviewing this section is that the concept plans propose changing Front Street to a one-way street in the northbound direction (beginning at Holly Street). This change will create additional space within the right-of-way that can be rededicated to other non-vehicular uses, such as an 8-foot sidewalk and a 5-foot bike lane.

The project extends north from Holly Street to Bowery Street. The proposed template includes an 8-foot paved sidewalk with a granite curb, a 5-foot bike lane for bicycles to travel southbound against the proposed one-way traffic, an 11-foot travel lane (NB traffic only) with

shared lane striping for bicycles, and a 1-foot shoulder. The east side of Front Street is curbed, aside from driveway openings, which will help control and contain drainage.

On-street parking is not provided along this section of Front Street due to a lack of available right-of-way (especially at Front Street's northern limits).



Bike lanes will be striped along the corridor. This includes additional intersection striping and a proposed transition from a separated bike lane to a shared lane at the intersection of Front Street and Holly Street. This transition occurs since Front Street changes from a southbound one-way street south of Holly Street to a northbound one-way street north of Holly Street.

The intersection of Front Street/Bowery Street is challenging due to the following site conditions:

- The existing right-of-way narrows down to 28' along Front Street within 50 feet of the intersection.
- There is an existing shed that hugs the right-of-way (as well as the corner of the intersection) on the west side of Front Street.
- There is an existing house (21 Bowery Street) and a retaining wall that directly abuts Front Street on the east side of the road. The house also has a short driveway with a two-car garage that empties into the intersection.
- The angle of the intersection and profile of Bowery Street create a challenging vertical grade for vehicles looking to turn left onto Bowery Street.



The intent of the design in this area is to realign Front Street to shift the intersection as far west as possible (towards the shed) to create additional separation from the house. The proposed sidewalk will cross along the face of Front Street and continue north along the east side of Bowery Street. This transition further requires additional space in front of the house to ensure impacts to the property are minimized. See the disclaimer related to this parcel at the bottom of this section.

This section of Front Street also provides access to the City of Bath's sewer pump station.

Disclaimer: The concept plans, as they are currently shown for this property, concern the owner of the 21 Bowery Street property. A dedicated section at the end of this report (see Focus Properties section of this report) goes over the specific concerns and challenges regarding this property, as noted by the owner. This section also includes a few potential design changes that could help mitigate the proposed issues.

Holly Street, From Washington Street to Front Street

The major change that needs to be understood while reviewing this section is that the concept plans propose changing Holly Street to a one-way street in the eastbound direction (beginning at Washington Street). This change will create additional space within the right-of-way that can be rededicated to other non-vehicular uses, such as a wider sidewalk and a 5-foot bike lane.

The project extends east from Washington Street to Front Street. The proposed template includes a 6-foot paved sidewalk with a granite curb, a 2' shoulder, an 11' travel lane (EB traffic only) with shared lane striping for bicycles, and a 5-foot bike lane for bicycles to travel westbound against the proposed one-way traffic. The north side of Front Street is curbed, aside from driveway openings, which will help control and contain drainage.

On-street parking is not provided along this section of Holly Street due to a lack of available right-of-way.

A 5-foot westbound bike lane is proposed along Holly Street. Prior to the bike lane reaching Washington Street, it is kicked off the road and into the crosswalk. This was done to eliminate the chance of cyclists arriving at the intersection at the same time a vehicle is turning left onto Holly Street from Washington Street southbound. Once at the crosswalk, the cyclist can either cross the road and continue on Washington Street southbound or turn right and continue northbound.

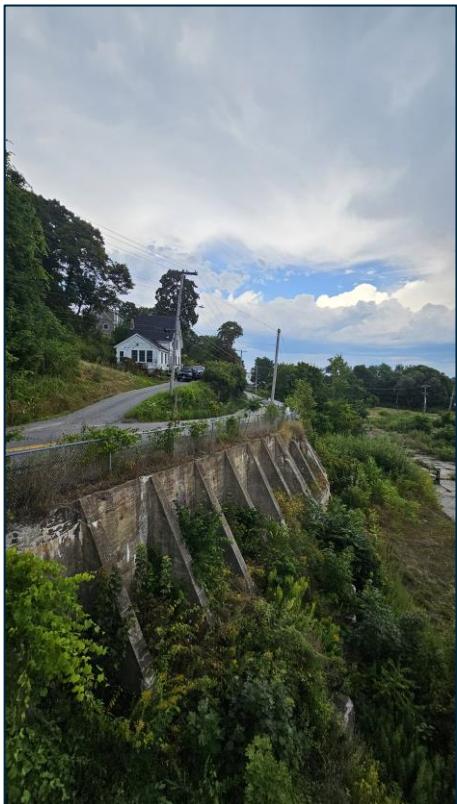
A mid-block crossing is proposed on Washington Street at this location. Previously, the northernmost mid-block crossing was one block earlier at Pearl Street. This provides another connection for the pedestrian network in northern Bath.

The intersection of Washington Street/Holly Street will be reconfigured to reduce the size of the existing intersection. This change will reduce the crosswalk length and improve the pedestrian desire lines.

Section 2c – Bowery Street, from Front Street to Washington Street/Drummond Point

Unlike Front Street, Bowery Street will remain open to two-way traffic, not including the section south of Front Street, which is already a one-way street in the westbound direction.





Beginning roughly 100' south of the Front Street intersection, the proposed improvements will extend north to the intersection of Washington Street/Bowery Street/Drummond Point. The proposed template includes a 2-foot shoulder, two 11-foot travel lanes (one in each direction) with shared lane striping for bicycles, a 2-foot shoulder, and granite curb with an 8-foot paved sidewalk (up to Town Landing Road). North of Town Landing Road, the sidewalk width is reduced to 6' based on available right-of-way. The west side of Bowery Street is curbed, aside from driveway openings, which will help control and contain drainage.

On-street parking is not provided along this section of Bowery Street due to a lack of available right-of-way and the geographical constraints associated with the section (see Existing Conditions section of this report).

Due to existing roadway constraints, bike lanes are not proposed along Bowery Street from Front Street to Washington Street. However, the southern section of Bowery Street (a one-way street westbound) is wide enough to accommodate an eastbound bike lane if the City of Bath desires it.

As noted in Section 2b, the intersection improvements at Front Street/Bowery Street and the sidewalk proposed in front of the 21 Bowery Street property will require additional coordination if this section of the study progresses into design.

There is an existing (approximately 25-foot retaining wall) on the east side of Bowery Street that will need to be removed and reconstructed to provide space for the proposed template. Due to its age and general condition, the City of Bath has already begun considering options regarding the wall. If the wall is reconstructed, it is recommended that the city consider shifting it east in coordination with the recommendations of this study.

The plans show a proposed scenic overlook with pedestrian access to the site below. A rendering of this area was completed and can be seen in Appendix K of this document.

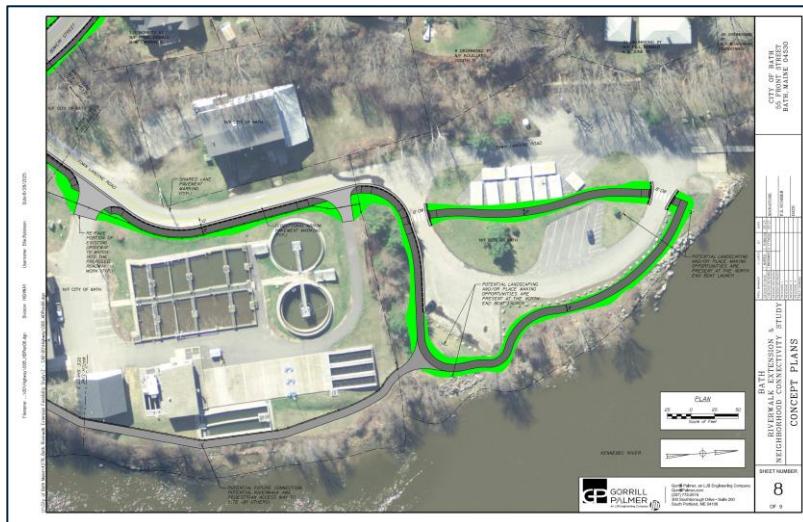
The intersection of Washington Street/Bowery Street/Drummond Point is an expanse of existing pavement that is difficult to navigate for both pedestrians and vehicles. The project proposes a minimalistic approach to the intersection by extending the sidewalk up to the southeast corner and proposing a mid-block crossing with rectangular rapid flashing



beacons. Sight distance checks will need to be completed to determine the exact location of the mid-block crossing. However, as noted previously, it is recommended that this intersection be considered for geometric improvements to improve vehicular sight distances and allow large vehicles the ability to turn left onto Washington Street southbound.

Section 2d – Town Landing Road, from Bowery Street to the Northend Boat Launch

The proposed work along Town Landing Road is minimal compared to the previous sections of the project. The existing roadway pavement will remain, and granite curb with an 8-foot sidewalk will be installed along the east side of the road. Once the sidewalk extends beyond the limits of the parking area, the curb would be eliminated, and the path would be constructed within the existing lawn areas. The project proposes extending the path north to the boat launch before turning south, extending across the middle island, and connecting to itself, creating a loop at the terminus of the project.



There are a few areas down by the water that would make excellent pocket parks for people to sit and relax with views of the Kennebec River. Existing historical plaques located in the southeast corner of the lot could be refurbished and incorporated into the design in this area.

Due to the limited nature of work in this area, no bike lanes or on-street parking are proposed along Town Landing Road. Shared lane markings could be considered if desired by the City of Bath.

Roadway Alignments

In general, the existing horizontal and vertical alignments of the roadways will remain unchanged. This means that existing roadway curves, both horizontal and vertical, will likely remain unchanged due to the proximity of houses and private property features to the roadways, except for the intersection of Front Street/Bowery Street, where geometric improvements are recommended.

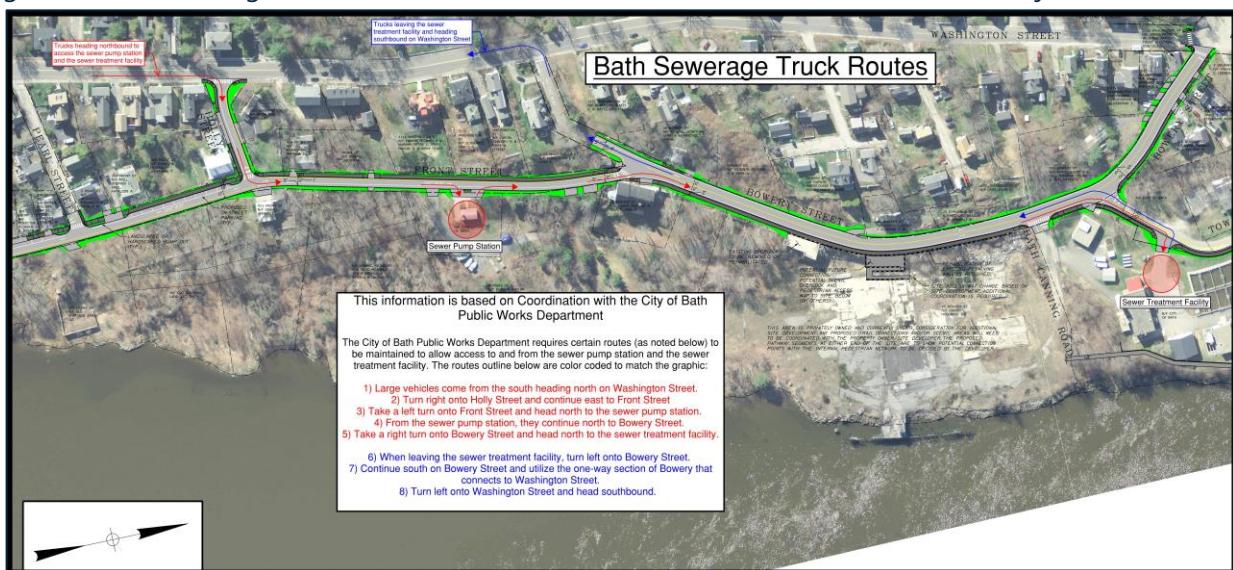
Proposed One-Way Street

Early in the study's development, it was decided that Front Street should be converted into a one-way street to make room for bike lanes and additional pedestrian infrastructure. The question then became which direction traffic should be moving (southbound or northbound).

Due to the presence of a sidewalk and on-street parking along the west side of the road and the fact that parking on the east side of Front Street is currently prohibited, the initial thought was to make Front Street a one-way street in the southbound direction. This would place the on-street parking and pedestrian facilities on the right side of the vehicle. The best approach would likely be to complete a traffic study or demonstration project in the area to see how the vehicles react before it is fully implemented.



In coordination with the City of Bath's Director of Public Works, the study team requested information regarding how the city's large vehicles currently access the sewer pump station and the sewer treatment plant. It was discovered that the trucks run north on Washington Street before accessing Front Street via Holly Street. The trucks then head north along Front Street and eventually Bowery Street before reaching their destination. On their way back, they utilize the southern intersection of Bowery Street/Washington Street to turn left onto Washington Street southbound. Based on this information and the understanding of the geometric challenges associated with the intersections of Front Street/Bowery Street and



Bowery Street/Washington Street/Drummond Point, it was determined that Front Street North of Holly Street should become a one-way street in the northbound direction. This decision could be changed if improvements to the intersections previously noted are completed and trucks are able to navigate the intersections.

The implementation of one-way streets on Front Street in either direction, starting at Holly Street, also removes the existing sight distance issue at this intersection by preventing southbound traffic from approaching Holly Street.

Holly Street was originally proposed to remain a two-way street despite Front Street becoming a one-way street in either direction. This was to avoid travel restrictions to the houses on Holly Street, as well as the one house located on Front Street directly across from

the intersection. However, based on coordination with the City of Bath Public Works Department, ploughing a two-lane road without being able to access it from the other end is not ideal. The decision was made to change Holly Street to be a one-way Street; however, it was noted that if needed, they could likely find a way to make it work with Holly Street remaining a two-way street, it is just not the preferred option.

Future Connections



East of the Bowery Street retaining wall and south of the Town Landing Road boat launch parking area, sections of an 8-foot-wide sidewalk are shown that are noted as a potential future connection: a potential riverwalk and pedestrian access way to the site. These notes and the proposed design are placeholders in coordination with the 65 Bowery Street project. The intent would be to coordinate with the developer to extend the pedestrian network from the concrete viewing area down into the site and then north along the Kennebec River (east of the sewer treatment plant), before connecting to that path again at the boat launch. If the developer proceeds ahead with the site development, they will be able to decide where and how the path would best work within the confines of their site.

On Front Street, directly across from Pearl Street, there is an existing sewer easement that extends into the woods before

terminating at the sewer pump station. Early in the study, there was a discussion with the City of Bath regarding the possibility of extending a path along the easement; however, this is not shown on the concept plans. Further coordination with the current property owners would be necessary before any such planning could be displayed.

Drainage Improvements

The concept plans do not show drainage improvements along any of the sections of the project. Based on the magnitude of the project and the current state of the existing closed drainage system, it is recommended that the existing drainage system be upgraded along the Front Street and Bowery Street corridors. Improvements include, but are not limited to:

- Installing new catch basins along the sideroads (prior to the main road) to collect drainage before entering the intersection. This will also serve to take the drainage infrastructure out of the pedestrian crossing zones.
- Installing additional catch basins on the west side of the road to help collect drainage.
- Install catch basins along the proposed curblines on the east side of the road. This will help prevent washouts along the steep slopes and address areas with current drainage issues (intersection of Front Street/North Street and Front Street and Pearl Street), as noted by the public.

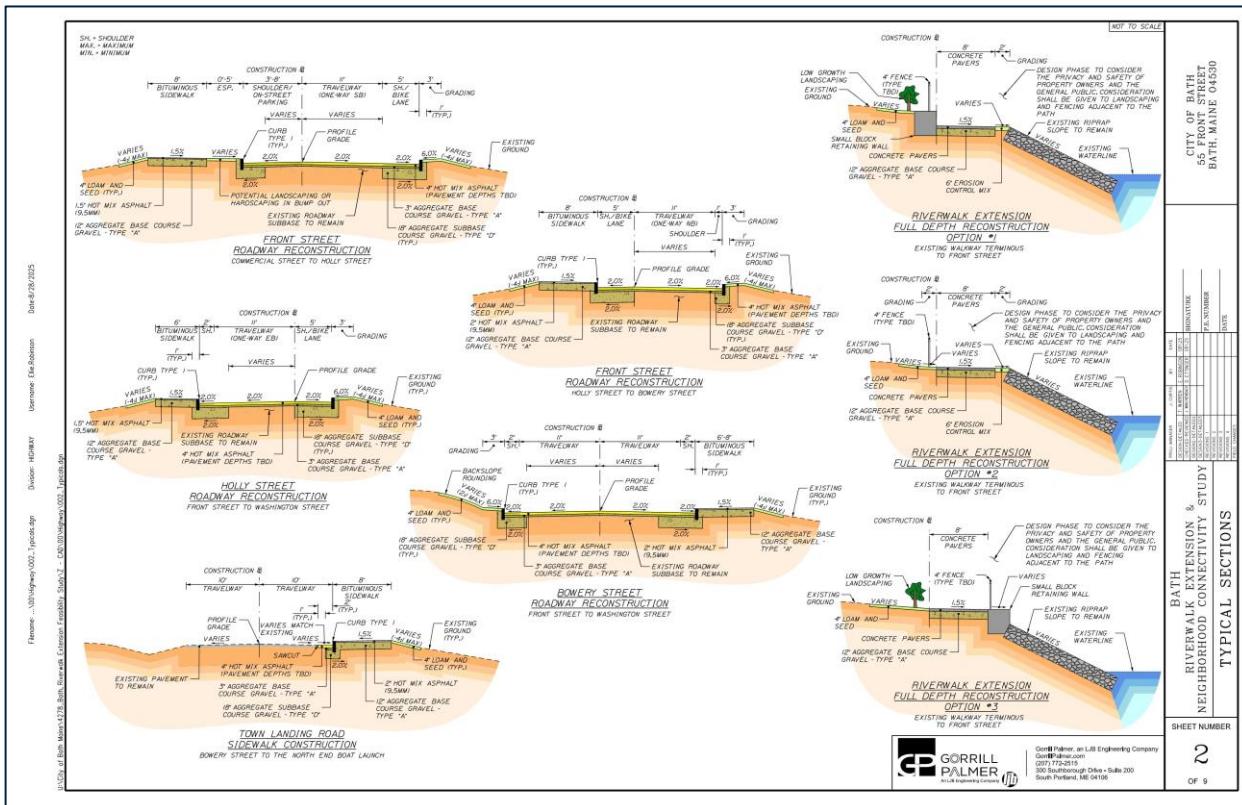
- Install underdrain along the proposed curblines to ensure the existing roadway subbase is free from water to help preserve the project.
- Locate and potentially increase the size of the outlet structures based on a hydraulic analysis of the area.
- Install stormwater treatment areas to help improve water quality before it is released back to the river.



Typical Sections

Multiple typical sections were developed for the proposed roadway and sidewalk work associated with this study. Front Street, Bowery Street, and Holly Street will follow a partial depth reconstruction template under the assumption that widening is not required on the project and that the general pavement footprint will remain unchanged. This approach will consist of removing existing pavement, regrading existing gravels to correct cross slopes, and re-paving with full-depth pavement. The sections will also include new gravel associated with the sidewalk work and new granite curb on both sides of the road.

Town Landing Road will follow a sawcut and widen approach that includes provisions for new granite curb and an 8-foot-wide bituminous sidewalk with variable conditions at the back of the sidewalk, which are required to match existing conditions.



Conceptual Plans

The study team has prepared conceptual plans for the project that are available as individual sheets or as a roll plan. Using base plans developed from aerial images and right-of-way and property line information from available GIS data, conceptual plans have been prepared for both the Riverwalk Extension and the Neighborhood Connectivity portion of the project.

For Section 1 – The Riverwalk Extension, the concept plans show the proposed riverwalk's alignment in relation to the three impacted parcels, its proximity to existing infrastructure as well as the Kennebec River, sections of boardwalk versus decorative concrete pavers, fencing, and proposed connection points, including a mid-block crossing on Front Street.

For Section 2 – The Neighborhood Connectivity, the concept plans show travel lanes, shoulders, on-street parking, bike lanes, shared lane markings, curbing, bump-outs, geometric improvements, access management, sidewalks, crosswalks, detectable warning fields, retaining walls, potential future path connections, areas for landscaping and/or placemaking opportunities, and proposed locations for rectangular rapid flashing beacon assemblies.

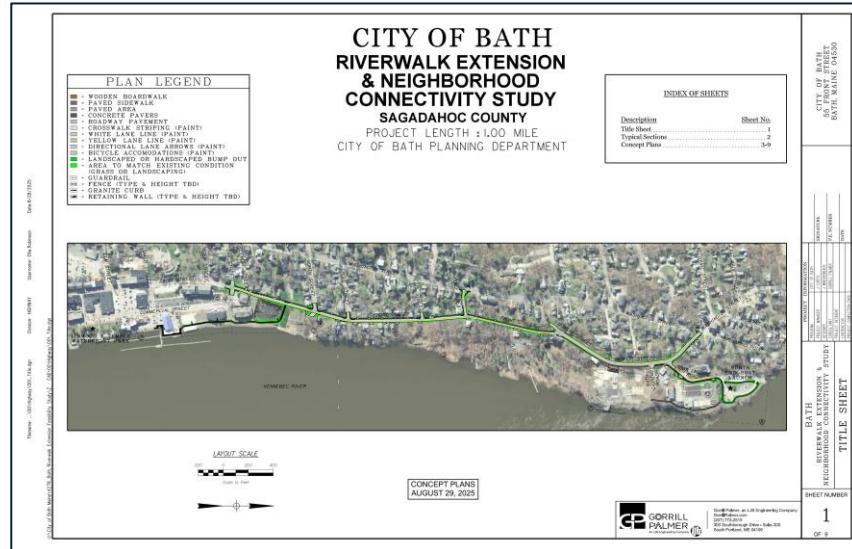
A plan legend has been provided on the conceptual plans (both the individual sheets and the roll plan).

A copy of the conceptual plans (individual sheets) can be found in Appendix A of this report.

A copy of the conceptual plans (roll plans) can be found in Appendix B of this report.

Opinion of Costs

The study team has developed an opinion of probable construction cost for both Section 1 – The Riverwalk Extension and Section 2 – The Neighborhood Connectivity portion of the project, which were analyzed as part of this study. Construction costs are defined as the costs needed to build the project. Using the conceptual layouts developed, preliminary quantities have been calculated, and construction costs have been estimated using Maine DOT average unit pricing and pay items, as well as bid tabs from recent projects completed for the City of Bath. The concept plan was broken into five sections that can be constructed together or separately, depending on available funding. Work assumes construction methods are completed in reasonably close conformity to the typical sections noted in the concept plans.



A 20% contingency has been added to each of the section's cost estimates. The construction costs are presented in 2025 dollars, and no escalation to future years has been included. The conceptual construction cost estimate for each section (including the four subsections) is provided below:

Opinion of Probable Construction Costs - Concept Plans					
Section 1 - 0.23 Miles	Section 2 - 0.97 Miles				Total Project - 1.20 Miles
	Section 2a - 0.36 Miles	Section 2b - 0.15 Miles	Section 2c - 0.26 Miles	Section 2d - 0.20 Miles	
Riverwalk Extension Existing path terminus (south of the Kennebec Tavern) to Front St	Front Street Oak St to Holly St	Front Street Holly St to Bowery St	Bowery Street Front St to Washington St	Town Landing Road Bowery St to Boat Launch	All Roads Existing path terminus (south of the Kennebec Tavern) to Town Landing Road
\$1,797,840.00	\$2,290,200.00	\$756,750.00	\$3,573,450.00	\$571,530.00	\$8,989,770.00

Total project cost is a Maine DOT term that includes not only the construction costs, but also the engineering costs, inspection costs and right of way costs associated with the project. The study team has included design engineering costs at approximately 8% of construction costs for each section. Since this project is not a Maine DOT led project the construction inspection cost has been waived. Right of way costs are based on anticipated property impacts and potential acquisition of land that may be needed for the project. The conceptual total project cost for each section and resulting subsection is summarized below:

Total Project Costs - Concept Plans					
Section 1 - 0.23 Miles	Section 2 - 0.97 Miles				Total Project - 1.20 Miles
	Section 2a - 0.36 Miles	Section 2b - 0.15 Miles	Section 2c - 0.26 Miles	Section 2d - 0.20 Miles	
Riverwalk Extension Existing path terminus (south of the Kennebec Tavern) to Front St	Front Street Oak St to Holly St	Front Street Holly St to Bowery St	Bowery Street Front St to Washington St	Town Landing Road Bowery St to Boat Launch	All Roads Existing path terminus (south of the Kennebec Tavern) to Town Landing Road
\$2,050,000.00	\$2,540,000.00	\$900,000.00	\$4,000,000.00	\$620,000.00	\$10,110,000.00

A detailed breakdown of all cost estimates can be found in Appendix C of this report. The cost estimates provided in this report are considered conceptual and further refinements to the estimates can be expected during the design phase.

Property Impacts

Part of the evaluation for each section and subsection includes an assessment of potential property impacts. This part of the study does not account for any existing permanent easements that may exist within the project limits. While it is the goal of any study to stay within the limits of available public right-of-way, that is not always possible, and the construction of enhanced pedestrian infrastructure within a narrow right-of-way (42' or less) may require land acquisition and/or land easements.

Using available GIS mapping for property and right-of-way limits, the study team has developed conceptual plans that minimize property impacts; however, property impacts are still realized for each of the sections and applicable subsections in this study. Below is a summary of anticipated property impacts.

In terms of disclaimers, please note that the information presented in this section is planning-level assessments of property impacts based on conceptual plans and are high-level estimates of land value and not based on detailed designs with ground survey, accurate right-of-way, or property line information. No certified land appraiser has been used in calculating land value for this study. Further design refinements and adjustments to property impacts will need to be completed during the design phase. Also, the true cost for land and right-of-way acquisition will need to be completed by qualified professionals during the design process.

As part of this assessment, the study team has identified the approximate number and relative severity of the property impacts for each section shown on the project. With regard to this section of the report, the study does not account for any existing easements that may exist within the project limits. For the purposes of this study, impacts were limited to three categories and assigned a dollar value per impact:

Anticipated ROW Impacts - Concept Plans				
Section 1 - 0.23 Miles	Section 2a - 0.36 Miles	Section 2b - 0.15 Miles	Section 2c - 0.26 Miles	Section 2d - 0.20 Miles
Riverwalk Extension Existing path terminus (south of the Kennebec Tavern) to Front St	Front Street Oak St to Holly St	Front Street Holly St to Bowery St	Bowery Street Front St to Washington St	Town Landing Road Bowery St to Boat Launch
Construction Easements: 0 Permanent Easement (Minor): 4 Permanent Easement (Major): 0	Construction Easements: 38 Permanent Easement (Minor): 1 Permanent Easement (Major): 0	Construction Easements: 8 Permanent Easement (Minor): 3 Permanent Easement (Major): 0	Construction Easements: 15 Permanent Easement (Minor): 5 Permanent Easement (Major): 0	Construction Easements: 3 Permanent Easement (Minor): 0 Permanent Easement (Major): 0

- **Temporary Grading Rights** – These can be defined as the temporary grading of lawn areas and driveways as necessary to complete the construction, but no permanent impacts or acquisitions are necessary. We have identified 64 parcels that will require temporary grading rights, which are estimated at \$1,000 per occurrence.
- **Partial Acquisition** – These can be defined as areas that require a permanent easement or partial take. They are areas where the proposed roadway template or intersection layout extends onto private property, and land acquisition is needed to accommodate the proposed roadway footprint. This can also include areas needed for sidewalks or pathways that might be located outside of the available right-of-way. We have identified 13 parcels that will require temporary grading rights, which are estimated at \$25,000 per occurrence.
- **Full Takes** – These can be defined as acquiring the full property, including all land and buildings associated with that property. Full takes often occur when the proposed roadway project impacts a building or impacts the property enough that the remaining portion of the property is deemed non-confirming or an uneconomical remainder. We have identified no parcels that require a full take.

Opinion of Probable ROW Costs - Concept Plans				
Section 1 - 0.23 Miles	Section 2a - 0.36 Miles	Section 2b - 0.15 Miles	Section 2c - 0.26 Miles	Section 2d - 0.20 Miles
Riverwalk Extension Existing path terminus (south of the Kennebec Tavern) to Front St	Front Street Oak St to Holly St	Front Street Holly St to Bowery St	Bowery Street Front St to Washington St	Town Landing Road Bowery St to Boat Launch
\$100,000.00	\$63,000.00	\$83,000.00	\$140,000.00	\$3,000.00

The associated numbers are high-level estimates used to provide a “best guess” of potential right-of-way impacts that may occur because of this project. Please note that all parcel acquisitions will be land only, and no building acquisitions are anticipated as part of this project.

Public Outreach

The study featured an in-depth public process that included two neighborhood meetings, a follow-up Zoom call, a video-recorded public meeting, and two additional in-person events to engage the general public. Each public event is summarized below, with all public meeting materials documented in Appendices D-F.

Neighborhood Meeting #1

A neighborhood meeting for this study (at the time it was called the Bath Riverwalk Extension Project) was held on August 21, 2024, in the Bath City Hall auditorium. A notification email was sent to all direct abutters of the project, inviting them to listen to a brief presentation regarding a feasibility study for a potential riverwalk project along the Kennebec River. The meeting was reasonably well attended, with 42 in-person attendees (including presenters and town officials). The meeting invites also included a city contact for direct abutters who were interested in the presentation but could not attend in person, for an alternative way of participating. The presentation included introducing the study team, study limits and goals, roadway characteristics, scope of work, Strava data (pedestrians and bicyclists), potential design options and alternatives, as well as a general study schedule.

The meeting included a PowerPoint presentation with a hard copy roll plan on aerial, which showed project limits, existing sections of the riverwalk extension built in 2022, road names, property lines, traffic circulation arrows, and high-level path alignments with preferred and alternate options based on the city's original preference for an off-road path. The plan included showing the path on private property in some areas with the intent of coordinating with the owners about potential easements at a later date. The public was provided with an opportunity to ask questions during/after the presentation, as well as write down comments, concerns, and questions on the hard copy roll plans.

The attendees had mixed opinions regarding the project, with specific concerns relating to all sections of the "preferred" alignment shown on private property. Sections of the path shown along the roadway were generally accepted and met with approval. In addition, the attendees supplied large amounts of information that helped shape the Conceptual Plans for the work being considered along the roadways, including the proposal to consider making Front Street a one-way street.

The study team attempted to keep a written list of all questions asked during the meeting in an attempt to provide written responses for documentation purposes. The study team provided question and answer documentation for 38 questions from the meeting. In addition to the comments and questions received during the meeting, the attendees also provided PDF's with additional information regarding the area and environmental concerns related to the project. It is worth noting that due to the name of the study (The Bath Riverwalk Extension Feasibility Study), there was a fair number of attendees (especially ones that did not look at the roll plan) who assumed that the entire project was running along the western edge of the Kennebec River.

Below is a brief summary of the general responses provided by private landowners where the roll plan showed potential trail alignments (requiring easements).

- The owners of the Kennebec Tavern were present and noted that they do not believe that the City of Bath has any rights or easement to their property.
- The Bath Riverwalk Residences Condominiums Association board president provided numerous concerns (including a memo of questions) regarding the proposal to extend the riverwalk along the east side of the property.
- At the time of the public meeting, the Kennebec Riverview had not yet purchased the third property.

- The proposed alignment along the existing City of Bath sewer easement (east side of Front Street) that cuts through the wooded section of four properties was not endorsed by the owners.
- The potential trail connection that was shown to extend north from the sewer easement and cross the private marina at the north end of Front Street was also not endorsed by the property owner.
- The project and proposed off-trail alignment that extended through the Bowery Site (formerly Stinson Canning) were well received by the owner, who is actively looking to develop the site. The exact layout was not mentioned, but the general idea and possible connection were well received.
- The section of the proposed trail that connected the Bowery Site to the Northend Boat Launch by extending the path north along the Kennebec River (east side of the sewer treatment plant) was endorsed by the City of Bath Public Works Department.

The public meeting material was left with the City of Bath and posted to the City's website for public consumption. Appendix D of this document contains presentation materials, including the original notification email, the sign-in sheet, a PDF of the PowerPoint presentation, color hearing plans (with public comments transcribed into PDF), the question and response documentation, as well as the supplemental appendices that include all information received from the public during and after the meeting.

Neighborhood Meeting #2

A second neighborhood meeting for this study (now called the Riverwalk Extension and Neighborhood Connectivity Study) was held on January 28, 2025, in the Bath City Hall auditorium. A notification email was again sent to all direct abutters of the project, inviting them to listen to a brief presentation regarding the process and progress made since the previous meeting. The meeting again was reasonably well attended, with 52 in-person attendees (including presenters and town officials). The meeting invite also included a way for people who could not attend to post comments and questions. The presentation included (presented by the City of Bath) a meeting agenda, introductions for the study team, available resources (including all the information from the previous meeting), project history, Health/Social/Environmental/ and Economic Benefits of a Riverwalk, and a technical review. The technical review (presented by Gorrell Palmer) included study limits and

FEASIBILITY STUDY

RIVERWALK EXTENSION & NEIGHBORHOOD CONNECTIVITY

The primary scope of work of this study is to identify the costs, impacts, and constraints of constructing a new multi-use trail within the study area. The goal of the study is to develop a continuous pedestrian route from the waterfront park up to the boat launch facility.




Expansion of the riverwalk pathway would further connect the downtown to the river and residential neighborhoods to the downtown. Work to expand this pathway system has been an ongoing planning effort for over 26 years due to the value for residents as well as the economic value of such riverfront redevelopment for the city. The purpose of this project goes beyond merely beautifying the riverfront; it is an essential tool for sustainable growth, recreation, and connecting our community.

This study will evaluate the technical, environmental, economic, and social factors that will help determine whether such a project is practical, beneficial, and sustainable for the community. The findings from this study will provide essential data and recommendations to guide decision-makers on whether to move forward with the riverwalk project, as well as how to design and fund it in a way that maximizes the benefits for everyone involved. Buildout of the riverwalk will be in phases, dependent on available resources.

RESOURCES

<https://www.cityofbathmaine.gov/departments/PlanningDevelopment/Riverwalk>

Materials included on the website:

- Responses to questions from the August 21, 2024 neighborhood meeting
- Concept plans from the January 28, 2025 neighborhood meeting
- Riverwalk benefits
- History of riverwalk plans



goals, roadway characteristics, existing pedestrian and bicycle infrastructure, strava data (pedestrians and bicyclists), large vehicle access, draft concept plans, which included typical sections, as well as a revised study schedule.

The meeting included a PowerPoint presentation with a hard copy roll plan of the draft concept plans on aerial, which showed property lines with owner names, the proposed riverwalk extension (based on easements per the direction of the City of Bath), travel lanes, shoulders, changes to traffic patterns (including one-way streets), bike lanes, crosswalks, detectable warning fields, bump-outs, and intersection improvements. The concept plans focused on providing multimodal improvements to the project area within the existing right of way (not including the proposed riverwalk extension). The public was provided with an opportunity to ask questions during/after the presentation, as well as a period before and after the presentation to speak with the study team while looking at the hard copy of the concept plans.

Since they last saw the project in August, the attendees were generally on board with the proposed change. Ideas such as turning Front Street into a one-way street, as well as the inclusion of proposed bike lanes, new sidewalks, defined on-street parking, bump-outs, and geometric improvements to various intersections, were well-received by most. Additional conversations and design elements that were discussed during the meeting include:

- Safety concerns related to the intersection of Commercial Street/Oak Street/Front Street.
- Additional emphasis on bicycle facilities within the corridor.
- Drainage concerns on Front Street.
- The potential extension of the project to include new pedestrian facilities north on Bowery Street (beyond Town Landing Road) up to Washington Street, including a mid-block crossing.
- Potential impacts to 21 Bowery Street.

The proposed riverwalk extension was still not well-received by the owners of the Kennebec Tavern or the Bath Riverwalk Residences Condominiums Association. The Bath Riverwalk Residences Condominiums Association president provided a second memo with additional questions to the study team. In addition, the owners of the Kennebec Tavern provided the study team with a list of comments and concerns regarding the proposed design and the existing deed to the property, disputing the city's claim of an easement on the property.

The study team again attempted to keep a written list of all questions asked during the meeting in an attempt to provide written responses for documentation purposes. The study team provided question and answer documentation for 47 questions recorded during the meeting. Due to the number of questions and public comments that were received during the 1st neighborhood meeting, the City of Bath brought a note taker to help ensure as many questions as possible could be recorded.

The public meeting material was left with the City of Bath and posted to the City's website for public consumption. Appendix E of this document contains presentation materials, including the original notification email, a flyer handed out at the meeting, the sign-in sheet, a PDF of the PowerPoint presentation, color hearing plans (showing Draft Concept Plans), the

question and response documentation, as well as the supplemental appendices that include all information received from the attendees during and after the meeting.

It was noted during the meeting that a fair number of residents who live in the Bath Riverwalk Residences Condominiums could not attend as they spend their winters elsewhere. The decision was made to hold a separate Zoom meeting for those residents.

Zoom Meeting

On February 20, 2025, the study team attended a Zoom call with the residents of the Bath Riverwalk Residences Condominiums Association. The team presented the same material as on January 28, 2025. The total number of attendees in the zoom call was not recorded but it appeared to be 10-20 new individuals as well as some members from the January meeting.

In general, their response reflected the attendees from the original meeting. They generally were on board with the proposed roadway work, but had numerous questions and concerns relating to the proposed riverwalk extension. The questions and comments received during the Zoom call were incorporated into the question and response documentation for neighborhood meeting #2.

Public Meeting #1

In an attempt to reach as many people as possible, the study team elected not to complete another presentation with a general question-and-answer segment at the end. Instead, the team agreed that an online recorded presentation with two in-person community open houses would reach a greater audience. On May 22, 2025, the study team recorded a presentation that would be placed online on the City of Bath's website. A notification was sent out on Bath's social media pages as well as to project abutters informing them that the presentation was live and providing the link for access. It also noted the in-person events that were scheduled for June 5 and 11. The number of citizens who viewed the recording is not known at this time, but based on the conversation had during the in-person events, it appears that it was well received.



The recording included a PowerPoint presentation with a similar slide deck as the second neighborhood meeting, but with updated concept plans. As was the case with the second neighborhood meeting, the City of Bath and Gorrell Palmer split the presentation. The concept plans were updated to include the following major changes:

- Geometric improvements were proposed at the intersection of Front Street/Oak Street/Commercial Street to improve pedestrian desire lines and reduce crosswalk distances. In addition, the intersection was converted to an all-way stop.
- Project-wide improvements to bicycle accommodations, including striped bike lanes and shared lane markings.

- Holly Street was included in the project limits. Changes include making Holly Street a one-way street eastbound, pedestrian improvements, geometric improvements at the intersection of Holly Street/Washington Street, bike lanes, and shared lane markings.
- The project limits were extended to include Bowery Street from Town Landing Road to Washington Street, including a mid-block crossing at that location.

The online site provided a link and contact information for members of the public to submit questions and feedback. The Bath Riverwalk Residences Condominiums Association president sent the study team a third memo with additional questions. Another board member also submitted a short memo with additional questions.

Appendix F of this document contains presentation materials, including the original notification email, a PDF of the PowerPoint presentation, color hearing plans (showing Draft Concept Plans), the Community Open House Event public comments, and the two memos presented by the Bath Riverwalk Residences Condominiums Association.

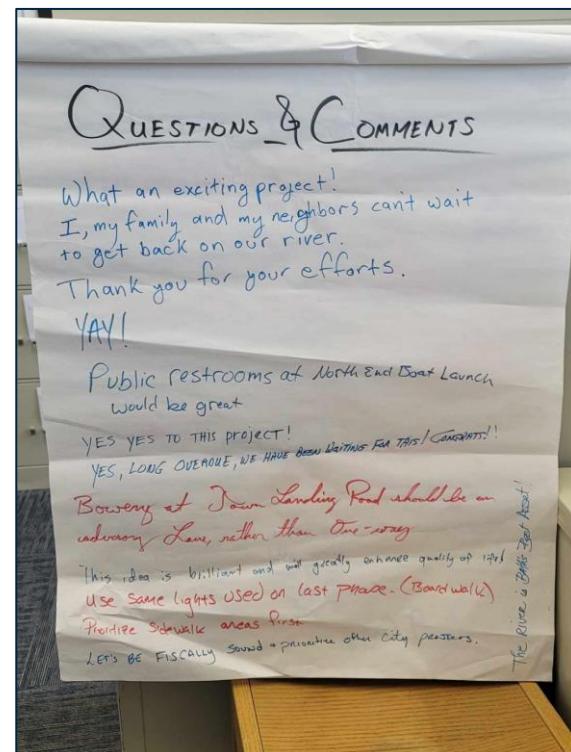
Community Open House Event #1 (in Person)

On June 5, 2025, the study team attended an in-person event at the Linwood E. Temple Waterfront Park to speak with the public about the study and walk them through the proposed Concept Plans. There was no formal presentation provided for this event; instead, members of the public were allowed to walk up freely to look at the roll plans and discuss them with the study team for as long as they wanted. Attendance at this event was hard to count as an official sign-in sheet was not kept, and people stopped by as they walked around the park. It was estimated that the attendance was around 40 to 50 people.

The public was generally in favor of both the proposed riverwalk extension as well as the neighborhood connectivity portion of the study. Members of the Bath Riverwalk Residences Condominiums Association stopped by to review and discuss the updated plans. In general, they are still not proponents of the proposed riverwalk extension. Members of the Kennebec Riverview property stopped by to discuss the project. Some members of the group were in favor of the riverwalk, and some were opposed.

- Members in favor of the riverwalk extension were excited that it would bring more people into the space to experience nature and enjoy the meadow.
- Members opposed to the riverwalk extension were worried that it would change the intent of a calm, serene atmosphere by installing a trail along it or through it.

Comments and questions received during this meeting were added to the documents in Appendix F of this study.



Community Open House Event #2 (in Person)

On June 11, 2025, the study team attended a second in-person event at Linwood E. Temple Waterfront Park to speak with the public about the study and walk them through the proposed Concept Plans. The materials and approach to this event matched the event held on June 5, 2025. Attendance at this event was hard to count as an official sign-in sheet was not kept, and people stopped by as they walked around the park. It was estimated that the attendance was around 30 to 40 people.

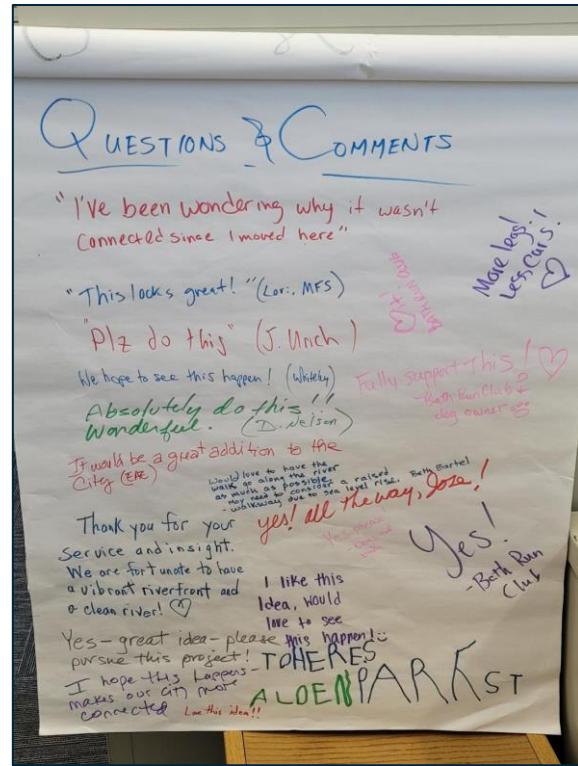
Similar to the first open house event, the public was generally in favor of both the proposed riverwalk extension and the neighborhood connectivity portion of the study. Comments and questions received during this meeting were added to the documents in Appendix F of this study.

General Summary of the Public Process

The Riverwalk Extension is the most controversial part of the project. In general, the general public appears to have endorsed the idea of creating a path along the water that extends the existing riverwalk. People appear to be excited by the thought of reconnecting with the river. However, the property owners who will be directly affected by the construction and public use of the riverwalk have been generally unsupportive of the idea since the beginning. The Kennebec Tavern has made its opinion clear that they do not believe that the City of Bath has any existing easements or legal rights to its property. The Bath Riverwalk Condominium Association has multiple concerns relating to construction, maintenance, liability, and security of the riverwalk.

The Kennebec Tavern, the Bath Riverwalk Condominium Association, the Kennebec Riverview, 21 Bowery Street, and Elvis & Raylan LLC were all identified during the public process to receive their own section of this report to ensure that their comments and concerns were documented and to ensure proper communication and due diligence were completed if the project was selected to move forward.

The Neighborhood Connectivity portion of the project (as shown in the most recent concept plans) includes numerous improvements to Front Street, Bowery Street, Holly Street, and Town Landing Road and has been generally accepted in the neighborhood and public meetings.



Focus Properties

The study team attempted to reach out and provide answers to as many questions as possible during the study's duration. Based on our coordination efforts to date, the study recommends that if either portion of the study is selected to go into design, the City of Bath and its design consultant begin by coordinating with the property owners and design challenges noted below.

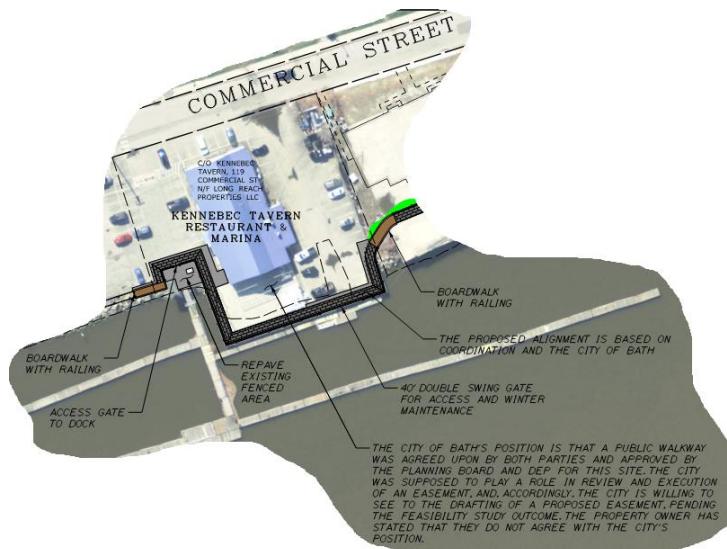
The Kennebec Tavern and Marina

On August 1, 2024, the City of Bath and Gorill Palmer met with the owner of the Kennebec Tavern, ahead of neighborhood meeting #1, to introduce the project, present site-specific graphics detailing the proposed path layout, and allow initial feedback regarding the overall project. Due to an initial disagreement between the city and the owners regarding the presence (or lack thereof) of an easement, the graphics were never discussed. The City of Bath believes that a public walkway around the east side of the business (between the restaurant

and the marina) had been agreed upon by both parties and approved by the planning board and Maine DEP for this site. The owners of the Kennebec Tavern made it known that they were not in favour of the project and that their deed did not show any easement for use by the City of Bath. This is still the stance of both parties at the time of the finished report. Per the city's directive, a note was added to the plans stating the City of Bath's position on the matter and stating that the property owner disagrees with the City's position.

The property owners attended Neighborhood Meeting #1 (August 21, 2025) and Neighborhood Meeting #2 (January 28, 2025) in person and discussed their disagreement with the proposed layout and the City of Bath's position regarding the matter. In addition, the owners submitted a memo to the study team on January 29, 2025, summarizing their issues (which included the deed to the property as reference) with the City's stance on the easement, as well as their concerns regarding the design that was being proposed. We have attempted to summarize their design-related concerns below (collected over the duration of the project):

- Comments regarding the proposed fence on the south side of the Kennebec Tavern include:
 - The proposed fence and gate would interfere with the marina's gas station by requiring



customers and employees to pass through multiple barriers.

- The proposed fencing blocks the handicap parking stall on the east end of the parking lot adjacent to the restaurant.
- The design does not consider the location and operation of the existing gas tanks.
- Comments regarding the proposed fence on the north side of the Kennebec Tavern include:
 - Any proposed barrier gate, fence, or other feature will interfere with the boom truck's ability to get the docks in and out of the water.
 - While not in use, the docks are stored in the northeast corner of the property (this area serves as additional parking stalls when the docks are not being stored). This conflicts with the proposed location of the path.
 - » Docks are also stored at this location for repair, replacement, and expansion throughout the year.



- Concerns were identified regarding the Kennebec Tavern's liability and what happens if members of the public are injured while recreating on the section of the trail that is within the Kennebec Tavern's property.
- Concerns were noted regarding the potential loss of parking for the business to provide room for the path.
- Concerns were noted that the inclusion of a public path around the business would have a negative impact on the value of the property, especially as it relates to the marina.
- There were concerns that adding a path in this area would increase the number of pedestrians using the lot as a cut-through to access the path. Pedestrian cut-throughs are already an issue for this property.
- Could the path be constructed along Commercial Street instead?
 - This area is already prone to flooding, as noted in the photos in Appendix E of this report.

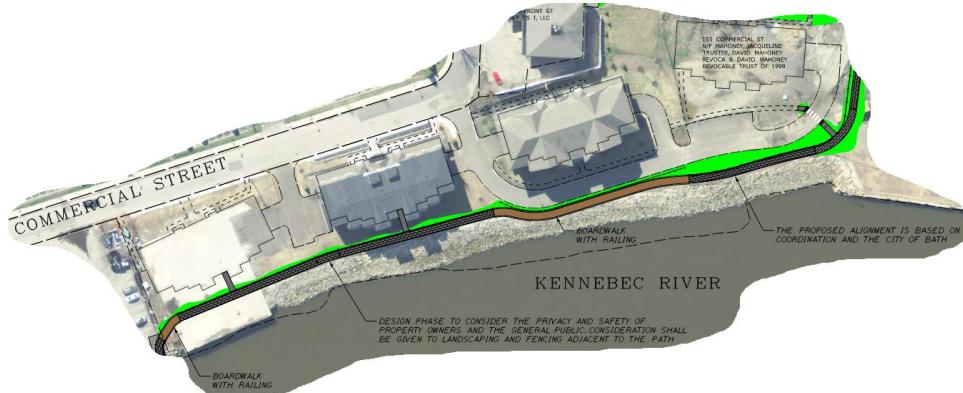
Assuming that the City of Bath and the Kennebec Tavern come to terms with regard to the agreement/easement (or lack thereof), and the riverwalk extension is selected to advance into design, the study team encourages the City of Bath and its design consultant to review the materials noted above and work with the property owners to ensure a cooperative design that is acceptable to all parties can be reached. Coordination should occur early in the design process.

Appendix E of this document includes the memo and deed referenced above, which were provided by the Kennebec Tavern representatives.

The Bath Riverwalk Residences Condominiums

Members of the Bath Riverwalk Residences Condominiums have attended all six public events completed in relation to this study. In addition, the association has prepared and submitted a memo with comments, questions, and photographs illustrating its opinions for all three major meetings (the two neighborhood meetings and the public meeting). Similar to the Kennebec Tavern, the condominiums had concerns relating to the riverwalk extensions' impact on their property, both immediate and long-term. It is the understanding of the study team that the planning board approvals for this property included an easement granted to the City of Bath for a public path along the eastern portion of the property, as documented in the Site Plan & Subdivision Review Amendment Application for the Bath Riverwalk Residences Condominiums Amendment dated April 2, 2024. It is also our understanding that the final size and exact location of the proposed easement are still being coordinated between the developer and the City of Bath. With this understanding, the association had the following design-related concerns and comments:

- In general, the association saw the impacts on the Bath Anchor property in 2022 when the original section of the boardwalk was being constructed. There is concern that attempting to construct this path will damage their property, destroy their landscaping/lawn area, and have substantial impacts on their residents while construction is ongoing.
- The residents are concerned about the loss of green space on their property. This not only includes the lawn area but also the trees and landscaping that were planted between the top of the riverbank and the condominiums.
- Safety and liability concerns include:
 - There were numerous concerns related to the potential fencing along the path.
 - » Fencing would help prevent the public from trespassing onto the condominium's property but would also create a visual and physical barrier between the residents and the waterfront that they paid to have access to.



- » If no fence is provided along the water's edge, is there a safety concern for pedestrians to fall down the riprapped bank?
- » If a fence were provided along both sides of the path, it would result in a "tunnel" that could only be accessed at either end, which could create a dangerous situation.
- Concerns were identified regarding the association's liability and what happens if members of the public are injured while recreating on the section of the trail that is within the condominium's property.
- Will the City of Bath Police Department patrol the path? And how will they do so? Would they patrol via bike or car? Concerns were identified that the buildings block much of the waterline from the road, which would create blind spots for illegal activities.
- Would the city consider placing security cameras along the trail?
- Maintenance concerns include:
 - In general, there were concerns related to the year-round use and upkeep of the path to ensure it does not have a negative effect on the value of the property.
 - » Will the path be maintained year-round, I.E. will it get ploughed?
 - » Will there be trash receptacles and dog waste stations?
 - » Will the city be responsible for litter along the shoreline?
 - » If that project installs fencing and landscaping, will they be responsible for the yearly maintenance and upkeep? Is that something the city will commit resources to?
 - » Will the project consider the mitigation of light pollution and how the trail lighting might affect our residents?
 - Can the path be constructed in a way that reinforces the shoreline and provides additional storm surge protection?

If the City of Bath elects to proceed ahead with the riverwalk extension, it is the recommendation of the study team that the Bath Riverwalk Residences Condominiums Association be involved early in the design process. They should have a voice in the selection of project materials such as fencing, ornamental lighting, benches, and landscaping. The comments noted above should not be considered as a full list. The intent of this section is to provide the study with a sample of the concerns and opinions of the



residents to ensure that they have a seat at the table if the project is selected to move into design. The study team encourages the City of Bath and its design consultant to review the materials noted above and work with the property owners to ensure a cooperative design that is acceptable to all parties can be reached.

Appendices D-F of this document note the memos and additional questions posed by the Bath Riverwalk Residences Condominiums Association.

The Kennebec Riverview (The Meadow by the River)

During the early stages of the study, the Bath Riverwalk Residences Condominiums Association's site developer owned this parcel, as noted in the Site Plan & Subdivision Review Amendment Application for the Bath Riverwalk Residences Condominium Amendment dated April 2, 2024. The parcel was later sold to the Kennebec Riverview with the vision of developing the Meadow by the River. We are aware of at least two public meetings that have occurred in relation to the project and its goals. To date, the City of Bath has completed most of the coordination with this property owner; however, members of the group attended both community open house events in June, where they were able to speak with the study team. In general, based on the members we spoke with, the group appears to be excited about the synergy that the two projects have and the possibility for them to work in unison to form an anchor destination for the riverwalk and the general public. It was also noted that members of the group were nervous about the impact that the path may have on the meadow. Some initial concerns that were discussed are noted below:

- The meadow is intended to be a peaceful and tranquil area; the inclusion of a path may create a different atmosphere than what the original vision intended.



- Concerns relating to the timelines of the two projects and how they could be coordinated.
- The aesthetic differences between small meandering paths that weave through the meadow and an 8-foot-wide concrete paver path.

The property owners are currently working on the design and development of this lot. If the City of

Bath intends to proceed with the riverwalk extension, it must be forthcoming with the Kennebec Riverview team and finalize the easement as soon as possible to allow proper design and coordination to occur. The proposed alignment of the trail in this section of the project is graphical only and has not been coordinated with the property owner. The alignment can and should be revised to accommodate the goals of the property development team while meeting the minimum requirements of the city's path.

In addition, the Kennebec Riverview should have a voice in the selection of project materials such as fencing, ornamental lighting, benches, and landscaping along the riverwalk extension. Coordination efforts between the properties affected by the riverwalk should not be completed in a vacuum, as the goal would be to create one uniform trail along its limits.

The study team encourages the City of Bath and its design consultant to review the materials noted above and work with the property owners to reach a cooperative design that is acceptable to all parties.

21 Bowery Street

On January 28, 2025, the study team met with the property owner to discuss the project regarding the potential impacts the design had on his property, located on the southeast corner of the Front Street and Bowery Street intersection. Due to the existing conditions related to this parcel and the proximity of the house and garage to the roadway, it is recommended that the design team pay special attention to this parcel

during the early stages of design. The design on the concept plans shows a proposed sidewalk extending across the existing driveway and continuing north along the east side of Bowery Street. Based on coordination with the property owner, the following design concerns were discussed:

- The existing driveway is relatively short, and the property owner noted that when they back out of the garage, they can only begin to see oncoming traffic as the back of the vehicle reaches the edge of the road.
 - Adding an 8-foot sidewalk to this area will create safety concerns, as the property owners will potentially not be able to see pedestrians using the sidewalk while backing out.
- In addition, the property owner noted concerns relating to potential property impacts as well as the potential negative impact that a sidewalk (as proposed) may have on his home's value.



The study team acknowledges the concerns presented by the property owner at this location. This area was identified in the early stages of the study as a design challenge. The intent of the design is to shift the intersection of Front Street and Bowery Street as far west as possible to create space for the sidewalk in front of the property. However, it was noted that due to the limitations of the study (design on aerial), the magnitude of the impacts was not known. Impacts will need to be evaluated based on surveyed plans during the design phase if designated to proceed forward by the City of Bath. A few potential options to improve the area and create space for the design include:

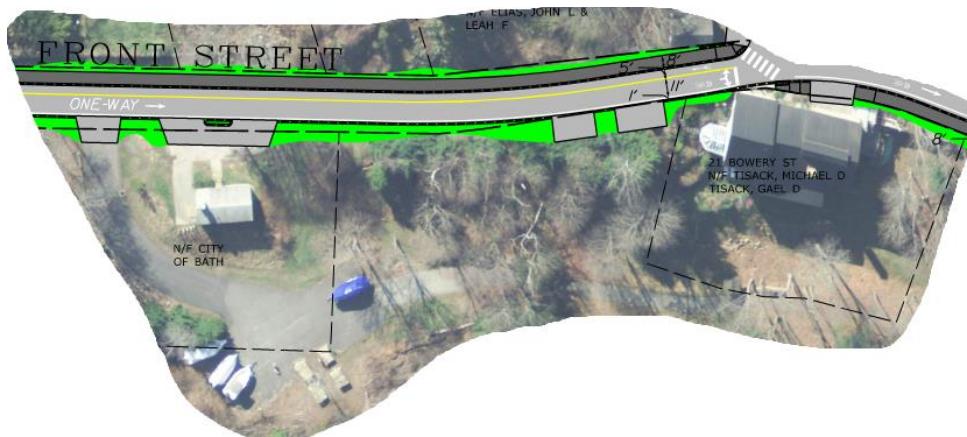
- Reducing the proposed sidewalk down to 6' and shifting Front Street to the west.
- Purchasing and demolishing the shed on the corner of the lot and providing geometric improvements to the intersection, which would allow shifting the intersection west away from the house and driveway.

If the City of Bath elects to proceed with the neighborhood connectivity portion of the study, the study team recommends that the City of Bath and its design consultant begin by reviewing this area early in the design process to see what options are present, as this may dictate or change the overall scope of the project.

Appendix E of this document notes the original questions posed by the property owner at 21 Bowery Street.

Elvis & Raylan LLC (Private Marina)

There is a private marina located off Front Street, with its driveway located on the south side of the City of Bath's sewer pump station. The property owner of 21 Bowery Street (referenced above) also owns the marina. In addition



to the concerns noted above, the property owner has expressed concerns related to the proposal to make Front Street a one-way Street north of Holly Street. Based on coordination with the property owner, the following design concerns were discussed:

- The property owner frequently needs to move equipment (tractors and utility vehicles) back and forth along Front Street between the house and marina. He notes that he needs to move equipment in both directions most days. The proposal to make Front Street a one-way street (either northbound or southbound) would impact his ability to do so.
 - The design does not currently accommodate this issue. However, the study team believes that there is a workable solution to the problem and recommends that this issue be addressed early in the design once the survey and right-of-way limits are acquired.

- In addition, it is recommended that the designers coordinate with the property owner to better understand what types of vehicles make the movements, what equipment is being hauled, how often it occurs, and similar matters to ensure that they can formulate a solution that works.



- The property owner frequently has large trucks that move in and out of the marina, hauling fill, crushed stone, and moving the docks in and out of the water. The inability of these large vehicles to turn south onto Front Street from the marina's entrance to access Washington Street is a significant issue. It is unlikely that these large trucks will be able to travel north and make the hairpin turns from Bowery Street onto Washington Street (either the southern or northern intersection).
 - The study team recommends that one of the following two options be considered. Both options noted below would not only aid the marina business but also create greater flexibility for all vehicles looking to access or exit the boat launch, sewer treatment facility, and/or Cannery Site (assuming it is developed).
 - » As noted previously, the City of Bath could acquire and demolish the shed on the southwest corner of the Front Street/Bowery Street intersection and shift the intersection to the west. The realigned intersection would be easier for large vehicles to maneuver, although vertical challenges between the two roadways would still need to be considered.
 - » Include geometric improvements at the intersection of Washington Street/Bowery Street/Drummond Point to allow large trucks the ability to turn left onto Washington Street southbound.

If the City of Bath elects to proceed with the neighborhood connectivity portion of the study, the study team recommends that the City of Bath and its design consultant begin by reviewing this area early in the design process to see what options are present, as this may dictate or change the overall scope of the project.

Appendix E of this document notes the original questions posed by the business owner.

Ensuring Good Communication

The success of any public-facing design project begins and ends with coordination. The study team hopes that by including this section, we can save the City of Bath and its design consultant, as well as the property owners and the general public, time by coordinating their concerns and the general challenges that the designers will face during the project.

CITY OF BATH RIVERWALK EXTENSION & NEIGHBORHOOD CONNECTIVITY STUDY

SAGADAHOC COUNTY

PROJECT LENGTH : 1.00 MILE
CITY OF BATH PLANNING DEPARTMENT

PLAN LEGEND

- = WOODEN BOARDWALK
- = PAVED SIDEWALK
- = PAVED AREA
- = CONCRETE PAVERS
- = ROADWAY PAVEMENT
- = CROSSWALK STRIPING (PAINT)
- = WHITE LANE LINE (PAINT)
- = YELLOW LANE LINE (PAINT)
- = DIRECTIONAL LANE ARROWS (PAINT)
- = BICYCLE ACCOMODATIONS (PAINT)
- = LANDSCAPED OR HARDSCAPED BUMP OUT
- = AREA TO MATCH EXISTING CONDITION (GRASS OR LANDSCAPING)
- = GUARDRAIL
- = FENCE (TYPE & HEIGHT TBD)
- = GRANITE CURB
- = RETAINING WALL (TYPE & HEIGHT TBD)

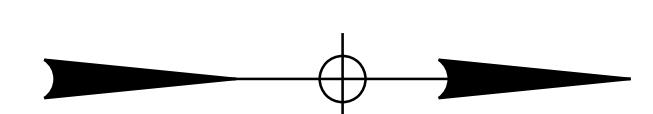
INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
Typical Sections	2
Concept Plans	3-9

CITY OF BATH
55 FRONT STREET
BATH, MAINE 04530

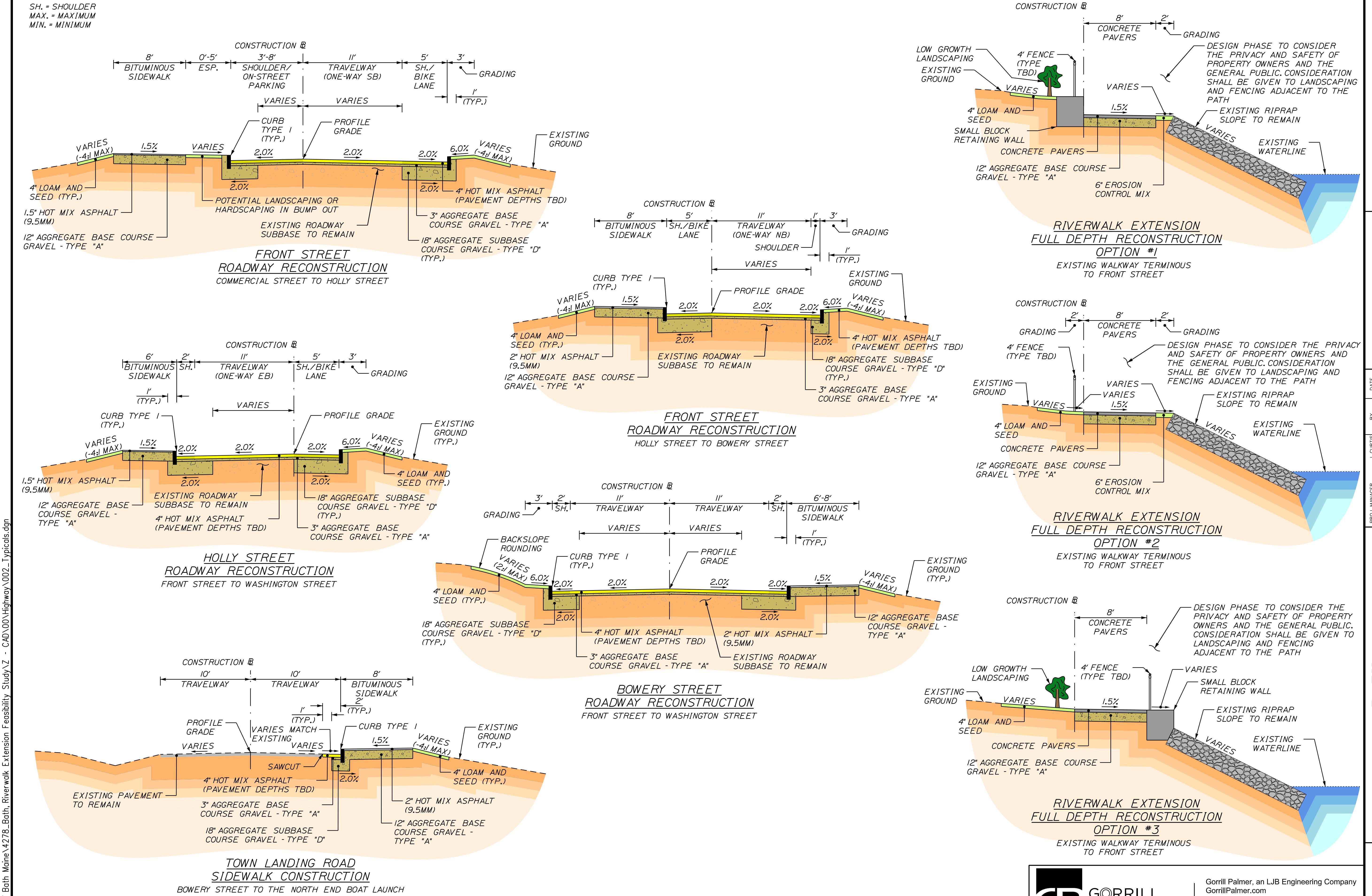


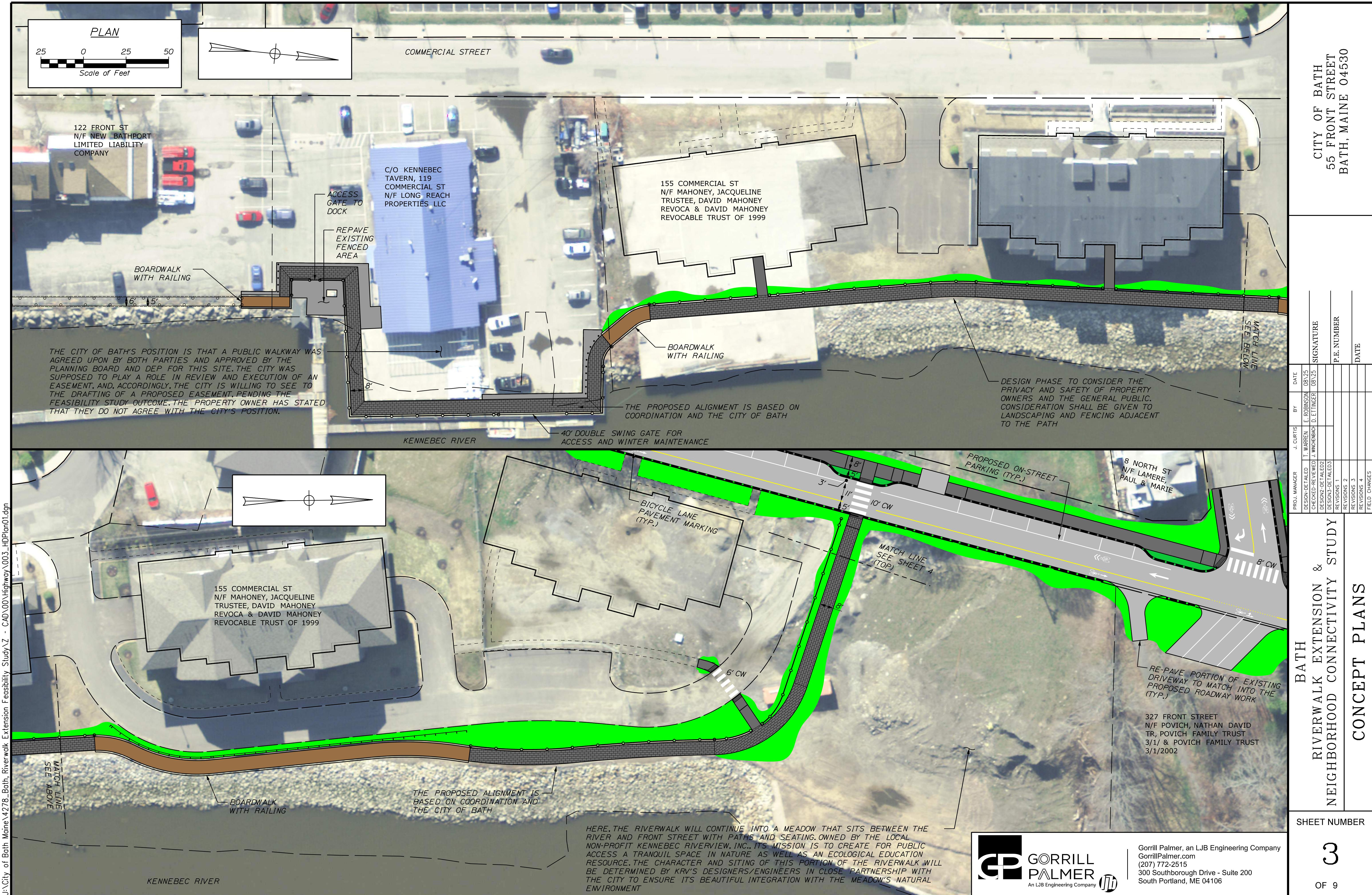
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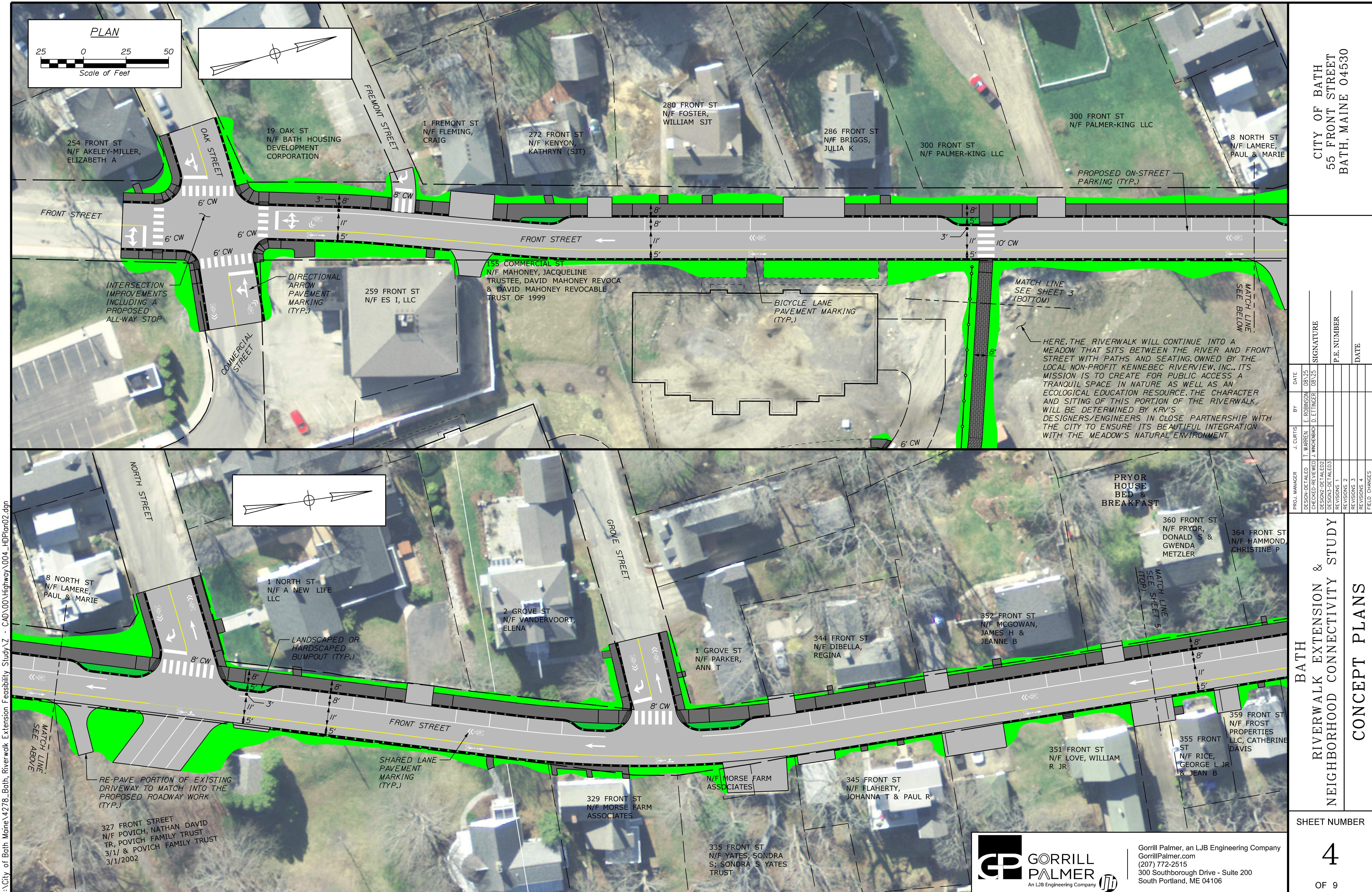


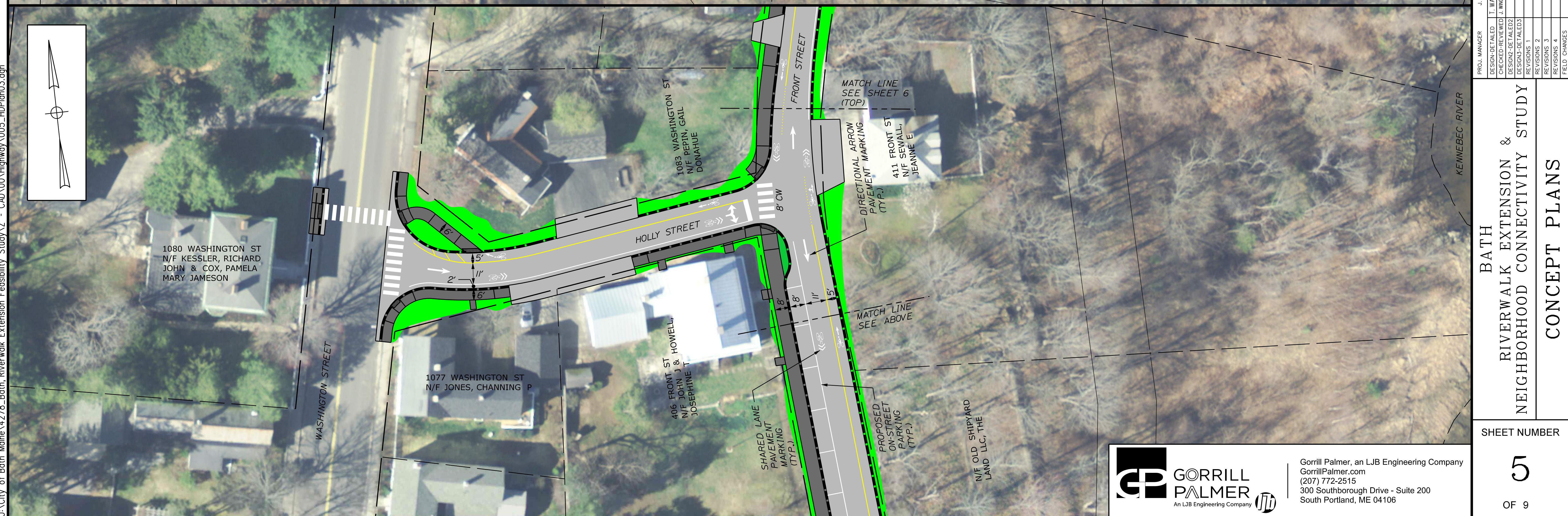
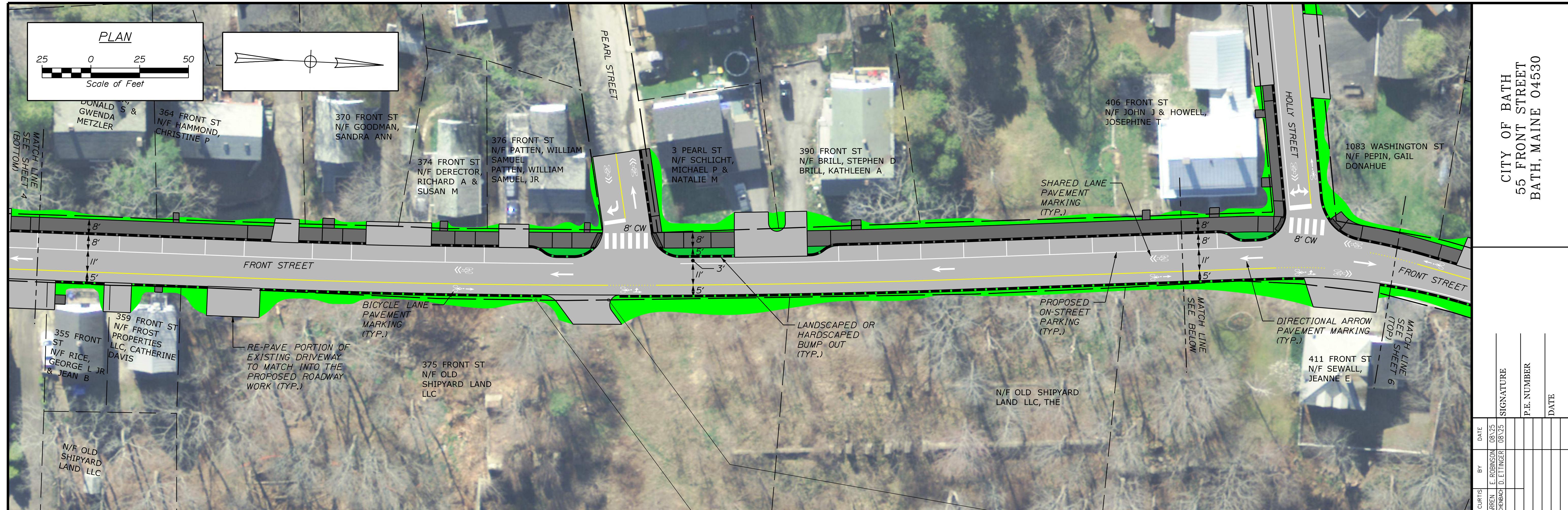
CONCEPT PLANS
AUGUST 29, 2025

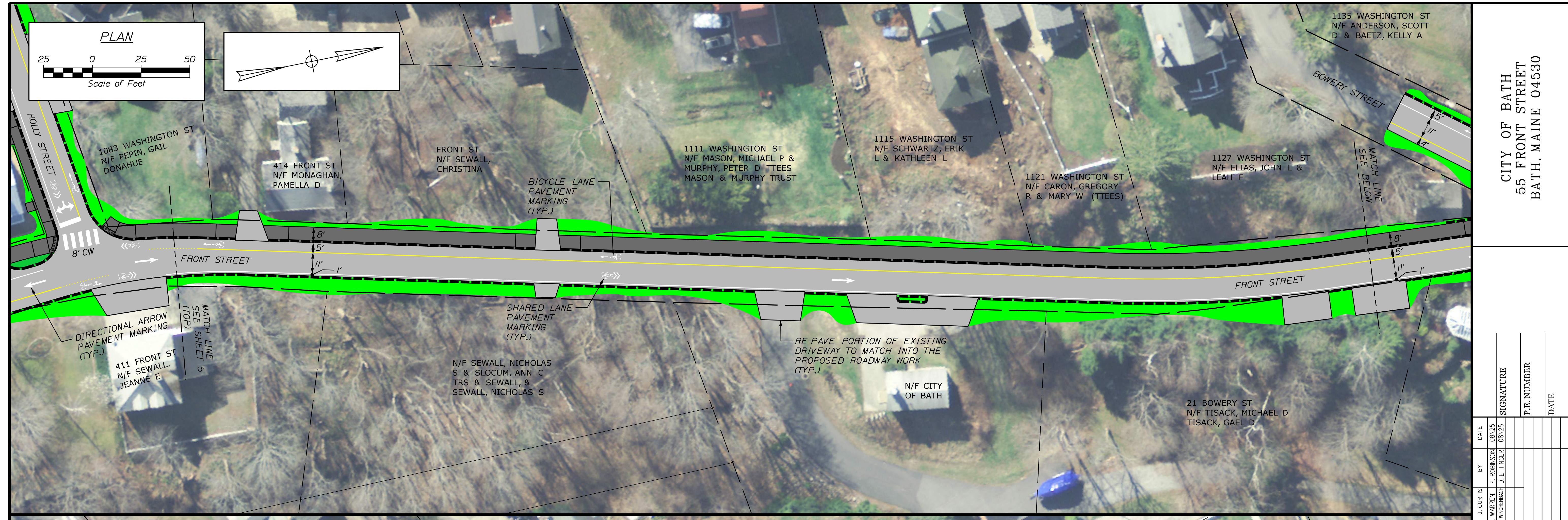
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PROGRAM	CITY OF BATH	PROJECT MANAGER	J. CURTIS
DESIGNER		CONSULTANT	J. WINGENBACH
CONTRACTOR		P.E. NUMBER	GORRILL PALMER
PROJECT COMPLETION DATE			DATE
TITLE SHEET			SHEET NUMBER
RIVERWALK EXTENSION & NEIGHBORHOOD CONNECTIVITY STUDY			1









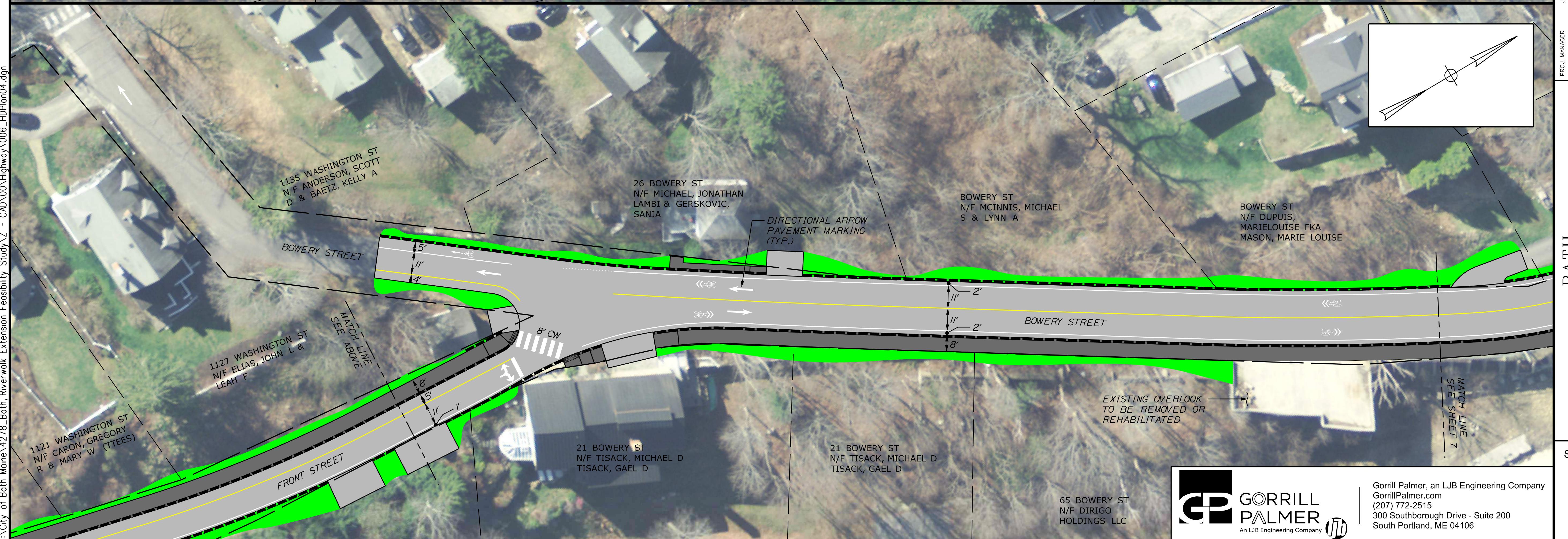


Date: 8/28/2025

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Division: HIGHWAY

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Date:8/28/2025

Username: Ellie.Robinson

division: HIGHWAY

Filename: ...\\00\\Highway\\008_HDPlan06.dgn

BOWERY STREET

115 BOWERY ST
N/F MANK, DONALD
R & CARMEN A

45 DRUMMOND PT
N/F BOARDMAN,
CONSTANCE

9 DRUMMOND PT
N/F ROUILARD,
JUDITH M

N/F CITY OF BATH

TOWN LANDING ROAD

SHARED LANE
PAVEMENT
MARKING
(TYP.)

DIRECTIONAL ARROW
PAVEMENT
MARKING
(TYP.)

RE-PAVE
PORTION OF
EXISTING
DRIVEWAY
TO MATCH
INTO THE
PROPOSED
ROADWAY
WORK (TYP.)

N/F CITY OF BATH

POTENTIAL LANDSCAPING
AND/OR PLACE MAKING
OPPORTUNITIES ARE
PRESENT AT THE NORTH
END BOAT LAUNCH

POTENTIAL FUTURE CONNECTION:
POTENTIAL RIVERWALK AND
PEDESTRIAN ACCESS WAY TO
SITE (BY OTHERS)

KENNEBEC RIVER

PLAN
25 0 25 50
Scale of Feet

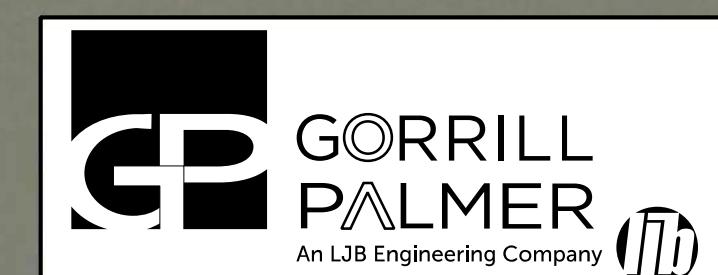
GP GORRILL PALMER An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

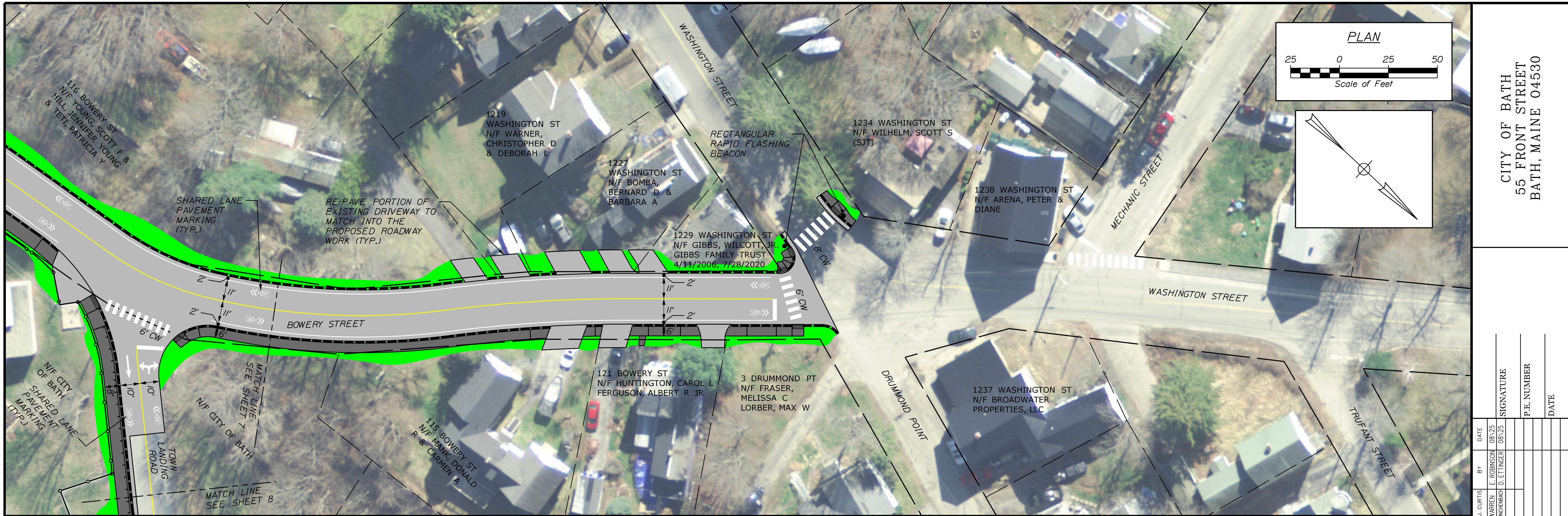
CITY OF BATH
55 FRONT STREET
BATH, MAINE 04530

BATH
RIVERWALK EXTENSION &
NEIGHBORHOOD CONNECTIVITY STUDY
CONCEPT PLANS

SHEET NUMBER
8
OF 9



Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106



File name: ...\\00\\Highway\\009_HDPlan07.dgn

Username: Elle.Robinson

Division: HIGHWAY

Date: 8/28/2025

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CITY OF BATH
55 FRONT STREET
BATH, MAINE 04530

PROJ. MANAGER	BY	DATE	REVISIONS	P.E. NUMBER	DATE
DESIGN-DETAILED	T. WARREN	E. ROBINSON 08/25	CHECKED-REVIEWED	J. WACHENBACH	D. ETINGER 08/25
DESIGN2-DETAILED2					
DESIGN3-DETAILED3					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
FIELD CHANGES					

Aerial view of a residential neighborhood with houses, streets, and trees. The word "DUMMER" is written diagonally across the image.

0'



1



Job Number: 4278
MaineDOT WIN: N/A
Project Location: Bath, Riverwalk Extension and Neighborhood Connectivity Study
Comments: Planning Level Cost Estimates

From: Gorrell Palmer
Date: 8/29/2025

Calculated By: E. Robinson, M. Cundiff
Checked By: J. Winchenbach

Notes:

1. Planning level cost estimates.
2. Costs calculated for major pay items only. Contingency provided for remaining items.
3. Costs based on planning graphics dated 08/29/2025.
4. Total costs include construction, engineering, and right-of-way costs.
5. Excludes utility, environmental, and geotechnical costs.
6. Assumes full-depth reconstruction along the shoulders and full-depth pavement for the travelway.
7. Assumes granite curbing, closed drainage, and bituminous sidewalks, except for note 8.
8. Assume concrete pavers for the path in Section 1.
9. Includes lighting, landscaping, and street amenities.
10. Lighting limits include the entirety of Section 1, and Section 2a from Oak Street to the mid-block crossing (Section 1).
11. Landscaping limits include the area between the path and condo in section 1, in front of the meadow in section 2a, bump outs (project wide), and potential pocket parks as identified on the plans.

Bath, Riverwalk Extension and Neighborhood Connectivity Study																							
Description				Section 1 - 0.23 Miles		Section 2 - 0.97 Miles						Total Project - 1.20 Miles											
				Riverwalk Extension Existing path terminus (south of the Kennebec Tavern) to Front St		Front Street Oak St to Holly St		Front Street Holly St to Bowery St		Bowery Street Front St to Washington St													
Item	Item Description	Unit	Unit Price	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost										
203.20	COMMON EXCAVATION	CY	\$30.00	450	\$13,500.00	3000	\$90,000.00	1000	\$30,000.00	1900	\$57,000.00	560	\$16,800.00										
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	\$50.00	350	\$17,500.00	2250	\$112,500.00	700	\$35,000.00	1350	\$67,500.00	480	\$24,000.00										
403.208	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE	T	\$200.00	0	\$0.00	1300	\$260,000.00	400	\$80,000.00	950	\$190,000.00	60	\$12,000.00										
403.209	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	T	\$350.00	35	\$12,250.00	350	\$122,500.00	100	\$35,000.00	140	\$49,000.00	140	\$49,000.00										
603.00	DRAINAGE PIPE	LF	\$125.00	0	\$0.00	100	\$12,500.00	25	\$3,125.00	75	\$9,375.00	25	\$3,125.00										
604.00	CATCH BASINS	EA	\$5,000.00	0	\$0.00	18	\$90,000.00	5	\$25,000.00	10	\$50,000.00	3	\$15,000.00										
605.00	UNDERDRAIN	LF	\$90.00	0	\$0.00	4000	\$360,000.00	800	\$72,000.00	2400	\$216,000.00	600	\$54,000.00										
605.00	GUARDRAIL	LF	\$150.00	215	\$32,250.00	0	\$0.00	0	\$0.00	0	\$0.00	100	\$15,000.00										
607.00	FENCES	LF	\$80.00	960	\$76,800.00	0	\$0.00	0	\$0.00	0	\$0.00	600	\$48,000.00										
608.15	PRECAST CONCRETE PAVERS	SF	\$200.00	900	\$180,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00										
609.11	VERTICAL CURB TYPE 1	LF	\$60.00	40	\$2,400.00	3850	\$231,000.00	1300	\$78,000.00	2400	\$144,000.00	560	\$33,600.00										
610.00	RIPRAP	CY	\$130.00	200	\$26,000.00	0	\$0.00	0	\$0.00	0	\$0.00	25	\$3,250.00										
621.00	LANDSCAPING	LS	By Section	1	\$20,000.00	1	\$15,000.00	1	\$5,000.00	0	\$0.00	1	\$10,000.00										
634.00	LIGHTING	LS	By Section	1	\$195,000.00	1	\$135,000.00	0	\$0.00	0	\$0.00	0	\$0.00										
640.00	BOARDWALK (BLACK LOCUS LUMBER)	LF	\$1,000.00	275	\$275,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$275,000.00										
641.00	STREETSCAPE AMENITIES & SIGNAGE	LS	By Section	1	\$5,000.00	0	\$0.00	0	\$0.00	1	\$5,000.00	1	\$15,000.00										
643.00	RECTANGULAR RAPID FLASHING BEACON	LS	\$20,000.00	1	\$20,000.00	0	\$0.00	0	\$0.00	1	\$20,000.00	0	\$0.00										
652.00	TRAFFIC CONTROL	LS	By Section	1	\$25,000.00	1	\$100,000.00	1	\$40,000.00	1	\$55,000.00	1	\$15,000.00										
652.38	FLAGGERS	HR	\$50.00	450	\$22,500.00	2100	\$105,000.00	750	\$37,500.00	1500	\$75,000.00	450	\$22,500.00										
656.00	TEMPORARY SOIL EROSION AND SOIL POLLUTION CONTROL	LS	By Section	1	\$80,000.00	1	\$25,000.00	1	\$15,000.00	1	\$20,000.00	1	\$50,000.00										
659.10	MOBILIZATION	LS	By Section	1	\$150,000.00	1	\$250,000.00	1	\$175,000.00	1	\$200,000.00	1	\$100,000.00										
672.00	RETAINING WALL	SF	\$200.00	1500	\$300,000.00	0	\$0.00	0	\$0.00	9100	\$1,820,000.00	0	\$0.00										
841.47	STEEL BOLLARD	EA	\$3,000.00	15	\$45,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$45,000.00										
SUBTOTAL:				\$1,498,200.00		\$1,908,500.00		\$630,625.00		\$2,977,875.00		\$476,275.00											
20% CONTINGENCY:				\$299,640.00		\$381,700.00		\$126,125.00		\$595,575.00		\$95,255.00											
CONSTRUCTION TOTAL:				\$1,797,840.00		\$2,290,200.00		\$756,750.00		\$3,573,450.00		\$571,530.00											
SAY = \$9,000,000.00																							
SUBTOTAL = \$7,491,475.00																							
20% CONTINGENCY = \$1,498,295.00																							
CONSTRUCTION TOTAL = \$8,989,770.00																							
SAY = \$9,000,000.00																							
ENGINEERING (8% CONST) = \$720,000.00																							
RIGHT OF WAY = \$390,000.00																							
PROJECT COST TOTAL = \$10,110,000.00																							
SAY = \$10,200,000.00																							

SUBTOTAL = \$7,491,475.00
20% CONTINGENCY = \$1,498,295.00
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SAY = \$9,000,000.00
ENGINEERING (8% CONST) = \$720,000.00
RIGHT OF WAY = \$390,000.00
PROJECT COST TOTAL = \$10,110,000.00
SAY = \$10,200,000.00

City of Bath Planning Department

55 Front Street, Bath, Maine 04530

Email: jcurtis@cityofbath.com



Dear Property Owner,

As a property owner in the area of a proposed river-walk project in the early stages of planning, we are inviting you to the auditorium, at Bath City Hall, at 6:00pm on August 21, 2024, to listen to a brief presentation regarding a feasibility study for a potential riverwalk project along the Kennebec River. The project will look to construct a multi-use trail from the northside of the Linwood E. Temple Waterfront Park northwards, approximately one (1) mile, to the North End Boat Launch. The project will need to make use of existing right of way easements as well as the adjacent streets in some places to connect the two destinations.

The intent of this meeting is to review potential trail layouts and receive initial feedback. The City's engineering consultant, Gorill Palmer, will review comments received during the meeting to finalize the feasibility study. GP will submit a report and share the study with the public at a follow-up meeting later this year.

We hope you can join us to get the project started on the right foot. Drinks and refreshments will be provided.

If you are unable to attend the meeting, please feel free to contact Jenn Curtis at the email address above, for an alternative way of participating.

Thank you
Jennifer Curtis
Director of Planning

Neighborhood Meeting – Bath, Riverwalk Extension Feasibility Study – Sign in Sheet

Project: Bath, Riverwalk Extension Feasibility Study

WIN: N/A

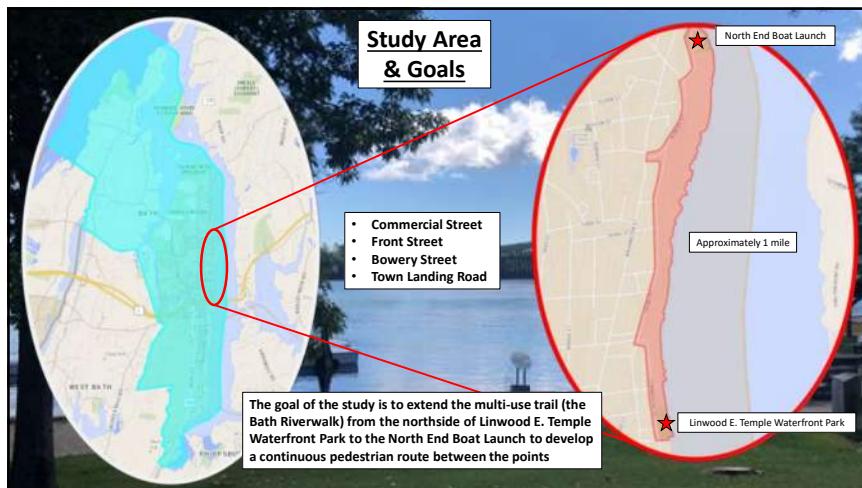
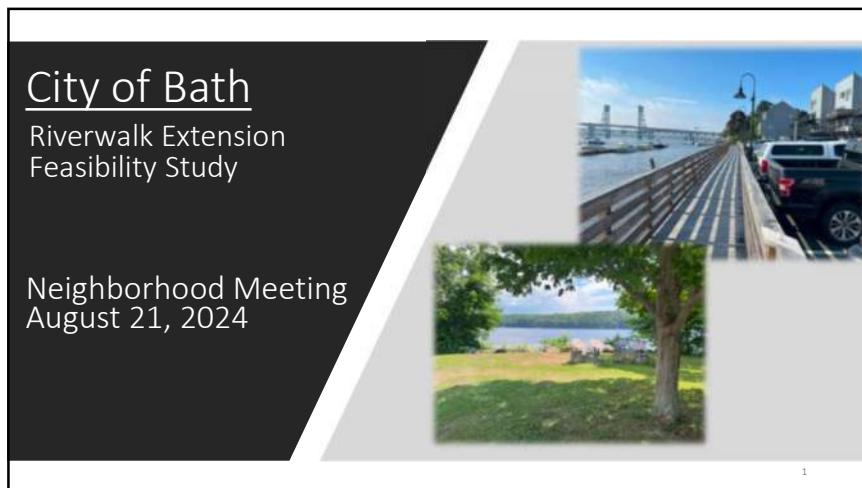
Date: August 21, 2024

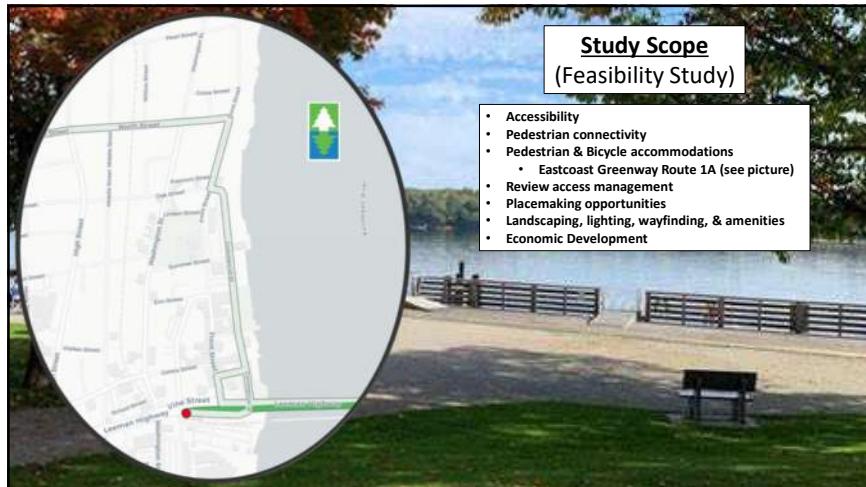
Place: 6:00pm at the Bath City Hall Auditorium

NAME & TITLE	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
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Trey Warren	300 Southborough Dr, South Portland	TWarren@GorrillPalmer.com	207-390-0040
Jo Howell ^{John} Metz	406 Front St, Bath	jthowell110@yahoo.com	631.566.5938
GAIL PONITTHE PERN	1083 WASHINGTON ST. BATH	Gaildonahupysik@gmail.com	207-443-5272
Misty Parker		Mistyparker@cityofbath.com	207-443-8300
Catherine Davis	36 Front St.	ced-assoc@gmail.com	413-314-0999
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Tina + Josh Goodman	364 Front St	Tosh+tina.kids@gmail.com	207-442-0869
George/Marcie Horne	155 COMMERCIAL ST	LKCEG@ycfco.com	808-306-4001
Ann Dealey Peter Dealey	343 Front St.	JDDeale1349@gmail.com	978-360-3128
Bill King	107 Gray Rd N. Yarmouth Rd	Kingrovemanagement@gmail.com	751-6230
Linda Jackson	345 Front St	RevLucia13@gmail.com	(802)281-9964
Elaine Povich	145 Commercial St.	espovich@comcast.net	202-236-1928



NAME & TITLE	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
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MANDY REYNOLDS	168 Bowery St	AmcReynolds@gmail.com	603 767 7411
SEAN IRELAND	"	Seanireland72@gmail.com	207 632 0424
BILL FOSTER	280 FRONT ST	b.foster22@me.com	609 216 2244
MARC MEYER	55 Front St	meyer@cityofbath.gov	207 447 8330
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Michael Tisack	21 Bowery	mtisack@gmail.com	734-747-0552
Russ Bolt	285 Front	russbolt@comcast.net	617-242-6191
Mafalda Schlicht	3 PEARL St	nschlicht@gmail.com	207-871-2626
Lisa Assenza	1043 Washington St.	lisa.assenza@gmail.com	315-727-2325





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Schedule

- Neighborhood Meeting: 08/21/2024
- Development of Concept Plans: 11/02/2024
- Public Meeting: 11/20/2024
- Draft Report: 12/18/2024
- Final Report: 12/31/2024

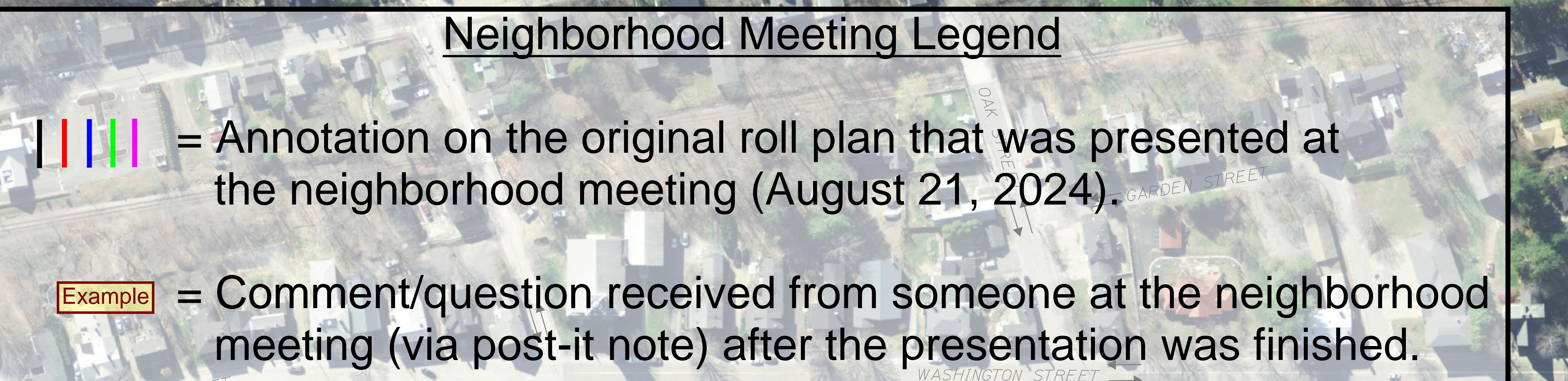
Public Input

- Safety Improvements
- Intersection Improvements
- Pedestrian / Bike Accommodations
- Traffic Pattern Adjustments
- Access Management
- Parking Accommodations
- Pedestrian Connectivity
- Placemaking Opportunities
- Other Items

9



10





300 Southborough Drive, Suite 200, South Portland, ME 04106
(207) 772-2515

Subject: **Bath Riverwalk Extension, Neighborhood Meeting Public Comments** (held on 08/22/2024)

Date: October 2, 2024 (GP) November 19, 2024 (City Staff)

Location: Bath City Hall Auditorium

Attendees: Jenn Curtis, Misty Parker, Marc Meyers, Lee Leiner, Trey Warren, & Jared Winchenbach

Compiled by: Trey Warren & Jared Winchenbach

GP File No: 4278

August 22, 2024 Public Meeting Questions and Comments with Post-Meeting Responses:

Question #1: Has the City or team completed a review regarding the usage of the existing Riverwalk that was completed as part of phase I? What were the results?

GP Response: Based on Gorrill Palmer's understanding of Phase I (we were not onboard during this process), the path was extended approximately 315 linear feet along the Kennebec River until it was dead ended in the Bathport property. It will be difficult to thoroughly review the effectiveness or use of the project since the path is a dead-ended effectively cutting off pedestrian circulation. It is worth noting that during the initial site visit to the area we did see pedestrians crossing the parking lot from Commercial Street down to the (dead-end path) then following it down to where it connects into the park. Based on these observations it is not unreasonable to assume that the trail would be relatively well used if it was more accessible. We will defer to the City of Bath for a more in-depth response.

City Response: The City has not conducted a formal economic impact assessment of the existing riverwalk, however, where there has been an increased number of events at Waterfront Park, and now Bridge Park, and observable high levels of use of the existing riverwalk, and where Riverwalk Phase 2 is included in the most recent comprehensive plan as a strategy, extending the riverwalk remains a priority for the City. The purpose of a comprehensive plan, is to solidify the goals of the City for a period of time and not to have to continually decide what to do to improve itself. The project being included in the comprehensive plan, adopted by the City in 2023, means the community has collectively agreed it is a worthwhile priority. The feasibility study currently underway will now allow the City to evaluate feasible route



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extending north, upriver, and provide direction for options to consider in moving this project toward development.

Question #2: Will there be a fence (vertical separation) between Front Street (or any adjacent roadways) and the path?

GP Response: No, for sections of the path that are adjacent to Front Street (and/or any other road), we do not recommend installing a fence or vertical separation between the road and the path. Vertical barriers such as a fence create a shy factor for both vehicles and pedestrians/bicyclists alike. This would in turn reduce the effective width of both the roadway and the proposed path. In addition, the fence would create issues for maintenance vehicles during winter months and would be subject to damage as snow is plowed off the road and into the fence.

City Response: A fence would not enhance the user experience for reasons described by GP above, and would add considerable initial expense and additional maintenance costs. The vision is for this trail to be inviting and feel like it's an extension of the parks and public spaces it connects, wherever possible.

Question #3: Front Street is already narrow, increasing the width of the sidewalk would further narrow the road, has this been reviewed/considered?

GP Response: The intent of the neighborhood meeting was to provide a chance for the neighbors to provide comments prior to concept plans being generated. Based on conversations during the meeting it was made apparent that the width of Front Street (as well as Bowery Street) is a concern to residents. We will keep this in mind moving forward, a few possible solutions to help remedy this issue include:

- Consider making Front Street a one-way (direction of one-way would need to be reviewed), which would reduce the required width of the roadway and provide room for potential improvements/snow storage.
- Consider ending the 10' wide path at a potential pocket park just north of the Bath Riverwalk apartments and focus on making upgrades to the existing pedestrian facilities along Front Street to connect the two ends of the project.

Question #4: Do we know who the people are being represented by the Strava data? Based on personal experience a lot of the walkers appear to be BIW workers and dog walkers.



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GP Response: Strava data does not provide in depth knowledge of who is walking, only relative densities representing which routes are more heavily favored by pedestrians, bicyclists, etc.

City Response: As this would be a riverwalk in a proudly inclusive and kind community, all community members and visitors would be welcomed to use the riverwalk. It is not meant to be exclusive. The use of the Strava data is to provide additional evidence of the existing use of this area by pedestrians and the expected use of improved pedestrian amenities.

Question #5: Why are we having this conversation (why is this project important to the City)?

GP Response: The goal of the project is to connect/extend the existing Riverwalk that is currently dead ended in front of the Bathport property. In addition, the project will look to enhance the pedestrian infrastructure along Front Street & Bowery Street, provide and enhance parks for people to enjoy the city, and connect the City's downtown with a walkable amenity at the north end boat launch. We will defer to the city for additional information regarding the projects purpose from a city perspective.

City Response: The City has considered extending the riverwalk for over a decade but has not made any advancement on the project since 2016. Providing access to the waterfront, connecting neighborhoods to downtown, and providing enhanced recreational opportunities for all residents and visitors are important goals of the City. This project helps facilitate the next step in determining what options may be available and how it might be approached in order to begin moving the project forward.

Question #6: Initial part of Riverwalk has been stopped by the Kennebec Tavern; how do you plan to proceed around Kennebec Tavern? With easements or litigation?

GP Response: The City's preference would be to work with the Kennebec Tavern owner to produce a quality project that would mutually benefit both the City of Bath as well as the business. We acknowledge their current stance on the project and will investigate potential solutions and/or project phasing options that could be implemented both short-term and long-term.



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City Response: The City is in communication with the Kennebec Tavern owners, and appreciative of their willingness to engage and take part in this planning process. GP has accurately represented the City's preferred paths forward.

Question #7: The easement in front of the apartments has not been designated yet by the developers and owners within the apartments are concerned about the path in front of apartments?

GP Response: The City of Bath is working with the developers regarding the easement along the Bath Riverwalk Property (apartments). The intent of the path is to be located as close to the river as possible (as far away from the apartments as possible) to ensure privacy. Considerations for additional privacy could include landscaping, plantings, and/or a fence at the back of sidewalk to keep pedestrians on the path and off the lawn area of the apartments. Sidewalks could be proposed from the apartment's internal pedestrian infrastructure to the "Riverwalk" path and gated access could be provided to the residents.

City Response: We appreciate the Riverwalk Condo residents taking part in this concept planning process, so that we can work towards a design that incorporates features that will make it more complimentary to their existing useable space.

Question #8: Has any consideration been given to using a ferry boat to bring people from one area of the river to the next?

GP Response: At this time (to the best of Gorrill Palmer's knowledge) there has not been any consideration given to the use of a ferry boat for this project.

Question #9: Is there any additional information that can be provided regarding phase I of the Riverwalk project?

GP Response: See our response to Question #1.

Question #10: The "proposed" riverwalk is not along the river, what is the point?

GP Response: The intent of the project is to extend the existing riverwalk path that currently dead ends in front of the Bathport property. The name of the project (the Riverwalk Extension) is slightly misleading due to the projects limited access to be adjacent to the river. Where feasible the project will attempt to align the path along the



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waterfront. Based on public feedback during the neighborhood meeting, a name change may be proposed to reduce confusion. Gorrill Palmer proposes “The Bath Riverwalk Extension and Neighborhood Connectivity Study”.

Question #11: What is the status of the 25-year-old park?

GP Response: We are unfamiliar with which park this question is referencing, we assume that it is the Linwood E. Temple Park. GP has no information regarding the “status” of the park and will defer to the city for a response.

City Response: The park is much-loved and used by many people consistently; not just by individuals and small groups of passive recreational users, but also for many community events and concerts. It is a gathering space and place of pride where everyone has the chance to enjoy the river in an attractively landscaped setting.

Question #12: What is the advantage or reasoning behind trying to utilize the existing sewer easement?

GP Response: The potential use of the existing sewer easement for the project was considered by the team as one of a few options. This would potentially allow the path to wind through the woods instead of remaining adjacent to Front Street (where road widths were a concern). There are a few steps that would need to be completed before the path could feasibly be proposed at this location including owner coordination among other things. As noted during the neighborhood meeting, the graphic was only meant to show potential high-level options that were being considered for conversational purposes.

City Response: GP covered this well, but it was the intention to consider all options that could have been less costly or prove less difficult to secure or build. Where this site has existing infrastructure easements and City infrastructure, it was worth bringing it into the conversation, if it made sense to build on.

Question #13: There is a large group of invasive Norway Maples that have grown up between Front Street and the River. Could these be removed as part of the project?

GP Response: It is unlikely that the footprint of this project would require the removal of the existing Norway Maples as requested. In addition, the maples are located on private



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property and not held within public lands. We will defer to the City of Bath regarding any plans to address this issue outside of the proposed project.

City Response: The City Forestry Committee and Department are currently working on a Norway Maple replacement plan and likely these trees will be replaced as part of that effort.

Question #14: There are two bald eagles (with a nest) that live between 325 Front Street and 327 Front Street (see photo/new clipping in Appendix A). Will the project have any impacts on them?

GP Response: It is our understanding that the eagles reside on trees within private property on the back side of the house located at 327 Front Street. The intent of the project is to stay along the road for this section of the project. No impacts to the existing eagles nesting area are anticipated. It is worth noting that this project is still in its infancy (only conceptual plans) and does not have a schedule regarding potential design or construction. We believe that the projects name (Riverwalk Extension) may have confused some people regarding its intent and therefore the assumption was made that we would be closer to the eagles who are living along the river.

Question #15: The Kennebec River is home to the Atlantic Surgeon which are protected and endangered, how will this project mitigate any impacts to them and their breeding (see original letter/photo in Appendix B)?

GP Response: The project does not currently propose any in-water construction or infrastructure. The intent of the path would be to run along the river a few feet behind the top of the riverbank.

Question #16: Will the proposed walkway be four seasons (I.E. will it be plowed)?

GP Response: It is our understanding that the walkaway would be available year-round. However, we will defer to the city regarding potential winter maintenance.

City Response: Yes.

Question #17: How will you address the forested areas in terms of safety?

GP Response: Proper lighting would need to be discussed for the sections of path that are not adjacent to the roadway. During the design process (and based on initial public



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feedback) we will be reviewing these “off-road” sections that were originally under consideration. Additional information will be presented at a public meeting later this year.

Question #18: What is the decision critical path for the project? How will we decide if it is worth doing or not?

GP Response: The project “kicked off” with the neighborhood meeting that was held on August 21, 2024. Gorrill Palmer will work with the city to develop concept plans taking into account the public comments we have received to date. Once concept plans have been generated, Gorrill Palmer will attend a second public meeting to walk through the proposed concept plans with the public. We will incorporate any additional comments received by the public and generate a draft and final report for the City of Bath. Where the project moves from there will be determined by the city. We would assume that the final decision would be made by the city council based on there review of the plans/report/and potential funding availability. We would encourage the city to provide any additional information that we may have omitted or overlooked.

City Response: The feasibility study will provide pathways for the city to consider as well as critical steps or information needed before moving forward. Recommendations will be made, based on the outcomes of the feasibility study, and the City Council will have the final vote on what if anything gets built.

Question #19: Will this be a voted-on ballot question?

GP Response: We will defer to the city for this response as we are unfamiliar with the City’s internal process.

City Response: Unless a bond referendum is proposed, this project will likely only require City Council approval.

Question #20: What are you hoping for at the end of the project, what is the final product?

GP Response: The final product will consist of a high-level concept plan with initial cost estimate and a final report summarizing the project’s findings. This report will include public comments and a summary of the public meetings for future reference.



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Question #21: Have you spoken to any of the property owners before today (the neighborhood meeting)?

GP Response: Prior to the neighborhood meeting, we had only met with one property owner (Kennebec Tavern) due to their involvement with Phase I of the project. The intent of the neighborhood meeting was to reach out and receive feedback to better understand the communities' thoughts towards the project. Based on the feedback that we received, additional meetings will need to be scheduled for any off-road segments that we would like to propose.

City Response: This meeting is intended to be a meeting with neighbors in the area of interest for possible riverwalk extension improvements and connections in the future, to share ideas and solicit feedback. Some additional outreach was done in the area of the existing planned riverwalk before this meeting. We appreciate everyone taking part and providing feedback at this time, to help us improve the study results.

Question #22: Has there been consideration to making Front Street a one-way?

GP Response: Yes, due to the existing width of Front Street (relatively narrow) we have had some initial discussions with the city regarding their appetite for potentially making it one-way. Additional discussions will need to be had regarding its connection to Bowery Street as there is a section of Bowery that is one-way just west of its intersection with Front Street. At this time everything is up for discussion.

Question #23: What do people do when they reach the end of the pathway? Will there be stores/bathrooms/parks?

GP Response: The project is considering making improvements to the North End Boat Launch to make it a viable destination for pedestrians with its scenic view of the river. There is also a proposed development at the former cannery site which may serve as a destination for the public.

Question #24: What will the impacts of front -end loaders and construction vehicles be on the area with the apartment buildings? How will the frontage be changed/affected moving forward?

GP Response: We are a long way out from construction currently. However, the intent would be that the contractor works with the city and the property owners to provide as



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minimal disturbance as possible. Any disturbed lawn areas or plantings that are disturbed by the contractor or their equipment would be repaired by the contractor. Things such as time restraints (can't start work in front of the apartments before 9:00am and/or cannot leave machinery in there lot overnight) could be added into the contract. The intent is to work with the property owners to find a resolution that works for everyone.

Question #25: Floods impact this area and recent resiliency meetings have discussed rebuilding the area, so why are we looking to build a path.

GP Response: We will defer to the City of Bath for a response to this question as we were not in attendance.

City Response: Riverwalk paths provide opportunities for residents to connect with the Kennebec River, provide recreational opportunities, and connect people from different areas of the city to the downtown. The Flood Vulnerability Analysis produced in 2023 will be consulted in producing the study and making recommendations. Knowing the flooding risks will allow us to build the walkway to withstand these projected weather events. Additionally, design may help reduce vulnerability of nearby upland property during storm surges and flooding when designed intentionally.

Question #26: Is flooding and sea level rise being considered as part of this project?

GP Response: Yes, we are aware of the previous work (reports) completed by the City of Bath and will make sure that this information is reviewed by the project team prior to developing the concept plans.

Question #27: Plowing concerns on Front Street since it is already so narrow, and narrowing of the road will create additional issues. Is the project considering plowing operations as part of its final product?

GP Response: We were made aware of the plowing concerns during the neighborhood meeting and will consider these issues as we progress the design. One previous comment which could help the snow maintenance along Front Street would be making it a one way and utilizing some of the extra width for snow storage moving forward.



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Question #28: Can the path utilize Commercial Street instead running along the frontage of the Kennebec Tavern and the apartments?

GP Response: This is one of the initial options (shown in grey on the neighborhood meeting graphic) that we are looking into and will discuss with the City of Bath.

Question #29: Why wasn't the public contacted sooner on this project?

GP Response: The neighborhood meeting was essentially the start of the project. Aside from a few very high-level lines drawn on paper (neighborhood meeting graphic) everything that was discussed at the neighborhood meeting was meant to elicit conversation and allow the team to receive feedback from the public to better understand there wants and needs. Nothing presented at that meeting was meant to be anything more than a discussion point.

City Response: There was nothing to share for discussion previously.

Question #30: How will the path coincide with the City's climate resiliency plans?

GP Response: The City of Bath has sent along their previous studies regarding the city's flood vulnerability and climate change goals. These reports will be reviewed and incorporated into the final report that will be submitted to the city.

Question #31: Residents of the apartments are concerned with the use of large construction equipment in front of their building. How will property damage be mitigated through the construction process? How will construction affect their property use?

GP Response: See our response to question #24.

Question #32: How will the proposed path affect the apartments property value? Privacy? and personal use of their property?

GP Response: We do not expect that there will be any changes to the personal use of your property as the path would be proposed along the top of the riverbank and not up against the building. Any grass areas damaged during construction would be returned to grass and if a fence is installed, the apartment owners would have access to the path via gates in the fence. As mentioned previously, privacy concerns can be mitigated through fencing and proposed landscaping. This will help ensure the privacy of the apartment owners. Regarding the property values, we see the path as an amenity



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that can be used by the property owners, however, we will defer to the City of Bath for a more in-depth response.

City Response: Desirable riverwalk paths in other communities have been found to increase value in adjacent properties as a desirable amenity to connect to. This project is too early in conceptual planning to have the City Assessor provide projections on potential property value. Increased value would be determined by market demand.

Question #33: Who will pay for the sidewalk easement regarding the legality of the path being on community member's properties? Will the City insure itself as well as property owners within the easement?

GP Response: We will defer to the City of Bath for a response to this question.

City Response: The City would need to acquire easements where necessary. Similar to a sidewalk, with easement rights, the City has limited liability for injuries that may occur on use.

Question #34: What is the maintenance plan for the path?

GP Response: We will defer to the City of Bath for a response to this question.

City Response: The City would be responsible for maintaining it. Sidewalk portions would be plowed.

Question #35: What are the conditions of use for the path? How will these conditions be known to the community?

GP Response: Our understanding is that the path will be public access and will have signage in easement areas signifying pedestrians to stay on path to avoid trespassing. We will defer to the City of Bath for a more in-depth response.

City Response: The Riverwalk will be treated like other public parks and amenities with established boundaries and permitted use times.

Question #36: How will the City prevent users of the path from leaving the pathway to walk or climb along the riverbank or Owner's property?



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GP Response: As mentioned in previous responses, for sections of the project that could be located via easements adjacent to the river, we recommend having a fence installed on the back side of the path to mitigate pedestrians from potentially trespassing onto private property. The potential for locked gates for private residents' access to the path in areas of easements is up for discussion. As we proceed with the layout of the proposed path we will review the need for additional fencing.

Question #37: How will the City of Bath's police department be involved in enforcing the path's conditions of use?

GP Response: We will defer to the City of Bath for a response to this question.

City Response: Bath Police Department will treat the Riverwalk the same as any other public park or open space. Authority to enforce is defined in ordinance.

Question #38: Is there a plan to fix the drainage issues along Front Street, specific erosion related concerns were noted at 325 Front Street (see photo/email in Appendix C).

GP Response: It is definitely not out of the question that this project would help mitigate the drainage and erosion issues depicted by the public in this area. Once we are a little further along in the design of the concept plans, we will have a better understanding of what changes could be made to help improve the area.

Project Note:

1. The Bath Riverwalk Residences Condominium Association provided the City of Bath and the project team with a memorandum regarding their thoughts, concerns, and questions for the proposed Riverwalk Project. These notes and questions have been included in the questions above, however, the memorandum in its entirety can be seen in Appendix D.
2. The sign in sheet from Bath Riverwalk Extension Neighborhood Meeting that was held on August 21, 2024, is attached in Appendix E of this document.



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Appendix A

8/17/24, 3:43 PM

Yahoo Mail - Re: Bath upcoming planning meeting notice.

From Porch 327 Front St-Nests on Property 325 & 327 Front



Bald Eagle Nests between
325-327 Front St

On Aug 15, 2024, at 9:48 AM, S P <susponyc@gmail.com> wrote:

NESTS-325 & 327 FRONT ST. NESTS NEFT TO EMPTY LOT ON PT.

As a result, their eggs had shells so thin that they often broke during incubation or otherwise failed to hatch. DDT also affected other species such as peregrine falcons and brown pelicans. Some other pesticides related to DDT are suspected to have caused increased mortality, in addition to the harmful effects on reproduction.

By 1963, with only 417 nesting pairs of bald eagles known to exist, the species was in danger of extinction.

The Road Back

As the dangers of DDT became known, in large part due to the 1962 publication of Rachel Carson's book *Silent Spring*, the Environmental Protection Agency took the historic and, at the time, controversial step of banning the use of DDT and some related pesticides in the United States. That was in 1972, and it was the first step on the road to recovery for the bald eagle.

In 1967, the Secretary of Interior listed bald eagles south of the 40th parallel under the Endangered Species Preservation Act of 1966. Following enactment of the Endangered Species Act of 1973, the Service listed the species in 1978 as endangered throughout the lower 48 states, except in Michigan, Minnesota, Oregon, Washington, and Wisconsin where it was designated as threatened.

The species was not listed as threatened or endangered in Hawaii because it does not occur there, or in Alaska because populations there have remained robust.

Listing the species as endangered provided the springboard for the Service and its partners to accelerate the pace of recovery through captive breeding programs, reintroduction efforts, law enforcement, and nest site protection during the breeding season.

Population Milestones

In July 1995, the Service announced that bald eagles in the lower 48 states had recovered to the point where those populations previously considered endangered could be reclassified to the less critical category of threatened.

Then in 2007, the Service estimated there were at least 9,789 nesting pairs of bald eagles in the contiguous United States. Bald eagles staged a remarkable population rebound and recovered to the point that they no



Tom Koerner/USFWS

Endangered Species Act. Thus, on June 28, 2007, the Service announced the recovery of our nation's symbol and removal from the list of threatened and endangered species.

Continued Population Growth

In 2016, the Service published the bald eagle population status report as part of a Programmatic Environmental Impact Statement. In that report which analyzed data from 2009, the bald eagle population in the lower 48 states was estimated to be 72,434 individuals, including 30,548 breeding pairs.

Then in 2021, the Service published a technical update that provided the newest estimates for the bald eagle population in the lower 48 states for the period 2018-2019, totaling 316,700 individuals, which included 71,467 breeding pairs.

What Lies Ahead

The recovery of the bald eagle is one of the most well-known conservation success stories of all time. The Service continues to work with our partners in state and federal agencies, tribes, non-government organizations and private landowners to ensure that our nation's



Although the Service removed the bald eagle from the list of threatened and endangered species under the Endangered Species Act, the bird continues to be protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. Both laws prohibit killing, selling or otherwise harming eagles, their nests, or eggs.

The Service developed guidelines to help landowners avoid disturbing eagles and encourage beneficial conservation practices.

For more information on the recovery of bald eagles, please visit <https://www.fws.gov/birds/management/managed-species/eagle-management.php>

U.S. Fish & Wildlife Service
Migratory Bird Program
5275 Leesburg Pike, MS: MB
Falls Church, VA 22041

703/358-1714
www.fws.gov/birds/



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Appendix B



Susan Povich
325 Front Street
Bath, ME

August 14th

To Whom It May Concern.

I have affixed a picture of the Atlantic Sturgeon that jumped in our boat that is docked at 325 Front Street. This sturgeon jumped in overnight and was dead by the next afternoon.

Atlantic sturgeon live and spawn in the Kennebec River. They are hatched in the river and head to sea, returning to their birthplace as adults, to spawn, or lay eggs, when they reach adulthood. Upon hatching, larvae hide along the bottom and drift downstream until they reach brackish waters where they may reside for 1 to 5 years before moving into nearshore coastal waters. The fish that jumped into our boat was a young sturgeon. Atlantic Sturgeon are protected under the Endangered Species Act.

The proposed riverwalk would impede on these protected spawning grounds and could endanger an already endangered species.

I am not a fish expert but I spent time researching this fish that jumped into our boat.

Sincerely



Susan Povich



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Appendix C

8/14/24, 8:36 PM

Powered
325 FRONT ST.

Yahoo Mail - Re: Bath upcoming planning meeting notice.

EROSION FROM NO DRAINAGE ON FRONT ST

Drainage Issue area @ North & Front
325 Front St,



FOR MTG TO GIVE - 325 FRONT ST
EROSION FROM STORM DRAIN

The infrastructure is ancient and the streets are pitched towards the river where there aren't any manhole sewers that gather the water and it naturally makes its way over the easement parking lot next to the garage up on Front Street. That parking lot is held up by tree roots and will fall eventually. The riverwalk, proposed at one point, and perhaps presently, runs parallel to the driveway of the boathouse and would cross over the top of the boathouse driveway exactly where the insufficient pipe from the sewer is. I've met with the Forman multiple times and their solution has not worked... Essentially a bandaid. The sewer line needs to be replaced.



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Appendix D

MEMORANDUM

To: Jennifer Curtiss, Director of Planning and Representatives of Gorrill Palmer Engineering

Fr: Philip R. Day, Jr., President, Bath Riverwalk Residences Condominium Association

RE: Proposed Riverwalk Project

Good evening, my name is Phil Day and I am president of BRW Residences Condo Association. For the last several years after finding out about the initial plans to extend the Phase 1 Riverwalk further “up-river”, and across our property, we have voiced a number of concerns regarding problems that we thought should be considered. Knowing that the City is now planning to extend the proposed riverwalk project further upriver to the North End Boat Launch, we are even more concerned regarding the use of public funds to move forward and build this project.

Let me first say that since I was invited to be a participant in another project the City is involved with, namely the Climate Resiliency Planning effort, I am having a difficult time reconciling this project plan with the goals and objectives of the Resiliency planning effort of the City.

It seems to me that going forward with this project in light of our most recent storms and the resultant flooding that occurred would be a critical mistake. It was suggested by some participants during the first meeting of the Climate Resiliency Planning group, that what we should be doing is building up our infrastructure along the riverfront, enhancing our storm sewage runoff system, and upgrading the existing sea walls to include both height and volume to serve as a mitigation strategy against the rising river/tides. Noting that the wooden walkway associated with the Phase 1 riverwalk project, along with the Kennebec Tavern and significant portions of Commercial St., has been flooded over several times during the past two years, it raises serious questions as to whether or not extending that same walkway another mile up river is good public policy.

Pg. 2.

Having shared those general observations, let me share some other specific concerns. These are shared based upon the premise that the City is going to go forward and build the walkway.

1. How will the City gain access to the private residential property that will be impacted by the proposed Riverwalk Project?
2. Noting the incredible use of heavy equipment (front end loaders, and heavy-duty cranes and trucks) that were utilized during Phase 1, how will the residential property damage that will occur be mitigated? How will residential owners be able to continue to use their property during construction of the walkway? And, how will the introduction of the walkway on their existing waterfront impact the value of their property? Their privacy? And, the owner's future, personal use of their existing waterfront?
3. How will the City ensure that public access to the riverwalk will not be across the private property of residential owners.
4. Can we assume that the City will pay all the expenses associated with obtaining access and easements for the residential property in question? This would include:
 - a. staking out a rough layout of the project for the approval of the impacted residents;
 - b. hiring and appointing a land surveyor to survey its physical location and prepare a revised site plan and legal description for all the properties impacted;
 - c. Ensure that the registered Land Surveyor places monuments (steel pins) along the boundary lines of the path; and,
 - d. pays for all legal services to prepare documents, coordinate proper execution by the parties and file them at the Registry of Deeds with drawings attached.
5. Prior to commencing work, will the City provide property owners Certificates of Insurance demonstrating that throughout the project that the City has appropriate levels of insurance coverage for bodily injury, occupational sickness,

Pg. 3

death and motor vehicle liability, Workman's Compensation and property damage coverage because of injury to or destruction of tangible property throughout the period of construction of the pathway? Likewise, show evidence that all subcontractors at the site have liability and worker's compensation insurance?

6. Will the City agree to indemnify and hold harmless all owners of residential property impacted by this project from all claims, losses or attorney fees due to work related injuries of all involved workers? Also, will the City name each owner of impacted property as an additional insured on their policy for any claim related to the design, construction and use of the pathway?

7. Who will maintain the path? Provide and service litter baskets at various points along the projects path? Provide and service pet waste bag stations? Remove accumulated litter and debris from the path and riverbank? Clear snow and ice during the Winter months on an as needed basis?

8. What will the Riverwalk Conditions of Use be and how will the public find out about them? Daylight use only? No littering? Pets permitted but must be leashed? What type of vehicles will be permitted to be on pathway?

9. How do you prevent users from leaving the pathway to walk or climb along the river bank or owner's property? What role will the City of Bath's Police Department play in helping to enforce rules and Conditions of Use?

10. Lighting at night? Security cameras mounted along the walkway?

These are just a few of the questions and issues of concern that we feel need to be addressed as you move forward with your feasibility analysis. Thank you for your consideration?

Respectfully Submitted,

Philip Day, President

Bath Riverwalk Residences Condominium Association

Email address: prdjr155@gmail.com; Cell: 207-522-8244



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(207) 772-2515

Appendix E

Neighborhood Meeting – Bath, Riverwalk Extension Feasibility Study – Sign in Sheet

Project: Bath, Riverwalk Extension Feasibility Study

WIN: N/A

Date: August 21, 2024

Place: 6:00pm at the Bath City Hall Auditorium

NAME & TITLE	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
Jared Winchenbach	300 Southborough Drive, South Portland	JWinchenbach@GorrillPalmer.Com	207-735-5017
Trey Warren	300 Southborough Dr, South Portland	TWarren@GorrillPalmer.com	207-390-0040
Jo Howell ^{John} Metz	406 Front St, Bath	jthowell110@yahoo.com	631.566.5938
GAIL PONITTHE PERN	1083 WASHINGTON ST. BATH	Gaildonahupysik@gmail.com	207-443-5272
Misty Parker		liparker@cityofbath.com	207-443-8300
Catherine Davis	36 Front St.	ced-assoc@gmail.com	413-314-0999
Joe Lendvai	285 FRONT ST	jlendvai@maineallure.org	207-844-9189
SHARON LENDVAI	285 Front St		
LEELAINE, ZEW DIRECTOR	450 OAKGROVE AVE	leelaine@cityofbath.com	207-443-8357
Deborah Dennis Hamel	155 Commercial St.	deb.hamel54@gmail.com	207-451-9020
Root Dunn Concierge	57 Green St.	dunnroo@gmail.com	207-442-0111
Richard Director	374 FRONT ST	frontsfaroff@hotmail.com	207-841-1371
Take Director	468 High St.	takedirector-1@gmail.com	410-949-0749
Jim McGowan	352 Front	JGtown@myfairpoint.net	207-443-2078
Michael Sullivan	285 Front St	Sullivan.mbs@gmail.com	207-380-5287
Catherine Tiffard	155 Commercial St #1003	tiffand@hotmail.com	203-722-4231
Lily Els	285 FRONT ST	Susanels@comcast.net	802-338-0438
Chris Sewall	P.O. Box 29 Phippsburg	SewallCS@earthlink.net	207-389-9009
Tina + Josh Goodman	364 Front St	Tosh+tina.kids@gmail	207-442-0869
George/Maric Horne	155 COMMERCIAL ST	LKCEG@ycfco.com	808-306-4001
Ann Dealey Peter Dealey	343 Front St.	JDDeale1349@gmail.com	978-360-3128
Bill King	107 Gray Rd N. Yarmouth Rd	Kingrove management@gmail	751-6230
Lveta Jackson	345 Front St	RevLucia13@gmail.com	(802)281-8964
Elaine Povich	145 Commercial St.	espovich@comcast.net	202-236-1928



NAME & TITLE	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
Edna Povich	321 Front St. Bath, ME.	ednapovich@gmail.com	207-262-3661
Lisa Povich	"	lisa.povich@gmail.com	773-294-4472
USA House	Kingsac Tavern - RW	USAHouse@Gmail.com	751-0374
PHIL DAY, PRES.	BRW CONROS/ 155 Commercial #203	prodjr155@gmail.com	207-522-8244
MANDY REYNOLDS	165 Bowery St	MandyReynolds@gmail.com	603-767-7411
SEAN IRELAND	"	SeanIreland72@gmail.com	207-632-0424
BILL FOSTER	280 FRONT ST	b.foster22@me.com	609-214-2244
MARC MEYER	55 Front St	meyerma@cityofbath.gov	207-447-8330
Eric & Kathy Schwartz	1115 Washington	eric.schwartz@sisyphus.us	319-4488
The Brills (Steve & Kathy)	3910 Front St, Bath, ME	kbrill5555@gmail.com	207-740-4086
Michael Mason	1111 Washington St	attorneympmason@gmail.com	617-553-1950
Evan Lamb	1201 Washington	elamb@StanfordAlumni.org	207-522-5579
Michael Tisack	21 Bowery	mtisack@gmail.com	734-747-0552
Russ Bolt	285 Front	russbolt@comcast.net	617-242-6191
Natalie Schlicht	3 PEARL St	nschlicht@gmail.com	207-871-2626
Lisa Assenza	1043 Washington St.	lisa.assenza@gmail.com	315-727-2325

City of Bath Planning Department

55 Front Street, Bath, Maine 04530
Email: jcurtis@cityofbath.com



Dear Property Owner,

This notification is regarding an upcoming neighborhood meeting for the Riverwalk Extension and Downtown to North End Boat Launch Connectivity feasibility study. The meeting will include a brief presentation regarding the process and progress made since the previous meeting (August 21, 2024) and provide updates on the proposed layout.

The meeting will be held in the Auditorium at Bath City Hall at 6:00 p.m. on January 28, 2025, with opportunities for neighbors to provide feedback. Light refreshments will be provided. Meeting materials will be made available on the City of Bath Planning and Development Projects webpage.

If you would like to provide comments by phone or email, contact Jenn Curtis at the email address above or (207) 443-8363.

Thank you
Jennifer Curtis, AICP
Director of Planning

FEASIBILITY STUDY

RIVERWALK EXTENSION & NEIGHBORHOOD CONNECTIVITY

The primary scope of work of this study is to identify the costs, impacts, and constraints of constructing a new multi-use trail within the study area. The goal of the study is to develop a continuous pedestrian route from the waterfront park up to the boat launch facility.



Expansion of the riverwalk pathway would further connect the downtown to the river and residential neighborhoods to the downtown. Work to expand this pathway system has been an ongoing planning effort for over 26 years due to the value for residents as well as the economic value of such riverfront redevelopment for the city. The purpose of this project goes beyond merely beautifying the riverfront; it is an essential tool for sustainable growth, recreation, and connecting our community.

This study will evaluate the technical, environmental, economic, and social factors that will help determine whether such a project is practical, beneficial, and sustainable for the community. The findings from this study will provide essential data and recommendations to guide decision-makers on whether to move forward with the riverwalk project, as well as how to design and fund it in a way that maximizes the benefits for everyone involved. Buildout of the riverwalk will be in phases, dependent on available resources.

RESOURCES

<https://www.cityofbathmaine.gov/departments/PlanningDevelopment/Riverwalk>

Materials included on the website:

- Responses to questions from the August 21, 2024 neighborhood meeting
- Concept plans from the January 28, 2025 neighborhood meeting
- Riverwalk benefits
- History of riverwalk plans





**GORRILL
PALMER**
An LJB Engineering Company 



Neighborhood Meeting – Bath, Riverwalk Extension Feasibility Study – Sign-in Sheet

Project: Bath, Riverwalk Extension Feasibility Study

Date: January 28, 2025

Place: 6:00 pm at the Bath City Hall Auditorium

NAME & TITLE	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
✓ Margaret Letchopeland	253 Ridge Road	m@letchopeland.com	504-4969
ROB COPELAND			504-4180
✓ Don Ettinger	300 SOUTH BROADWA S PORTLAND	DETTINGER@GORRILLPALMER.COM	756-0462
✓ Roz Kalb	290 JABINO RD W. BATH	RKALB@CANDO-MS.ORG	203-644-2322
Nick LaRocca	↑	NICKLAROCCA@OUTLOOK.COM	
✓ Mike Sullivan	215 Front St 201 Bath ME	MSSULLIVAN@GMAIL.COM	207-380-5187
✓ Ken Strange	12 N. STREET		449-9133
Larissa Holland	66 High St Bath, Maine 04530	larissa.claire.holland@gmail.com	
✓ KATHLEEN	10 END STAGE RD.	LEAH.MOLLE@GMAIL.COM	957-6374
✓ Root Dani	57 GREEN ST	WAD04@CITYOFBATH.COM	215 880 6232
✓ Christopher Sewall	411 Front St.	SEWALLCS3@EARTHLINK.NET	207 295 5795
✓ Jeanne Sewall	1132 Washington		
✓ Debra Hamey	155 COMMERCIAL ST.	debhamel54@gmail.com	207-451-9020
Dennis Hamey	" " "		
✓ Gregie Abbott	997 WASHINGTON ST	551162@YAHOO.COM	
Danielle Westcott	155 COMMERCIAL ST #201	JENNIE.WESTCOTT@HARVE.EDU	204 504 4000
✓ Michael Tisack	21 Bawery St	MTISACK@GMAIL.COM	734 747 0552
Zach (Bob) Davis	71 Green St	ZACHDAVIS@GMAIL.COM	603 237 9467
✓ STEVEN TELIOPoulos	335 FRONT ST	STELIOPoulos@ALREADYONFILE.COM	617 480 2856
Kimberly Nichols	23 Cummings St	MARINETFLOWERS@GMAIL.COM	607-6673
✓ Jim McGinn	352 Front	889TOWNS@MYBIZGROUP.COM	443-6078
✓ Greg & Mary Cavanagh	1121 Washington	GREGRCAVANAGH@GMAIL.COM	207 504 4382
Anthony Jamison		ANTHONYJAMISON@ME.COM	
✓ Leanne Twiss	14 Andrews Road, Bath	LEANNE.TWISS.1941@HOTMAIL.COM	207 415-8232
✓ Josephine Massey	359 Front St	JOSEPHINE.B.MASSEY@GMAIL.COM	617-959-2282
Judy Asselin	1276 Washington St.	JUDYNAASSELIN@GMAIL.COM	(610) 368-9066
Kelley Cavanaugh		KELLEYCAVANAUGH@GMAIL.COM	207 939 2385



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100



NAME & TITLE	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
Rev. Lucia Jackson	345 Creek	RevLucia13@gmail.co-	
Mandy Reynolds	81 centre st	amreyneolds@gmail.com	603 767 7411
TESS Beem	90 Oliver	t.beem@gmail.com	

City of Bath

Riverwalk Extension & Neighborhood Connectivity Study

Neighborhood Meeting
January 28, 2025



1

Agenda

- City Staff Welcome (6:00 PM)
- Introductions
- Available Resources
- Background & Process
- Health, Social, Environmental, and Economic Benefits
- Updated Concept Plan Review (Technical Presentation) (6:15 PM)
- Questions & Answers (6:45 PM)



2

Introductions

- Marc Meyers – City of Bath, City Manager
- Jenn Curtis, AICP – City of Bath, Director of Planning
- Misty Parker – City of Bath, Director of Economic and Community Development
- Rod Melanson – City of Bath, Director of Sustainability & Environment
- Jared S. Winchenbach, P.E. – Gorrell Palmer, Project Manager
- Don Ettinger, P.E. – Gorrell Palmer, Transportation Operations Leader, New England
- Seth Kimball, PLA, ASLA – Aceto Landscape Architects, Principal



3

Welcome to the **City of Bath** MAINE



Available Resources

All material is/will be posted to the City's website at: www.cityofbathmaine.gov/departments/Planning-Development/Riverwalk

Materials include:

- Responses to questions issued during the 1st neighborhood meeting on August 21, 2024.
- Concept Plans from tonight's meeting.
- Economic Benefits of a Riverwalk.
- Examples of other Riverwalks within the State of Maine.
- Information regarding the study.

RIVERWALK PROJECT



COMMUNITY INVOLVEMENT

City of Bath, Maine

4

Welcome to the **City of Bath** MAINE

Background & Process

RIVERWALK PROJECT TIMELINE

The development of a riverwalk serves as an important community development project, providing a safe place for people to walk, exercise, and connect with a community. This timeline highlights key milestones in the development of the Riverwalk, showcasing the progress and vision for this community-driven project.

RIVERWALK PROJECT TIMELINE

The Riverwalk project was identified as a priority in Bath's 2009 Comprehensive Plan, recognizing its potential to enhance quality of life for residents and stimulate economic development along the riverfront redevelopment.

2010-2015
The first phase of the Riverwalk was developed, creating a safe and accessible walkway along the Kennebec River. This initial phase was the foundation for what would become a beloved community feature.

2015-2019
The Riverwalk became a central space for local events such as Heritage Day, summer concerts, and farmers markets.

SUMMER 2022
This phase included the addition of public art installations and historic markers enriching the pathway, while also adding educational elements.

APRIL 2024
The city's updated Comprehensive Plan included a long-term vision for the riverwalk, expanding the Riverwalk to enhance connectivity.

PRESENT
Extension plans focus on linking residential areas to downtown and supporting sustainable growth.

BATH
Maine's Oldest Town

Welcome to the **City of Bath** MAINE

Health, Social, Environmental, and Economic Benefit

1) Makes it easy to recreate.
2) Health Benefits – both physical and mental.
3) Environmental benefits – reducing air pollution and responsible wildlife viewing.
4) Safe and easy access to downtown.
5) Connecting people to the river helps people remember Bath's identity and history.
6) Pride of place – defining public space the community is proud of.
7) Social connectivity and cohesion.
8) Access for all.
9) Increased property values.
10) Fostering public-private partnerships and investment.
11) Attracting tourism and boosting local businesses.
12) Stimulating local economy through events and festivals.
13) Job creation and economic diversification.

HEALTH
Harborwalks
A safe, long-distance walking and cycling path that follows the Kennebec River.

SOCIAL
GARDEN
The garden is part of a larger community effort to beautify the Kennebec River.

AUGUSTA
The economic benefits of the Riverwalk project will bring local businesses and residents together to create a vibrant, thriving community destination.

ECONOMIC IMPACT

BATH
Maine's Oldest Town

5

6

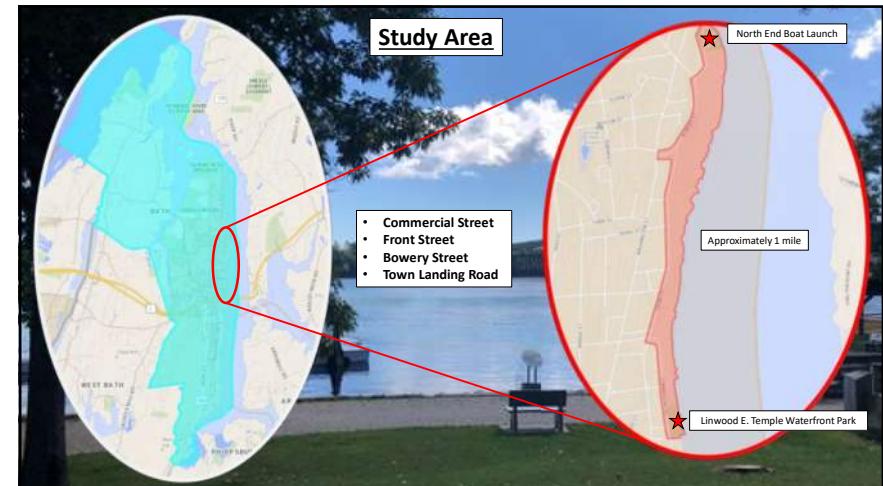
Welcome to the **City of Bath** MAINE

FEASIBILITY STUDY

The primary focus of this study is to identify the issues, opportunities, and constraints of developing a new route for the pedestrian walkway from the waterfront park up to the local boating facility.

Technical Review

BATH
Maine's Oldest Town



7

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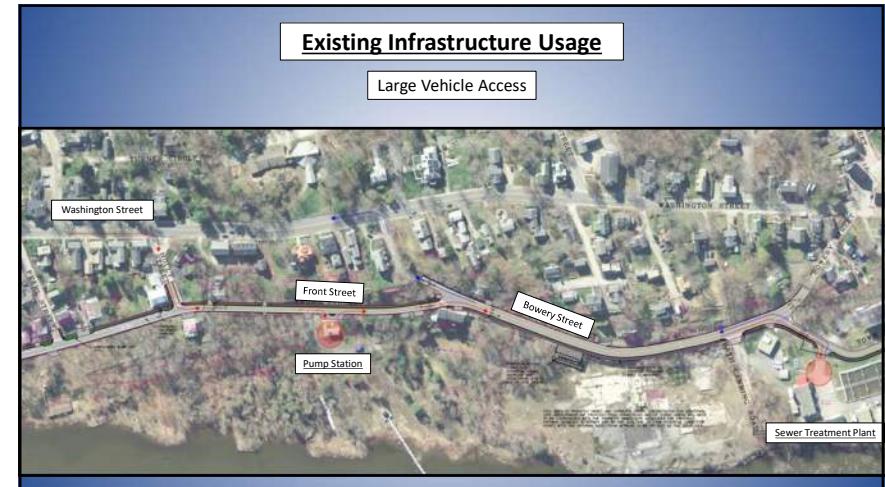
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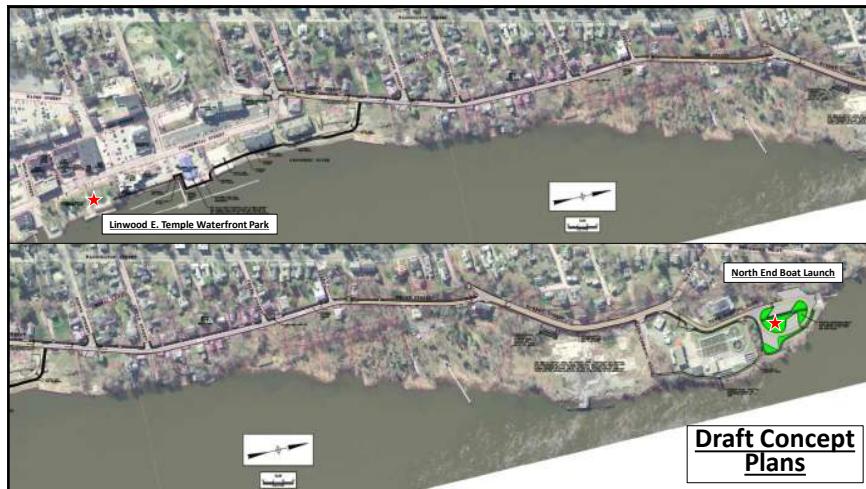
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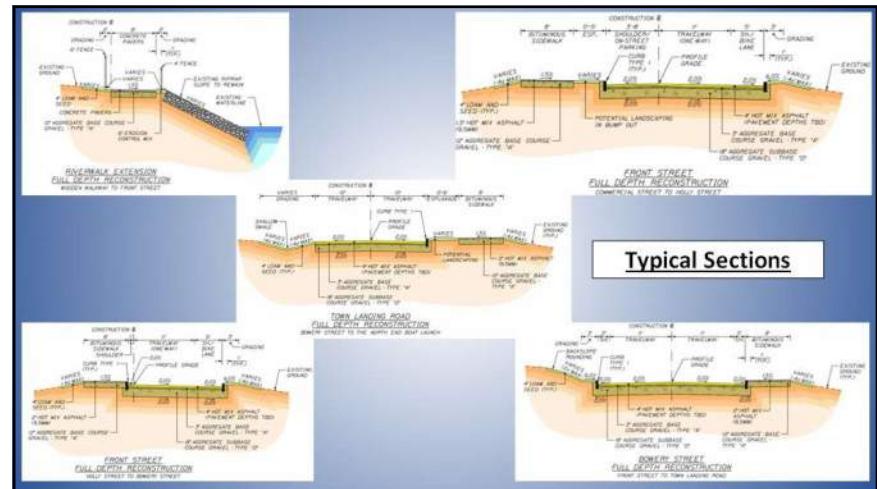
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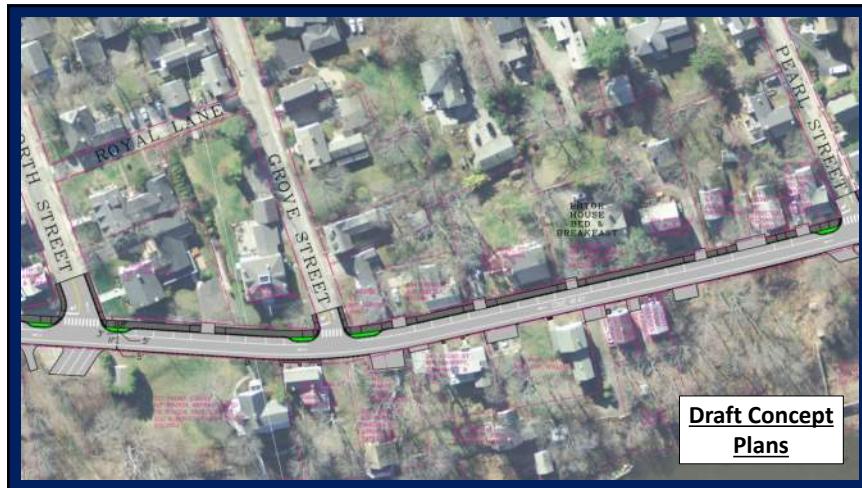
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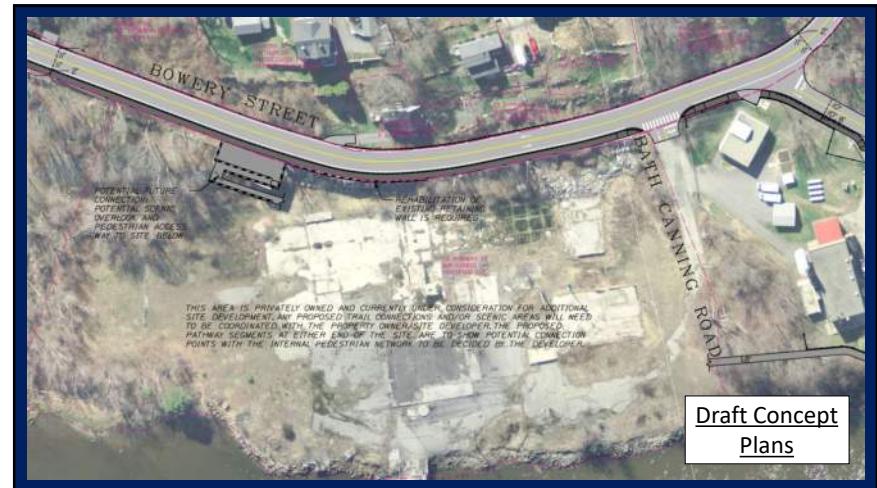
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Schedule

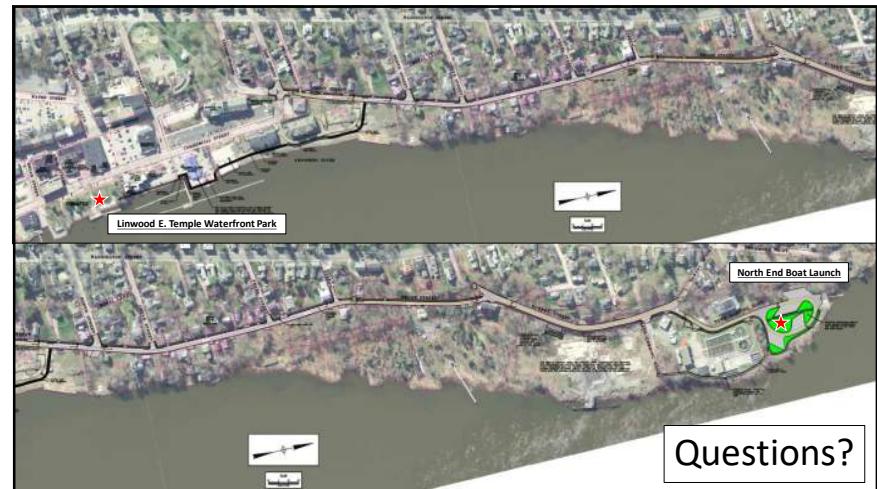
- Neighborhood Meeting #1: August 21, 2024
- Neighborhood Meeting #2: January 28, 2025*
- Public Meeting: May 2025
- Draft Report: June/July 2025
- Final Report: August 2025

* A separate Zoom meeting has been requested to enable participation for people who could not attend in person, see the website for additional details.

Public Input

- Safety Improvements
- Intersection Improvements
- Pedestrian / Bike Accommodations
- Traffic Pattern Adjustments
- Access Management
- Parking Accommodations
- Pedestrian Connectivity
- Placemaking Opportunities
- Other Items

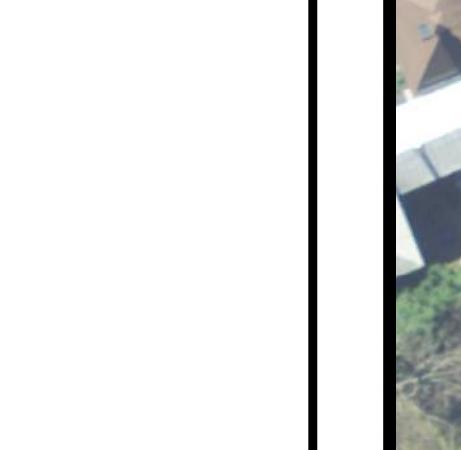
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An aerial photograph of a residential area. The image shows several houses with different roof colors (dark grey, light grey, brown) and various lawn and garden areas. A street is visible in the upper portion of the image, with a street sign that reads "DUMMER ST" in capital letters. The overall scene is a typical suburban neighborhood.

=50'



100





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Subject: Bath Riverwalk Extension, Neighborhood Meeting Documentation (Q&A) (held on 01/28/2025)

Date: March 21, 2025

Location: Bath City Hall Auditorium

Attendees: Jenn Curtis, Misty Parker, Marc Meyers, Don Ettinger & Jared Winchenbach

Compiled by: Jared Winchenbach

GP File No: 4278

Neighborhood Meeting – Questions & Answers:

Purpose of Neighborhood Meeting #2: The first neighborhood meeting was held on August 21, 2024, and was intended to introduce the project to the direct abutters and discuss initial thoughts and concerns. By mid-December, the study team had developed draft concept plans, which integrated information and comments received during the first neighborhood meeting. Neighborhood Meeting #2 was held on January 28, 2025, and was held in person at the Bath City Hall Auditorium. However, due to a large number of residents in the areas spending winter elsewhere, a second meeting, via Zoom, was held on February 20, 2025. The intent of the second neighborhood meeting was to provide an update regarding the work that has been completed since the initial meeting, walk the participants through the draft concept plans, and answer questions regarding the project. For the purposes of this document, the term neighbor or neighborhood shall refer to all direct abutters of the proposed project based on the city's initial review of the project limits.

Purpose of this Document: This document intends to provide a full compilation of questions received during/after the neighborhood meeting on January 28, 2025, the follow-up Zoom meeting on February 20, 2025, and electronic queries from members of the neighborhood who could not attend due to prior commitments. The City of Bath and its Consultant have provided responses to these questions in **Blue** and **Red**, respectively.

Question #1: Will the project remove any existing parking along Front Street?

GP Response: **The intent of the project is not to eliminate any of the on-street parking along Front Street. The project will help better define acceptable parking areas along this corridor.**

Question #2: It would be ideal if the Riverwalk could also become a flood barrier because A: we really need that before more buildings flood and B: the current Riverwalk will probably be damaged or destroyed in flooding because it wasn't built to be a flood barrier.

GP Response: **We acknowledge the concerns regarding flooding and large storm events; however, due to its limited scope, the project is not currently designed as a flood barrier. This project can include features to help reinforce and/or stabilize the existing shoreline to make it more resilient to damage during floods, but it will not prevent flooding on its own. We will defer to the City of Bath for additional comments.**

City Response: **The Riverwalk design could help make the shoreline more resilient, but it will not be able to prevent flooding due to rising water levels. Due to the area's topography, flood mitigation structures would need to be more comprehensive and extend to an area greater than just the project area, which is**



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likely not feasible. For this project area, designing for resiliency has been the recommended path forward.

Question #3: The “Riverwalk as a flood mitigation structure” was a popular proposal from the downtown riverfront owners.

GP Response: As discussed previously, the project's intent is to enhance pedestrian connections along the waterfront (along with surrounding neighborhoods) as well as extend a currently dead-ended section of the “riverwalk”. If flood mitigation (beyond resiliency) is required, this would need to be addressed during the scoping of the design phase of the project. Please note that due to the existing geography of the area, if flood mitigation is added to the scope of the project, the limits will need to be chased south of the original project limits, as most of the southern section is at a similar grade and at risk of flooding. We will defer to the City of Bath for additional comments.

City Response: The Riverwalk design could help make the shoreline more resilient, but it will not be able to prevent flooding due to rising water levels. Due to the area's topography, flood mitigation structures would need to be more comprehensive and extend to an area greater than just the project area, which is likely not feasible. For this project area, designing for resiliency has been the recommended path forward.

Question #4: I see that the proposed route has changed with an ingress towards the river from Pearl Street, no longer in the plan. If a "bump out" is planned at the corner of Pearl Street and Front Street, it would be critical to maintain the storm drain that is currently in the "bump out" area. Front Street is already prone to flooding from heavy rains that flow down Pearl Street. Elimination of the storm drain would be a disaster.

GP Response: Yes, the off-alignment route across from Pearl Street (through an existing sewer easement) that was discussed at the August 2024 meeting has been tabled. There is still potential that the City and private landowners could propose a path along this off-alignment portion at a later date (once there is proposed infrastructure to connect to), but it is not included as part of the study.

Regarding drainage concerns, the existing drainage would be maintained or replaced with new infrastructure. During the design phase of the project, drainage will be reviewed at each intersection (since all the side roads flow towards Front Street/Bowery Street). The project will include new underdrains, catch basins, and outlet pipes to deal with drainage. We have also been made aware of similar drainage issues at the intersection of Front Street and North Street.

Question #5: Will bike traffic be able to travel north (against one-way traffic) on Front Street from Oak Street to Holly Street?

GP Response: Yes, based on Front Street's roadway characteristics (low volume/low speed), we propose that bicycle traffic be allowed to utilize the 5' shoulder to travel against the one-way direction of vehicle traffic on Front Street (both North of and south of Holly Street). Additional bicycle signage (not shown on plans) and striping will be included in the project. Signage may include supplemental East Coast



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Greenway signage, bike lane signs (R3-17), allowed use of full lane signs (R-20), etc. Striping will include shared lane pavement markings along Front Street (southbound south of Holly Street and Northbound north of Holly Street), Bowery Street (in both directions), as well as along the adjacent side roads (between Front Street and Washington Street). Striping will also include bike lane symbols along Front Street and Holly Street, where five-foot bike lanes are provided.

Question #6: Why not have Front St one-way heading south from Bowery to Oak St., rather than only part of the way?

GP Response: This idea was discussed; however, through coordination with the City of Bath Public Works Department, it was noted that their large sewer trucks use Holly Street to access Bowery Street (via Front Street northbound). This route provides them with access to the sewer pump station (on Front Street) as well as the sewer treatment plant (on Bowery Street). It was requested through this coordination that Front Street (north of Holly Street) maintain a travel way in the northbound direction.

Question #7: Visibility issues at the intersection of North Street and Front Street.

GP Response: Visibility is a concern at this intersection and should be reviewed further during the design phase of the project. Intersection sight distance checks may reveal potential revisions to the proposed on-street parking areas directly north of North Street to help improve visibility for oncoming traffic. Geometric improvements, including curb extension bump-outs at the intersection, will help further improve visibility at the intersection.

Question #8: Visibility issues at the intersection of Holly Street and Front Street?

GP Response: Front Street is proposed to be a one-way street, both northbound and southbound of Holly Street (heading away from Holly Street in both cases). Based on this information, cars will not approach Holly Street from either the North or South, and visibility concerns will be minimized.

Question #9: The crosswalk at the intersection of North Street and Front Street should be shortened if possible. It is currently a very wide intersection.

GP Response: The intersection of Front Street and North Street will be reconstructed to improve pedestrian desire lines and shorten the crosswalk. The proposed concept plan currently reduces the length of the crosswalk from 55' to 35'.

Question #10: The project should consider the use of 10-foot travel lanes instead of 11'?

GP Response: Based on the existing roadway characteristics, 10-foot travel lanes could be considered along Front Street and Bowery Street. During the design phase, consideration should be given to whether the extra foot is better served in the travel way for vehicles, on the shoulder for bicycles, or removed from the project to reduce property impacts. In addition, the project should consider minimum plow widths to ensure winter maintenance is accepting of 10-foot lane widths.



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Question #11: Security concerns were expressed regarding the marina's gas tanks and the potential for pedestrians to smoke while walking by. There are additional security concerns regarding the marina's boats, the impact on the restaurant's scenic view of the river, and potential insurance concerns.

GP Response: The current proposal includes installing a gated fence around the existing gas pump and marina access area, which would allow owners access while creating separation from the path (for additional concerns related to the proposed layout, see question #46). If the property owners desire, landscaping could be included in this area to help create separation from or beautify existing infrastructure.

Regarding the scenic view of the river, the plan proposes to utilize the existing 8-foot grass strip around the outside of the Kennebec Tavern's patio area (which currently has a rope fence separating it from the grass). If the project moves forward, additional coordination will be required to address potential items such as perimeter fencing options along the water, rehabilitation of the existing sea wall (if required), landscaping, and hardscaping amenities. We will defer to the City of Bath for additional comments.

City Response: Smoking is prohibited within 25' of all parks and recreation facilities owned or managed by the City of Bath per Article 10, Section 4 of the Bath City Ordinances. Additionally, we agree with GP's response that the current grassed area in front of the tavern will be utilized as originally planned when the site plan was approved and the outdoor area designed.

Question #12: There is a vertical grade change between the marina and condo properties.

GP Response: We do not know the extent of the vertical grade change between the properties at this time, as we do not have a ground survey for the project. However, it is envisioned that this area could be constructed to function similarly to the vertical grade change that exists within Linwood E. Temple Park. The valley would be riprapped with large stones to reduce erosion, and a wooden structure would bridge the gap between the properties. The specific details will be included as part of the engineering design.

Question #13: Safety concerns were expressed by the condo owners if the pathway was to have fencing on both sides.

GP Response: The project will look to balance safety and privacy concerns for both the path users and the private citizens. The current design shows a 4-foot fence along the west side of the path (between the path and the condos) with new proposed landscaping along the condo side of the fence to increase appeal. The fence on the east side (riverside) of the path has been removed, which mirrors similar "riverwalk" paths within the state, such as in Bar Harbor.

Question #14: The lot north of the condo property is proposed to be redeveloped into a meadow with pathways for public use.

GP Response: We acknowledge the proposed meadow project on the north side of the condos. We see this as an opportunity to coordinate the two projects. Currently, the proposed "riverwalk" design runs west



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along the southern edge of the meadow; however, during the design phase of the project, additional coordination will be required between the designer and the developer to ensure proper connections can be made between the projects. The city and owners agree to collaborate on the location in these areas to help accommodate the vision of the meadow property. We will defer to the City of Bath for additional comments.

City Response: The City and the owners have agreed as the development of the meadow progresses, both parties will work in collaboration and the final location and design of the riverwalk will consider the goals of both parties. It is still early enough in both project design phases to consider a range of alternatives.

Question #15: Why is the proposed sidewalk located on the west side of Front St.

GP Response: The existing right-of-way width is not sufficient to carry a sidewalk on both sides of the road. The existing sidewalk is located on the west side of Front Street. The project will look to minimize property impacts by matching the back of the existing sidewalk. In addition, there are numerous sidewalk connections that run down the side roads and connect Washington Street to Front Street. If the sidewalk were relocated to the east side of the road, the project would need to include mid-block crossings at each side road.

Question #16: Public Works should confirm the proposed roadway template of a 5' shoulder, 11' travel lane, and 1' shoulder on Front Street, north of Holly Street (regarding winter maintenance).

GP Response: The project has been coordinated with the City of Bath Public Works Department during the development of the concept plans. If the project progresses into design, additional coordination shall be required to ensure the intersections and proposed roadways are acceptable for winter maintenance.

City Response: Public works has reviewed the proposals and provided their feedback in areas needing additional attention.

Question #17: Consider extending the sidewalk north on Bowery Street up to Washington Street.

GP Response: The project will extend a 6-foot sidewalk along the north side of Bowery Street from Town Landing Road to Washington Street/Drummond Point Road and will include a mid-block crossing with proposed rapid flashing beacons at the intersection. During the design phase of the project, the proposed mid-block crossing will need to be evaluated to ensure proper sight distance can be achieved. We received additional comments regarding a request for intersection improvements at this location (see question #25).

Question #18: Information regarding proposed project costs was requested. Will proposed cost estimates be broken down into sections?

GP Response: An opinion of probable construction costs, broken down by roadway/pathway segment, will be included in the draft/final report for public consumption.



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Question #19: The proposed path connection beginning at the existing wooden path terminus and extending around the marina floods currently and is subject to ice flows, which can damage infrastructure. Would it make more sense to construct the path along Commercial Street?

GP Response: As discussed previously (see questions #2 & #3), it is acknowledged that part of the proposed project is within the current flood zone and that the project does not prevent this area from future floods. The “Riverwalk” portion of the study is intended to allow pedestrians extended access to the waterfront during the warmer months while being constructed in a manner that will be resilient to seasonal flooding and prevent additional erosion.

This project does not preclude the City of Bath from investing additional resources along Commercial Street. We will defer to the City of Bath regarding the City’s priorities regarding future pedestrian infrastructure in the area.

City Response: Connection to Commercial Street from the existing boardwalk was reviewed and determined to be the least preferred, as it would require pedestrians to traverse across a parking lot and may present unsafe conditions, versus building a riverwalk capable of withstanding ice flows or flooding along the shoreline away from traffic.

Question #20: What is the phasing priority for this project?

GP Response: GP will defer to the City of Bath regarding the phasing priority for the project.

City Response: The next priority stage of the project will connect the existing Riverwalk to Front St., by way of the waterfront. Additionally, Bowery Street improvements are imminent, and when improvements are designed, the riverwalk in this section may be incorporated. Ultimately, the timing of phasing and implementation will be determined by the City Council, available resources, and opportunities for cost savings when coupled with infrastructure improvements.

Question #21: The existing boardwalk is narrow (5’-6”) in clear width and will not accommodate all multimodal users, such as bicyclists. The path on Commercial Street would resolve these issues.

GP Response: The limitations of the existing boardwalk and the impact that it has on the proposed design are acknowledged. The proposed “Riverwalk” will be for pedestrian use only, as it connects to existing infrastructure that is not amenable to bicyclists. Multimodal improvements at the intersection of Front Street/Commercial Street/Oak Street, as well as along the entire Front Street/Bowery Street corridor, will provide additional spaces for bicyclists to recreate. Additional emphasis will be placed on the connection to the East Coast Greenway from Commercial Street to North Street. In addition, this project does not preclude additional improvements along Commercial Street. We will defer to the City of Bath for additional comments.

City Response: The city acknowledges the design constraints.

Question #22: Should the “Riverwalk” be a multi-use pathway or just a sidewalk for pedestrians?



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GP Response: The proposed “Riverwalk” will primarily be constructed for pedestrian use due to the existing condition on the south side of the project (as discussed in question #21).

City Response: The feasibility study has determined that the site constraints on the south side of the project limit the width of any path in this area and are most suitable for only pedestrians. Coupled with the East Coast Greenway and opportunities in the project area to improve road designs through this project, the most suitable opportunity is to incorporate shared road designs for cycling in this area.

Question #23: Consider making the intersection of Commercial Street and Front Street an all-way stop.

GP Response: The project will review the implementation of an all-way stop at the intersection of Front Street/Commercial Street/Oak Street. Additional geometric improvements will be proposed to improve pedestrian safety and reduce crossing distances.

Question #24: A member of the public whose driveway is located at the intersection of Front Street and Holly Street requested that the Concept Plans be revised to show Holly Street reopened to two-way traffic.

GP Response: The original intent was to allow Residents of Holly Street to maintain a two-way function of the road, but eliminate the inbound lane on Front Street, since there would be no traffic coming NB or SB due to the proposed one-way conditions on Front Street. However, after the meeting, snow maintenance was brought up as a concern regarding the City’s ability to plow snow in the westbound direction. Based on coordination with the City of Bath’s Public Works Department, the plans will be revised to have Holly Street become a one-way (eastbound) street from Washington Street to Front Street. The property owner at the intersection of Front Street/Holly Street will be able to access the property via Washington Street and will need to exit via Front Street (northbound or southbound). This decision may be reviewed and/or revised during the design phase of the project. We will defer to the City of Bath for additional comments.

City Response: The City of Bath Public Works Department went to Holly Street and agreed that one way would be best for public works to plow the street; however, it could be done either way. The City’s preference is to show Holly Street as a one-way in the eastbound direction as noted above.

Question #25: Several people asked if the intersection of Bowery Street/Washington Street/Drummond Point Road could be addressed in this study.

GP Response: The project will include pedestrian connections and a mid-block crossing at this intersection; however, a full reconstruction of the intersection was not included in the proposed concept plans. The report will note that this intersection should be considered for reconstruction to help improve both pedestrian and vehicular safety. We will defer to the City of Bath for additional comments.

City Response: The city acknowledges the intersection needs review.

Question #26: Is the existing sidewalk on Front Street being replaced?

GP Response: Yes, the existing sidewalk on Front Street will be replaced by a new, slightly wider sidewalk.



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Question #27: Will an actual path/sidewalk be created as part of this project?

GP Response: Yes, an 8-foot-wide bituminous (or concrete paver) sidewalk will be constructed from the current dead-end location of the existing boardwalk north approximately 1 mile to the North End Boat Launch. This will result in the reconstruction of approximately 0.35 miles of existing sidewalk and the construction of approximately 0.65 miles of new sidewalk/path.

Question #28: On which side of Front Street will the sidewalk be placed?

GP Response: The sidewalk will be placed on the west side of Front Street before transitioning to the east side of Bowery Street.

Question #29: My husband and I own the Pryor House B&B at 360 Front St. It's our understanding, after receiving an update from a neighbor who was present at the last meeting, that the consideration is being made to make Front St., past our property, into a one-way road. We've been thinking for a while that it would be a great idea, as the road is narrow and it's basically a one-way road already when you're trying to navigate around cars parked on the side of the road. My concern, however, lies in the direction of the one-way that is being considered. Currently, it's very easy for our guests to find us as they're coming into town....especially those folks that are traveling Route 1 South. They exit into town and very conveniently drive down Front St. and find us. After they arrive and get their bearings, it's easier for them to navigate the streets around town. Wouldn't it make more sense to have the one-way coming from town, rather than going into town? You may want to do some traffic studies to determine how many people are traveling from the downtown area to various intersections on Front Street and compare it to how many are going the length of Front Street into the downtown area. Or maybe you have already studied that? I would be curious as to why you are considering a one-way going toward the downtown area?

GP Response: There have been no official traffic studies completed at this point. Consideration was given to showing the proposed one-way in the northbound direction (as requested) as well as the currently proposed southbound direction. Factors, including public input regarding directional traffic volumes, Front Street Constraints, wastewater treatment plant truck access, on-street parking locations, proximity/coordination with pedestrian facilities, and bike lane accommodations, were considered during the review. Based on the current layout, guests would be required to come north via Washington Street and access Front Street via Pearl Street or Holly Street. This decision could be vetted further during the design phase of the project if traffic volumes show significant directionality.

Question #30: The term "Riverwalk" connotes a sense of spaciousness with vistas of the river and a wide enough path to accommodate groups of people and bicyclists, etc. The proposed extension of a walkway of 5 ft., its width squeezed into a narrow edge along the river, noted for its flooding, is just not practical

GP Response: We recognize your concerns with the area's environmental constraints and the lack of proposed bicycle infrastructure for the "Riverwalk". However, we do not recommend widening the path to accommodate bicycles, as it would create additional property impacts. In addition, due to the existing infrastructure currently in place, the path will need to make a few sharp turns that would be



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difficult for bicyclists to maneuver. The intent of the proposed "Riverwalk" is to maintain an 8-foot clear width (thus allowing pedestrians to walk side by side) and connect the existing Linwood E. Temple Park to the meadow project (currently in developmental stages) on the north side of the condos. We will defer to the City of Bath for additional comments.

City Response: The proposed concept reflects the best available option for improving riverfront access and extending the existing riverwalk.

Question #31: The area targeted for part of the extension of the riverwalk project along the actual riverwalk itself DOES NOT accommodate the vision of a single path winding through open spaces with vistas of the river. The proposed path will significantly disrupt the existing site associated with the Bath Riverwalk Condos, do damage to its beautiful setting, and are in conflict with recent plans by Kennebec Riverview, Inc (the new owners of Lot 295 on Front Street) to establish an "open-access meadow park" formerly the site of the original Building 5 proposed by JHR Development.

GP Response: The proposed design of the 8-foot-wide path, in relation to the Meadow project, is still relatively undetermined. There is flexibility in that location and how it connects and flows with the vision of the meadow project. To date, we have not received any formal plans for the Meadow project, just a general concept. The proposed 8' path does not need to bend 90 degrees and head west to Front Street as shown. We recommend that the meadow project and the "Riverwalk" be further coordinated to ensure a seamless partnership between the projects to create a destination for people who would like to venture north from the park. We will defer to the City of Bath for additional comments.

City Response: It is the city's understanding that we share the goals of riverfront public access. The city intends to ensure public access to the site for riverfront-related use, as needed.

Regarding the comment about the path, "it will significantly disrupt the existing site and do damage to the beautiful setting". The intent of the project is to work with the association during the design phase of the project to create a plan that balances security, safety, and mobility, while including additional landscaping to ensure that the aesthetic integrity of the scenic views of the condos is still maintained. If this portion of the project does proceed into construction, there will likely be one summer of construction, which will affect the aesthetic of the area for a season (as noted in the photos provided by the association – see Appendix A). However, during design, the City could specify (in the bid documents) that construction occurs from the fall of one year into the spring of the next to minimize summer impacts to the residents. We are a bit ahead of ourselves, but there are options that exist that will reduce strain on the association. We will defer to the City of Bath for additional comments.

City Response: The city is open to pursuing solutions that minimize disruption during construction.

Question #32: The specifications of the City's suggested path require the "taking" of a 10 ft. swath of land along the riverfront. For example, the area on the "riverfront side" of the 145 Commercial St. building has less



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than a 30 ft. area from the side of the building to the "rip-rap" that supports the land and prevents erosion (see attached photo). In that 30 ft. swath of land, between the building and shoreline, there are 5-6 evergreen trees (10 ft. in height) and 3 medium sized Birch trees. To build the City's pathway in that space, and accommodate all of the heavy machinery needed to build the pathway,(see Photos) would not be feasible and would do significant and irreparable damage to the existing riverfront area.

GP Response: We appreciate the photos (see Appendix B) and agree that the existing landscaping between the condos and the river may be impacted. However, as mentioned previously, the project will replace any existing landscaping damaged or removed due to the proposed path and/or construction equipment. In addition, it is our recommendation that additional landscaping be implemented between the building and the path to enhance the area. This additional landscaping (beyond the replacement of any damaged existing landscaping) should be coordinated with the Condo Association during the design phase to ensure that public input is considered. We will defer to the City of Bath for additional comments regarding the taking of a 10-foot swath of land.

City Response: An easement being supplied by the owner, as agreed on during planning approval, is not a constitutional taking. Not providing the required easement would constitute a land use violation. We look forward to working collaboratively towards the best design outcomes.

Question #33: A review of the proposed plan for the "133 Commercial St. building project" suggests that the same problem exists on the riverfront side of that building.

GP Response: As noted previously, the existing area (and landscaping) will likely need to be impacted (based on the notes in the previous question) in order to construct the proposed "Riverwalk". We won't know the full extent of the impact on any property until the survey is acquired. However, the project will account for and replace all existing condo landscaping that is disturbed by the project.

Question #34: The scaled version on these sites' maps do not reflect the actual reality of how much space is available to construct the City's riverwalk project. Further, the idea of adding a 6 ft. fence would make the riverwalk area feel more cramped, block the views of the property of the owners and the public, and have a negative effect on property values. For example, it should be noted that the Bath Riverwalk Residences Condo Board has provided open access to hundreds of community members and their families to witness and appreciate the 4th of July Fireworks event on the very same property upon which a new structured, fenced-in pathway will be imposed.

GP Response: We agree that aerials are only approximations of the existing conditions that exist between the condos and the river. If the project proceeds into the design phase, ground survey will need to be collected, and the design may need to be revised accordingly. We recommend that the designer produce concept plans, which should include a draft vertical alignment and working cross sections (or the equivalent), which should be reviewed by the City and shared with the Condo Association for further comment. We will defer to the City of Bath for additional comments.



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City Response: If a beautiful landscaping option can be worked out instead of a fence, that would enhance the site instead of constraining it. We remain hopeful that a landscaping option may ultimately be preferred by all.

Regarding the addition of a 6-foot fence at the back of the path (west side). This was originally introduced based on previous comments regarding security and trespassing concerns. However, we understand the additional concerns regarding the fence potentially blocking the visibility of the residents. One potential alternative is to use the existing grade of the area (sloped down to the river) to create a tiered path. The 8' path could have a 2' retaining wall on the condo side with a 4' cedar rail (or other aesthetic fence) on top with landscaping (bushes, roses, etc.) between the fence and the buildings. This would create a 6-foot-tall visual barrier that only appears 4 feet tall on the condo side. If desired, steps could be placed in the wall in certain locations to allow Condo residents access to the path. This approach would allow condo residents standing on the lawn to look out and see landscaping and a fence, as all pedestrians under 6' would be visually screened by the proposed fence/landscaping. In addition, the tree canopies of the existing trees (and/or trees that may be replaced by the project) will help screen condo residents from having to look at the path and/or pedestrians from their balconies.

Question #35:

The principal access point for the vehicles entering the site is a driveway entrance off of Commercial St. The driveway winds parallel to the riverfront along a low-rise protective barrier between the driveway and the river. For a significant length of the driveway, the distance from the riverfront edge of the driveway to the top of the "rip-rap" protecting the shoreline is approximately 6 ft., or less (see attached photos). Therefore, it is NOT FEASIBLE to construct a pathway of the type being considered in the "cramped space" unless the entire driveway is realigned and re-constructed....which will add significantly to the cost of the project and do damage to the highly valued Riverwalk property

GP Response: We acknowledge the constraints noted above. There is a +/-250' section of proposed boardwalk that runs along this section of the driveway. The intent would be to construct the boardwalk behind (river side) of the existing wooden guardrail and on top of the existing riprap slope (similar to the original section by the Bathport). This will likely require some buildup of the existing riprap area using a retaining wall (or equivalent substitute). There may be a section of existing driveway asphalt that would need to be cut to construct the area; however, any area that is disturbed by construction would be replaced in kind to match (or better) the existing condition. We will defer to the City of Bath for additional comments.

City Response: All of the approved subdivision and site plans contemplate an 8' easement for a riverwalk path.

Question #36:

All of the site plans that have been approved by the City to date, do NOT include any schematics that reflect the idea that the easement depicted in the plans include an "extension" of the pathway from along the riverfront shoreline up through Lot 295 connecting directly to Front Street through the new "open access meadow". The "taking" of this new 10 ft. path would be totally disruptive to the plans to create a beautiful new park planned by the new owners. It is suggested that a preferable option is one that allows public access to the new park from Front St., which would be more practical and less



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disruptive. This would allow many more members of the community the opportunity to easily enjoy the various paths, wildflowers, meditation, and potential gathering sites being planned

GP Response: When the original project scope for the Riverwalk Extension Feasibility Study was developed, the meadow project had not yet been identified for this area. Since its conception, the intention of the study team has been to have the meadow project and the “Riverwalk” project coordinated and work in unison. The designs would work together and match into Front Street at a mid-block crossing (location TBD) to allow people to utilize the on-street parking on the north side of Front Street.

Potential solutions include:

- Maintaining the currently proposed “Riverwalk” alignment and allowing the meadow trails and exhibits to sprout off from the path and wind through the meadow.
- Realign the “Riverwalk’s” proposed connection to Front Street (adjust the mid-block crossing) per the recommendations from the meadow developers and have meadow paths create loop trails and exhibits off of the path.
- Some other proposal that provides a connection and unity between the projects. Additional coordination with the meadow developers is required.

We will defer to the City of Bath for additional comments and information regarding the proposed easements and approvals.

City Response: Multiple connections are anticipated and more could certainly be considered.

Question #37: Spending public funds to support the construction of an amenity such as the riverfront boardwalk, which will continually be "at risk" from flooding and necessitate an ongoing commitment to address maintenance, repairs, and upkeep issues, is NOT a good idea nor an appropriate use of taxpayers' dollars. While it is true that none of the propertiesincluding the 133 Building Project, the existing Riverwalk Condo buildings, and the property owned by KRV, Inc. are in the Floodplain Zones, they are very close (see photos). We know from actual experience that they are very vulnerable to rising tides and high-impact storms. To construct a riverwalk pathway directly along the riverfront is a high-risk gamble. The article in the 1/25/25 edition of the Press Herald entitled "Augusta Updates Kennebec River Warnings after 2023 Floods" clearly suggests that cities along the river need to take heed. Further, it was suggested that they need to adjust to the new reality reflected in the observation that the "one-hundred-year storms aren't really 100-year storms anymore".

GP Response: We acknowledge the public's concerns regarding 100-year storm events and potential flooding. As noted previously, the proposed design does not provide additional protection against flooding in this area. To address those concerns, the project's scope would need to be much larger and extend further south along the river. We will defer to the City of Bath for additional comments and for responses regarding the proposed funding sources for the project.

City Response: The final designs will need to incorporate project resilience to anticipated flooding events.

Question #38: The community has already established its own multi-use path, and it is along Commercial St. to Front Street, and beyond. There is an existing infrastructure already in place. With the type of curb



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bump-outs or stormwater extensions and other improvements to address the drainage and erosion issues along the Front St. corridor suggested in the Gorrill Palmer layout for Front St. (including making parts of Front St. one way), it could easily become a part of the East Coast Greenway. The city could initiate a beautiful renewal effort to this well-used route, as a green space with trees, benches, planting, and a wide path that integrates with the street, providing expanded year-round access and connectivity throughout the City and the downtown area. AND, IT IS A FEASIBLE AND COST-EFFECTIVE APPROACH

GP Response: The proposal of the “Riverwalk” does not preclude the City of Bath from making additional improvements along Commercial Street as well. As identified during the second neighborhood meeting, there are existing gaps in the pedestrian infrastructure along Commercial Street that will be recommended for improvement and delineation as part of the report. It is our understanding that the Public Works Department will be completing a sewer project along Commercial Street that may include additional improvements to pedestrian infrastructure. However, the intent of this study is to focus on the potential construction of an off-road path that will create a different walking experience for the public. We will defer to the City of Bath for additional comments.

City Response: Over the last 20-plus years, various city plans have documented the ongoing support and desire for increased riverfront access. While safer pedestrian infrastructure along existing roadways is also a city and community priority, it does not provide significant opportunities to connect with the river, and therefore, it remains a priority to increase accessible opportunities for all residents to access the river and connect our neighborhoods.

Question #39: I've looked at the Riverwalk website and it shows the proposed walkway passing in front of the condos and continuing along the river frontage of the Meadow Project before turning up toward Front Street at the north end of the Meadow Project. Is that the current state of things?

GP Response: The latest version of the concept plan shows the path turning west just north of the condos and extending west to Front Street (south of the proposed meadow property).

Question #40: The intersection of Front Street/Oak Street/Commercial Street should be reconstructed to provide better pedestrian crossings.

GP Response: The intersection of Front Street/Oak Street/ Commercial Street will be revised to include an all-way stop at this location as well as geometric improvements that will improve pedestrian desire lines and reduce pedestrian crossing distances.

Question #41: The concept plan currently shows a crosswalk at the end of Front St that would then connect to a new sidewalk on the eastern side of Bowery Street. This house does not have much of a front yard, and its driveway is very small. It was noted that when backing out of the garage, the resident often is just entering the roadway when gaining visibility of the road. Right now, when walkers are in the area, they are using the road and are hyper aware of their surroundings. The resident is concerned that the addition of a sidewalk would cause walkers to have a false sense of safety.



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GP Response: The plans are currently based on aerial imagery with parcel file right-of-way. Due to this, the fine details of the layout are only so accurate. We do acknowledge the challenges associated with this property. The intent of the layout of the intersection (Front Street/Bowery Street) is to shift the intersection northwest as much as possible to create additional space at the southeast corner in front of the driveway. In the report, we will discuss potential design alternatives in this area that will be evaluated during design, such as reducing the sidewalk to 6' and shifting Front Street west. In addition, consideration should be given during the design phase of the project to include different materials or other visual cues to heighten pedestrians' awareness of the driveway. We will defer to the City of Bath for additional comments.

City Response: The proposed actions all seem like responsible ways to improve the situation.

Question #42: Also, we would like to have further discussions regarding the right-of-way in this area in relation to his driveway. He has some concerns about the development of a walkway in this area and the impact on his driveway. He does have some infrastructure in his driveway that he would not want impacted.

GP Response: As noted previously, the intent of the design is to maximize the available right-of-way while minimizing impacts to existing parcels. The full extent of proposed impacts required for the design won't be vetted until the ground survey becomes available. It will be noted in the report that, similar to other parcels within the project limits, this parcel shall be coordinated with at the concept plan stage of the project to review potential impacts and provide additional comments/concerns. We will defer to the City of Bath for additional comments.

City Response: The city agrees with the process as outlined by GP above.

Question #43: Another item we discussed is that occasionally, people traveling north on Front Street will try to turn left at Bowery Street and not be able to make the turn. We weren't sure if there were any improvements to this corner that could help discourage left-hand turns there and also help improve the crosswalk visibility and sidewalk concerns.

GP Response: As previously noted, the intent is to realign the road (Front Street) as far west as the existing right-of-way would allow, to provide additional room on the corner for the property's driveway. Due to the steep grade on Bowery Street (westbound heading towards Washington Street), it is not surprising that there are turning movement concerns at this intersection. One solution (although not vetted or coordinated at any level at this time) would be to look at purchasing and removing the shed on the southwest corner of the intersection. This would remove the constraints on the western side of Front Street and potentially allow the roadway to tie into Bowery Street at a more reasonable angle, and could help fix the cross-slope issues that are present on Front Street, which make the turns challenging in the existing condition.

Question #44: The marina (Elvis & Raylan LLC) does have truck traffic. When exiting, trucks are not able to make the turn at Washington/Bowery/Drummond Point Road or from Front Street left onto Bowery Street. Based on the current design, a northbound one-way on Front Street, the large vehicles would be required to exit the marina parcel onto Front Street, head to the boat launch, and turn around there.



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GP Response: Based on information from the City of Bath Police Chief, Front Street is one-way northbound, from Holly Street to Bowery Street (for Commercial vehicles in excess of two axles only, except service vehicles). Depending on the size of the vehicles and boats that are towed into the site, they may need to head north on Front Street in the existing condition. That said, we acknowledge the challenges facing large vehicles trying to access Washington Street from this direction.

If Front Street were to become a one-way (NB), the city could consider including intersection improvements (as outlined below).

- Option 1 – Purchase the shed area on the Southwest corner of the intersection of Bowery Street/Front Street and provide geometric improvements to the intersection. These improvements would include reconfiguring the intersection to allow the large vehicle to turn left to head west on Bowery to Washington Street.
- Option 2: Include geometric improvements to the intersection of Washington Street/Bowery Street/Drummond Point to allow the large trucks to safely turn left and head southbound on Washington Street.

Including one of the two options above during the design phase, in conjunction with the proposed one-way, should address concerns regarding the mobility of large vehicles that access the marina. We will defer to the City of Bath for additional comments.

City Response: The conveyance of an easement across the Kennebec Tavern (KT) property was part of their approval for their 2006 shoreline stabilization site plan approval. It is noted on the site plan they submitted, which was approved by the Bath Planning Board. Additionally, as a condition of approval, the planning board required KT to convey an easement to the City to ensure the site would be compliant with the approved plans. The city will work with KT to secure the easement and help them stay in compliance with the site plan.

Question #45: Regarding the perceived easement on the Kennebec Tavern property. The deed is attached (see Appendix C), but it is also a public record in the Sagadahoc Courthouse. Please feel free to obtain your own copy and verify that no other changes are on file. Absent from the deed is any mention of an easement.

GP Response: GP will defer to the City of Bath regarding any existing or perceived easements within the property.

City Response: The city is open to discussion about preferred options.

Question #46: A gate on the south end of the property would interfere with the marina's gas station by requiring marina customers and employees to pass through multiple barriers, it would block handicap access, and it does not address the gas tank.

GP Response: The intent of the design was to provide security and separation between the proposed "Riverwalk", the existing dock/marina, and the gas tanks. If the project continues into the design phase, which is largely based on the presence (or lack of) an easement through the property, the designer will need to thoroughly coordinate this area with the marina's owners to ensure an acceptable design can be reached. Consideration should be given to the parking stalls along the east side of the boardwalk,



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the handicap stalls along the Kennebec Tavern, access to and from the marina, locations and accessibility of the existing gas tanks as well as the pumps, and security and accessibility to the marina and the marina's shed. We will defer to the City of Bath for additional comments.

City Response: The approved site plan for the stabilization project included a preliminary design for the riverwalk across these areas of the property, which considered these factors. Additionally, once this phase of the riverwalk is engineered, further work to accommodate safe passage for all activities on the site will be revisited and adjusted if needed.

Question #47: On the north end, any barrier gate, fence, or otherwise, interferes with the boom truck that is used to get docks in and out, as well as serves as an area needed to service and store the docks. Moving the docks is not a small business.

GP Response: We acknowledge that this area is critically important for the marina business, and thorough coordination will be required if the project progresses into the design phase. The designer will need to coordinate with the marina and the Kennebec Tavern's owner to ensure that the proposed design can accommodate the business's needs for all four seasons. It is recommended that the designer meet with the property owner during operations such as moving and storing the docks and filling the marina's gas tanks to get a better understanding of the business before progressing into the design of the area. We will defer to the City of Bath for additional comments.

City Response: The city concurs with the response from GP.

Project Notes:

2. On January 29, 2025, Representatives of the Kennebec Tavern emailed the project team a summary of their thoughts and comments regarding the project. The original deed to the property was also included in the email. Comments/questions from the email have been included in this document; however, the original email and deed in their entirety have been included in Appendix C.
3. The sign-in sheet from the Bath Riverwalk Extension Neighborhood Meeting #2, held on January 28, 2025, is attached in Appendix D of this Document.



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Appendix A

City of Bath Riverwalk Construction

Summer 2022













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Appendix B















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Appendix C

This document originated from an email to Gorrill Palmer on 01/29/2025

Hi Jared,

You may remember meeting me at a meeting this summer with Jenn Curtis and my sister Kristi at the Kennebec Tavern (not the Bath Anchor). At that time, you gave me your card.

After last night's meeting, I wanted to share the deed to the Tavern with you, along with a couple of other notes.

The deed is attached, but also on public record in the Sagadahoc Courthouse. Please feel free to obtain your own copy and verify that no other changes are on file. Absent from the deed is any mention of an easement. Easements are legal rights and, therefore, on record. An easement is defined further by usage, persons, and function, actual descriptive width, and puts an encumbrance on the subject property. The representation you provided on slides/maps in a public meeting last night suggests that there is some right-of-way or easement by way of a thick black line on your map.

That is simply not correct.

We respectfully ask that this be corrected immediately.

During your presentation, you described fences and gates that would be put in place (of course, on private property without the owner's permission again), but I don't believe you are aware of how this marina functions. A gate on the south end interferes with the marina gas station by putting marina customers and employees passing through multiple barriers; it blocks the handicap access and still does not address the gas tanks, which you seem unaware of. On the north end, any barrier gate, fence, or other interference with the boom truck that is used to get docks in and out, as well as an area needed to serve as dock storage. Docks are stored for repair and replacement, sometimes expansion, all year long. Moving docks is not a small business.

We understand your client, the City of Bath, "thinks" they have some right to an easement. There is nothing of fact to support this claim. In our view, circulating an incorrect map produced by you could be seen as fact when, in fact, it is just something someone wants to believe. The Kennebec Tavern will likely soon be listed again for sale. The City of Bath could choose to purchase the property and do what it wishes as the owner.

-Lisa

QUITCLAIM DEED WITHOUT COVENANT
(C.C. 17)

KNOW ALL PERSONS BY THESE PRESENTS, that CSC, also known as C.S.C., a Maine corporation, with a principal place of business in Westbrook, County of Cumberland and State of Maine 04092, for consideration paid, does hereby remise, release and forever quitclaim unto LONG REACH PROPERTIES LIMITED LIABILITY COMPANY, a Maine limited liability company, whose mailing address is 115 Main Street, Freeport, Maine 04032, all right, title and interest in and to a certain lot or parcel of land, together with any buildings and improvements thereon, located in the City of Bath, County of Sagadahoc and State of Maine, being more particularly described on Schedule A, attached hereto and made a part hereof.

Meaning and intending to convey a portion of the same premises conveyed to the Grantor herein by deed from Kennebec Partners dated October 17, 1993 and recorded in the Sagadahoc County Registry of Deeds in Book 1241, Page 133.

IN WITNESS WHEREOF, said CSC has caused this instrument to be executed in its name and on its behalf by Robert S. Blackwood, Jr., its Vice President, thereunto duly authorized this 13th day of August, 1996.

WITNESS

CSC

By

Robert S. Blackwood, Jr.
Its Vice President

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

August 23, 1996

Then personally appeared the above-named Robert S. Blackwood, Jr., Vice President of CSC, and acknowledged the foregoing to be his free act and deed in his said capacity and the free act and deed of said CSC.

Before me,

Notary Public/Attorney at Law
Print Name: Donald N. Ward

SCHEDULE A

A certain lot or parcel of land, with the buildings and improvements thereon, situated on the easterly side of Commercial Street in Bath, County of Sagadahoc and State of Maine, and bounded and described as follows:

BEGINNING at a found #5 rebar with a plastic cap stamped "AL&H Lewiston RLS 492" on the easterly right-of-way line of Commercial Street, said rebar being the southwesterly corner of lands of David F. Mahoney as recorded in Book 336, Page 546, Sagadahoc County Registry of Deeds (SCRD) and the northwesterly corner of the parcel herein described;

THENCE S 75° 57' 46" E along lands of said Mahoney 134.17 feet to a set rebar witness corner;

THENCE continuing S 75° 57' 46" E along lands of said Mahoney 48 feet more or less to the Kennebec River;

THENCE southerly along the Kennebec River to a point, said point bears S 72° 12' 19" E 10 feet more or less from a set rebar. Said point also being a northeasterly corner of remaining lands of C.S.C. as recorded in Book 1241, Page 133, SCRD;

THENCE N 72° 12' 19" W along remaining lands of said C.S.C. 10 feet more or less to a set rebar witness corner. From previous set rebar to the last set rebar a tie course bears S 21° 02' 57" W 196.78 feet;

THENCE continuing N 72° 12' 19" W along remaining lands of said C.S.C. 122.71 feet to a set rebar on the easterly right-of-way line of Commercial Street;

THENCE N 17° 47' 41" E along the right-of-way line of Commercial Street 187.567 feet to the POINT OF BEGINNING.

All the above-mentioned "set rebars" are set #5 rebars with plastic caps stamped "Des Lauriers PLS 1314".

The above-described parcel contains 30,673 S.F. more or less to the top of the bank of the Kennebec River and includes all of the Grantor's right, title and interest in the intertidal zone lying between the above-described premises and the Kennebec River.

Meaning and intending to describe a portion of the same premises as conveyed by Kennebec Partners to C.S.C. as recorded in Book 1241, Page 133, SCRD.

The above described parcel is from a Standard Boundary Survey prepared for Coastal Bank by Des Lauriers & Associates dated August 22, 1996.

OCT 19

AGREEMENT

THIS AGREEMENT made this 23rd day of August, 1996 by and² between CSC, a Maine corporation with a place of business in² Westbrook, County of Cumberland and State of Maine, and LONG REACH PROPERTIES LIMITED LIABILITY COMPANY, a Maine limited liability company with a place of business in Bath, County of Sagadahoc and State of Maine ("Long Reach Properties").

RECITALS:

1. CSC is the owner of real estate located on Commercial Street in Bath, Maine and more particularly described in the deed from Kennebec Partners to CSC dated October 17, 1993 and recorded in the Sagadahoc County Registry of Deeds in Book 1241, Page 133 ("Commercial Street Premises").

2. Long Reach Properties is the purchaser of that portion of the Commercial Street Premises commonly known as the "Longreach Building", and more specifically described in that deed from CSC to Long Reach Properties of even or near date ("Longreach Premises").

3. The Commercial Street Premises, including the Longreach Premises, are shown on a plan entitled "Preliminary Site Plan on Commercial Street in Bath, Maine" dated August 6, 1996 by DesLauriers & Associates of New England, Inc. ("Bathport Plan").

4. The transfer of the Longreach Premises will divide the common parking area at the Commercial Street Premises between CSC and Long Reach Properties.

5. With respect to those nineteen parking spaces adjoining the common boundary line between CSC and Long Reach Properties and designated on the Bathport Plan as Spaces 11-19 and 39-48, inclusive, and the respective driveways immediately adjacent thereto, CSC and Long Reach Properties wish to agree on certain reciprocal parking and access rights for the mutual benefit of both of their respective properties, and to assure continuing compliance with all ordinances of the City of Bath, Maine.

AGREEMENTS:

NOW, THEREFORE, in consideration of One Dollar (\$1.00) and other good and valuable consideration, the adequacy and sufficiency of which are hereby acknowledged, CSC and Long Reach Properties agree as follows:

1. Either CSC or Long Reach Properties, its and their successors, assigns, tenants, business invitees, employees and guests, may use parking spaces 11-19 and 39-48, inclusive, ("Parking Spaces") as shown on the Bathport Plan, an excerpt from which is attached hereto as Exhibit A. (Unless otherwise

*** NOT A TRUE COPY

TRUE

suggested by the text, references to CSC or Long Reach Properties shall be deemed to include successors, assigns, tenants, business invitees, employees and guests.)

2. Either CSC or Long Reach Properties may access the Parking Spaces by the adjacent driveways off Commercial Street in those areas generally designated "Traffic Circulation" as shown on Exhibit A.

3. Both CSC and Longreach Properties agree to maintain the Parking Spaces owned by them and adjacent driveways in good, serviceable condition and in compliance with the ordinances and conditions of approval, if any, of the City of Bath, Maine.

4. Although conflict over access to the Parking Spaces is not anticipated, in the event of conflict CSC reserves the right to restrict access to the Parking Spaces by promulgating reasonable rules and regulations intended to assure its access to the Parking Spaces and, at CSC's election, to post signs or other structures on the Parking Spaces to provide public notice of the regulations; CSC shall provide Long Reach Properties at least thirty (30) days notice prior to implementation of such rules and regulations. PROVIDED, HOWEVER, that in the promulgation of such rules and regulations, CSC shall not 1) impair the ability of Long Reach Properties to repair and maintain the Longreach Premises, including excavation to remove buried storage tanks, and 2) shall not result in the violation of any applicable ordinances or statutes.

5. This Agreement may not be amended except by amendment signed by CSC and Long Reach Properties, their successors or assigns. Any disputes hereunder shall be submitted to binding arbitration by an arbitrator mutually agreeable to CSC and Long Reach Properties.

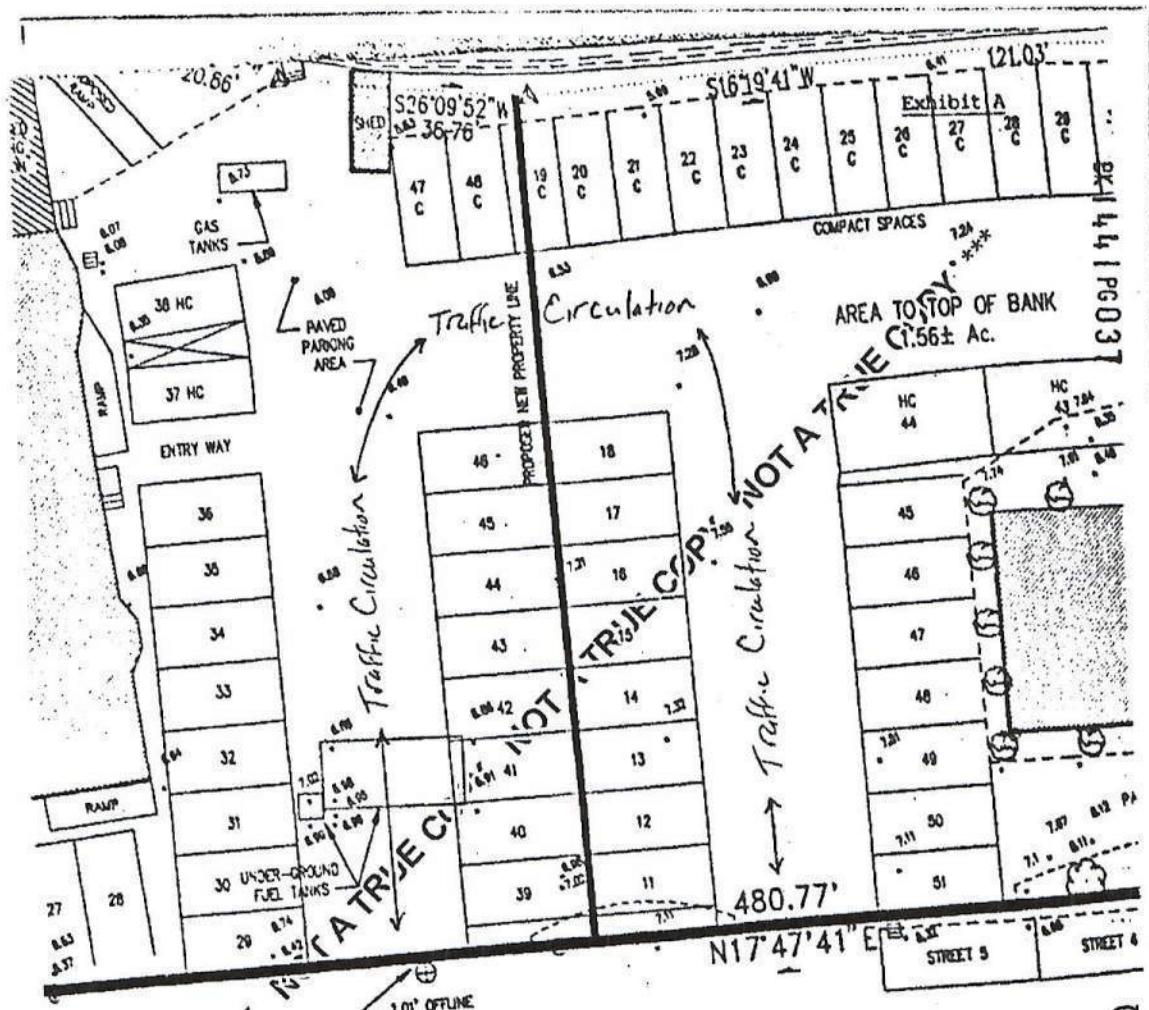
The covenants and agreements of CSC and Long Reach Properties shall run with the land and be binding upon and inure to the benefit of them and their respective successors and assigns.

CSC, a Maine corporation

By:


Robert S. Blackwood, Jr.
Its Vice President

Witness:



COMMERCIAL

*** NOT A TRUE C₁ SHOT GRADE TYPICAL

SUMMER
STREET

RECEIVED SAGADAHOC SS.

95 AUG 29 PM 3: 10

ATTEST: *Barbara J. Thor*
REGISTER OF DEEDS



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Appendix D



**GORRILL
PALMER**
An LJB Engineering Company 



Neighborhood Meeting – Bath, Riverwalk Extension Feasibility Study – Sign-in Sheet

Project: Bath, Riverwalk Extension Feasibility Study

Date: January 28, 2025

Place: 6:00 pm at the Bath City Hall Auditorium

NAME & TITLE	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
✓ Margaret Letchopeland	253 Ridge Road	m@letchopeland.com	504-4969
ROB COPELAND			504-4180
✓ Don Ettinger	300 SOUTH BROADWA S PORTLAND	DETTINGER@GORRILLPALMER.COM	756-0462
✓ Roz Kalb	290 JABINO RD W. BATH	RKALB@CANDO-MS.ORG	203-644-2322
✓ Nick LaRocca	↑	NICKLAROCCA@OUTLOOK.COM	
✓ Mike Sullivan	215 Front St #01 Bath ME	MSULLIVAN@GMAIL.COM	207-380-5187
✓ Ken Strange	12 N. STREET		449-9133
✓ Larissa Holland	66 High St Bath, Maine 04530	larissa.claire.holland@gmail.com	
✓ Ashton Hume	10 END STAGE RD.	ASHTON.HUME@GMAIL.COM	957-6374
✓ Root Dunn	57 GREEN ST	WADOD@CITYOFBATH.COM	215 880 6232
✓ Christopher Sewall	411 Front St.	SEWALLCS3@EARTHLINK.NET	207 295 5795
✓ Jeanne Sewall	1132 Washington		
✓ Debra Hamey	155 COMMERCIAL ST.	DEBHAM154@GMAIL.COM	207-451-9020
✓ Dennis Hamey	" " "		
✓ Gregie Abbott	997 WASHINGTON ST	551162@GMAIL.COM	
✓ Danielle Westcott	155 COMMERCIAL ST #201	DANIELLE.WESTCOTT@HARVE.EDE	204 504 4000
✓ Michael Tisack	21 Bawley St	MTISACK@GMAIL.COM	734 747 0552
✓ Zach Robichaud	71 Green St	ZACHROBICHAUD@GMAIL.COM	603 237 9467
✓ STEVEN TELIOPoulos	335 FRONT ST	STEFANOSPOULOS@GMAIL.COM	617 480 2856
✓ Kimberly Nichols	23 Cummings St	Kimberly.nichols@gmail.com	607-0673
✓ Jim McGinn	352 Front	8897012@YAHOOGROUP.NET	443-6078
✓ Greg & Mary Cavanagh	1121 Washington	GREGRGANAG@GMAIL.COM	207 504 4382
✓ Anthony Jamison		ANTHONYJAMISON@ME.COM	
✓ Leanne Twiss	14 Andrews Road, Bath	LEANNE.TWISS.1941@HOTMAIL.COM	207 415-8232
✓ Josephine Massey	359 Front St	JOSEPHINE.B.MASSEY@GMAIL.COM	617-959-2282
✓ Judy Asselin	1276 Washington St.	JUDYASSELIN@GMAIL.COM	(610) 368-9066
✓ Kelley Cavanaugh		KELLEYCAVANAUGH@GMAIL.COM	207 939 2385



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NAME & TITLE	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
Rev. Lucia Jackson	345 Grant	RevLucia13@gmail.co-	
Mandy Reynolds	81 Centre St	amreynolds@gmail.com	603 767 7411
Tess Beem	90 Oliver	t.beem@gmail.com	



RIVERWALK EXTENSION COMMUNITY OPEN HOUSE

	<p>JUNE 5 & JUNE 11, 2025 FROM 3PM TO 6PM</p>	
	<p>WATERFRONT PARK 61 COMMERCIAL ST.</p>	<p>Drop by anytime to view concept plans, and share your feedback with the team.</p>

VIEW THE FULL PRESENTATION BELOW:

City of Bath

Riverwalk Extension & Neighborhood Connectivity Study

May 22, 2025
Recorded Presentation to Inform Open House Events



1

Agenda

- Introductions
- Available Resources
- Background & Process
- Health, Social, Environmental, and Economic Benefits
- Concept Plan Review (With minor updates)
- Community Drop-in Events



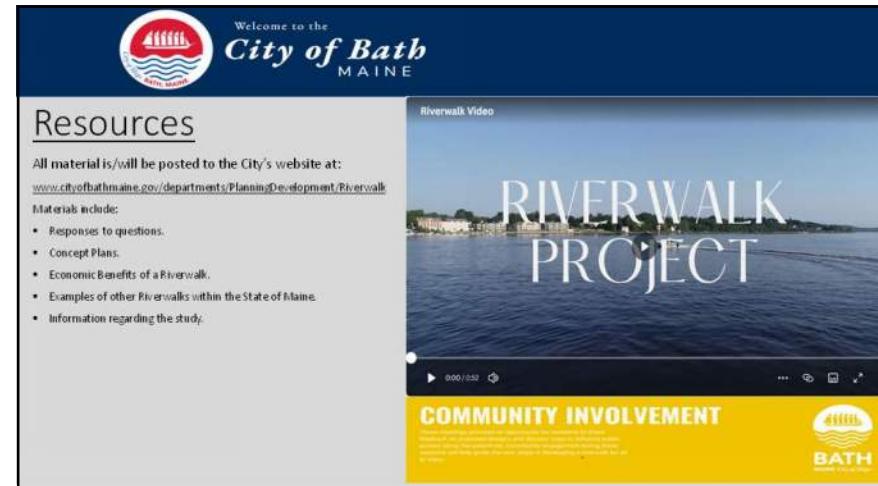
2

Study Team

- Marc Meyers – City of Bath, City Manager
- Jenn Curtis, AICP – City of Bath, Director of Planning
- Misty Parker – City of Bath, Director of Economic and Community Development
- Rod Melanson – City of Bath, Director of Sustainability & Environment
- Jared S. Winchenbach, P.E. – Gorrell Palmer, Project Manager
- Don Ettinger, P.E. – Gorrell Palmer, Transportation Operations Leader, New England
- Seth Kimball, PLA, ASLA – Aceto Landscape Architects, Principal



3



Welcome to the **City of Bath** MAINE

Resources

All material is/will be posted to the City's website at: www.cityofbathmaine.gov/departments/Planning-Development/Riverwalk

Materials include:

- Responses to questions.
- Concept Plans.
- Economic Benefits of a Riverwalk.
- Examples of other Riverwalks within the State of Maine.
- Information regarding the study.

Riverwalk Video

RIVERWALK PROJECT

COMMUNITY INVOLVEMENT

BATH
MAINE

4

Welcome to the **City of Bath** MAINE

Background & Process

SPRING 2009
The Riverwalk project was identified as a priority in Bath's 2009 Comprehensive Plan, recognizing its potential to enhance connectivity for residents and stimulate economic development along the riverfront.

2010-2015
The first phase of the Riverwalk was developed, creating a scenic walking and bike path along the Kennebec River. This initial phase was the foundation for what would become a beloved community feature.

2015-2019
The Riverwalk became a central space for local events such as Heritage Day, summer concerts, and farmers markets.

SUMMER 2022
This phase included the addition of public art installations and new amenities, enriching the pathway with art and educational elements.

APRIL 2024
Extension plans focus on linking residential areas to downtown and supporting sustainable growth.

PRESENT

RIVERWALK PROJECT TIMELINE

The development of a riverwalk serves as an important community development project, providing a safe and accessible space for residents and visitors of a community. This timeline highlights key milestones in the development of the Riverwalk, showcasing the progress and vision for this community-driven project.

BATH
Maine's Oldest Town

5

Welcome to the **City of Bath** MAINE

Project Benefits

- Health
- Social
- Environmental
- Economic

HEALTH
The Riverwalk provides a safe place for physical activity, reducing the risk of obesity and improving overall health.

SOCIAL
The Riverwalk is a hub for social interaction, bringing people together for events and activities.

ENVIRONMENTAL
The Riverwalk promotes environmental stewardship, encouraging recycling and reducing waste.

ECONOMIC
The Riverwalk stimulates local businesses, improving property values, and attracting tourists.

AUGUSTA
The economic benefits of the Riverwalk project will have a positive impact on the local economy, creating jobs and supporting local businesses.

ECONOMIC IMPACT
The economic benefits of the Riverwalk project will have a positive impact on the local economy, creating jobs and supporting local businesses.

BATH
Maine's Oldest Town

6

Welcome to the **City of Bath** MAINE

FEASIBILITY STUDY

The primary focus of this study is to identify the issues, opportunities, and constraints of redeveloping a new multi-use trail within the study area. The goal of the study is to develop a continuous, pedestrian-friendly trail from the waterfront park up to the local boating facility.

Technical Review

7

Study Area

- Commercial Street
- Front Street
- Bowery Street
- Town Landing Road

Approximately 1 mile

North End Boat Launch

Linwood E. Temple Waterfront Park

8



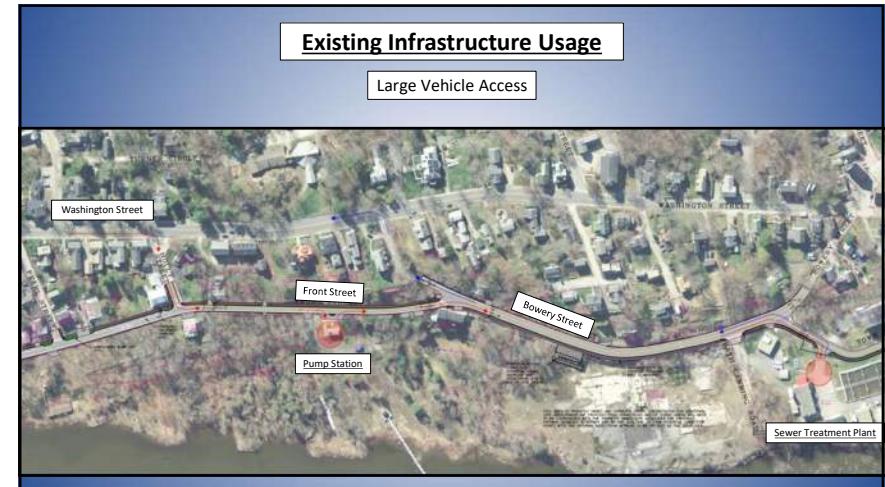
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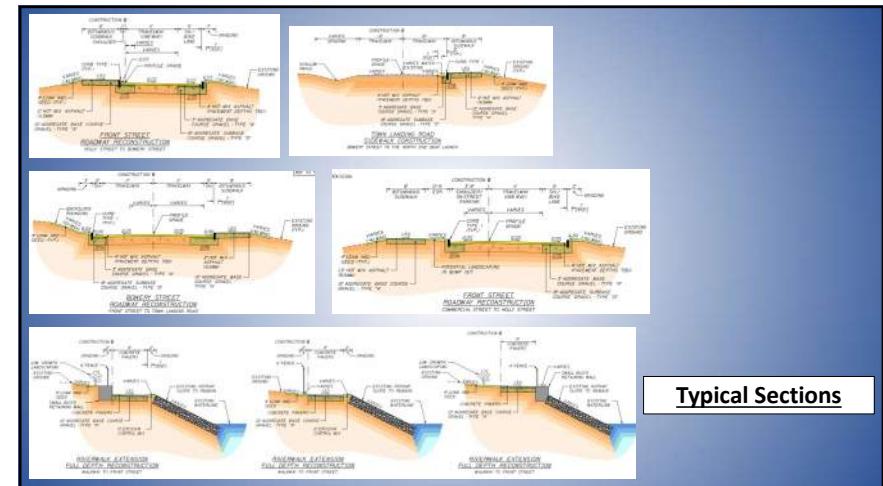
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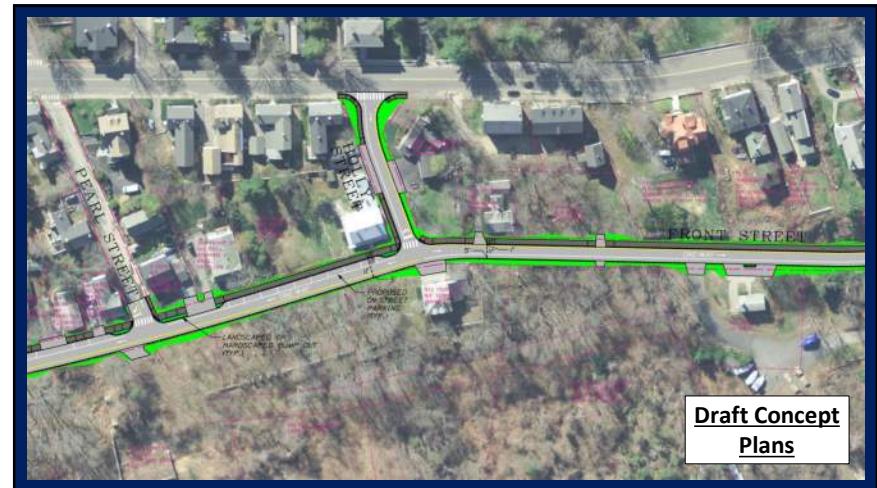
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BATH RIVERWALK EXTENSION AND
NEIGHBORHOOD CONNECTIVITY STUDY
BATH, MAINE
DRAFT CONCEPT PLANS
SCALE: 1"=50'



QUESTIONS & COMMENTS

What an exciting project!
I, my family and my neighbors can't wait
to get back on our river.

Thank you for your efforts.

YAY!

Public restrooms at North End Boat Launch
would be great

YES YES TO THIS PROJECT!
YES, LONG OVERDUE, WE HAVE BEEN WAITING FOR THIS! CONGRATS!

Bowery at Town Landing Road should be an
advisory Lane, rather than One-way

This idea is brilliant and will greatly enhance quality of life!

Use same lights used on last phase. (Boardwalk)

Prioritize Sidewalk areas first

LET'S BE FISCALLY sound & prioritize other city projects.

The River is BETH'S Best Asset!

QUESTIONS & COMMENTS

"I've been wondering why it wasn't connected since I moved here"

"This looks great!" (Lori, MFS)

"Plz do this" (J. Ulrich)

We hope to see this happen! (Whitley)

Absolutely do this! Wonderful. (D. Neison)

If would be a great addition to the City (EPA)

would love to have the walk go along the river as much as possible. - may need to consider a raised walkway due to sea level rise. Beth Bartel

Thank you for your service and insight.

We are fortunate to have a vibrant riverfront and a clean river! ❤

Yes - great idea - please this happen! pursue this project!

I hope this happens - makes our city more connected

Love this idea!!

DATA
- X -
- X -
- X -
- X -
- X -
- X -

Fully support this! ❤
- Bath Run Club + dog owner org

Yes! all the way, Jose!

Yes please.
Dogs of bath

Yes!
Beth Run Club

I like this idea, would love to see

TOHERES

ALDEN PARK ST

MEMORANDUM

To: Jennifer Curtis, Director of Planning and Representatives of Gorrill Palmer Engineering

Fr: Philip R. Day, Jr., President, Bath Riverwalk Residences Condominium Association

RE: Proposed Riverwalk Project

Good evening, my name is Phil Day and I am president of BRW Residences Condo Association. For the last several years after finding out about the initial plans to extend the Phase 1 Riverwalk further “up-river”, and across our property, we have voiced a number of concerns regarding problems that we thought should be considered. Knowing that the City is now planning to extend the proposed riverwalk project further upriver to the North End Boat Launch, we are even more concerned regarding the use of public funds to move forward and build this project.

Let me first say that since I was invited to be a participant in another project the City is involved with, namely the Climate Resiliency Planning effort, I am having a difficult time reconciling this project plan with the goals and objectives of the Resiliency planning effort of the City.

It seems to me that going forward with this project in light of our most recent storms and the resultant flooding that occurred would be a critical mistake. It was suggested by some participants during the first meeting of the Climate Resiliency Planning group, that what we should be doing is building up our infrastructure along the riverfront, enhancing our storm sewage runoff system, and upgrading the existing sea walls to include both height and volume to serve as a mitigation strategy against the rising river/tides. Noting that the wooden walkway associated with the Phase 1 riverwalk project, along with the Kennebec Tavern and significant portions of Commercial St., has been flooded over several times during the past two years, it raises serious questions as to whether or not extending that same walkway another mile up river is good public policy.

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Having shared those general observations, let me share some other specific concerns. These are shared based upon the premise that the City is going to go forward and build the walkway.

1. How will the City gain access to the private residential property that will be impacted by the proposed Riverwalk Project?
2. Noting the incredible use of heavy equipment (front end loaders, and heavy-duty cranes and trucks) that were utilized during Phase 1, how will the residential property damage that will occur be mitigated? How will residential owners be able to continue to use their property during construction of the walkway? And, how will the introduction of the walkway on their existing waterfront impact the value of their property? Their privacy? And, the owner's future, personal use of their existing waterfront?
3. How will the City ensure that public access to the riverwalk will not be across the private property of residential owners.
4. Can we assume that the City will pay all the expenses associated with obtaining access and easements for the residential property in question? This would include:
 - a. staking out a rough layout of the project for the approval of the impacted residents;
 - b. hiring and appointing a land surveyor to survey its physical location and prepare a revised site plan and legal description for all the properties impacted;
 - c. Ensure that the registered Land Surveyor places monuments (steel pins) along the boundary lines of the path; and,
 - d. pays for all legal services to prepare documents, coordinate proper execution by the parties and file them at the Registry of Deeds with drawings attached.
5. Prior to commencing work, will the City provide property owners Certificates of Insurance demonstrating that throughout the project that the City has appropriate levels of insurance coverage for bodily injury, occupational sickness,

Pg. 3

death and motor vehicle liability, Workman's Compensation and property damage coverage because of injury to or destruction of tangible property throughout the period of construction of the pathway? Likewise, show evidence that all subcontractors at the site have liability and worker's compensation insurance?

6. Will the City agree to indemnify and hold harmless all owners of residential property impacted by this project from all claims, losses or attorney fees due to work related injuries of all involved workers? Also, will the City name each owner of impacted property as an additional insured on their policy for any claim related to the design, construction and use of the pathway?

7. Who will maintain the path? Provide and service litter baskets at various points along the projects path? Provide and service pet waste bag stations? Remove accumulated litter and debris from the path and riverbank? Clear snow and ice during the Winter months on an as needed basis?

8. What will the Riverwalk Conditions of Use be and how will the public find out about them? Daylight use only? No littering? Pets permitted but must be leashed? What type of vehicles will be permitted to be on pathway?

9. How do you prevent users from leaving the pathway to walk or climb along the river bank or owner's property? What role will the City of Bath's Police Department play in helping to enforce rules and Conditions of Use?

10. Lighting at night? Security cameras mounted along the walkway?

These are just a few of the questions and issues of concern that we feel need to be addressed as you move forward with your feasibility analysis. Thank you for your consideration?

Respectfully Submitted,

Philip Day, President

Bath Riverwalk Residences Condominium Association

Email address: prdjr155@gmail.com; Cell: 207-522-8244

To: Jenn Curtis, AICP, Director of Planning, City of Bath

From: Russ Bolt, 285 Front Street, Bath 617-242-6191

Date: June 5, 2025

Subject: Question about the Feasibility Study for the Riverwalk Extension Project

As an owner at the condominiums which the Extension would cross I would like more information about a specific concern.

FROM: Bath Riverwalk Extension, Neighborhood Meeting Public Comments (held on 08/22/2024)

Question #37: How will the City of Bath's police department be involved in enforcing the paths conditions of use?

GP Response: We will defer to the City of Bath for a response to this question.

City Response: Bath Police Department will treat the Riverwalk the same as any other public park or open space. Authority to enforce is defined in ordinance. Feasibility Study for the Riverwalk Extension Project.

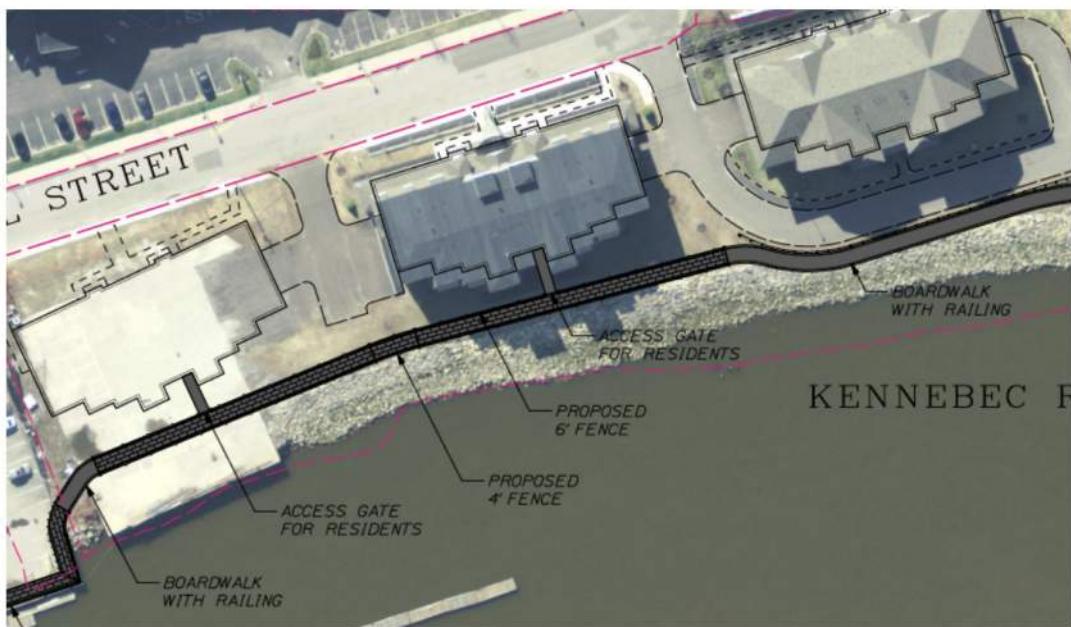
I would argue the proposed "path" easement across private property is not the "same as any other public park or open space" with regard to police monitoring. The "path" is located a few hundred feet from the street where vision is restricted by buildings and vegetation. The project also proposes a 6' fence on the street side for a large section, if not all, of the walk. To patrol, or access if summoned, the police would have only two points to enter - City Park and Front Street by North Street.

Another concern is how EMS would respond to a medical emergency on this part of the "path". For examples respiratory distress or traumatic injury from falling over the railing onto rocks. A troubling vision would be an EMT trying to maneuver a gurney a hundred yards on a crowded and narrow walkway.

A related issue is the question of whether this part of the walkway will be fully compatible with ADA requirements. (My reading indicates 66" wide for boardwalks, and for narrower walks 'passing spaces' every 200'.) If this is required it would mean addition intrusion on private property and significant expense for the project.

I would suggest the Study, if it not already has, to get an opinion and suggestions from the Bath Police Department regarding this issue.

(See attachment for reference.)

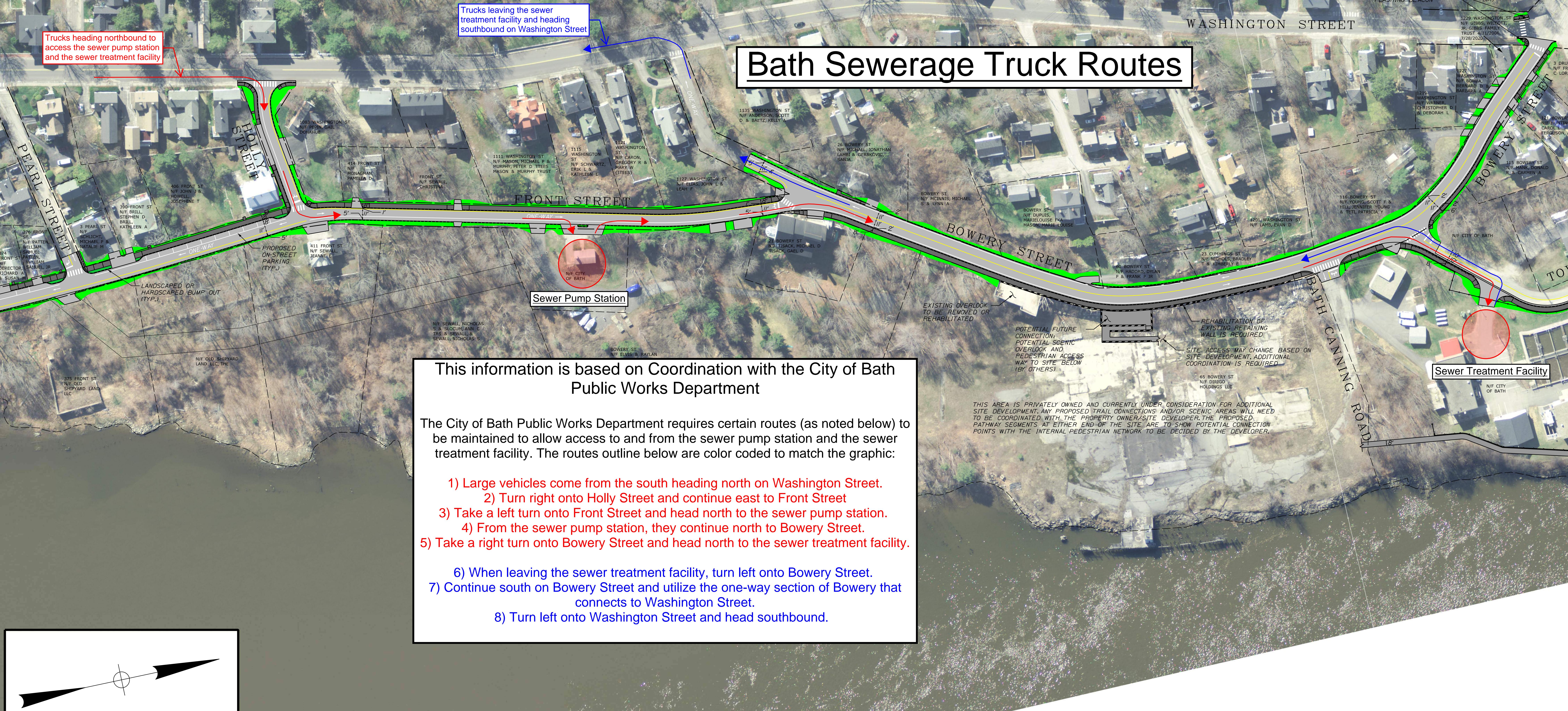


Bath Sewerage Truck Routes

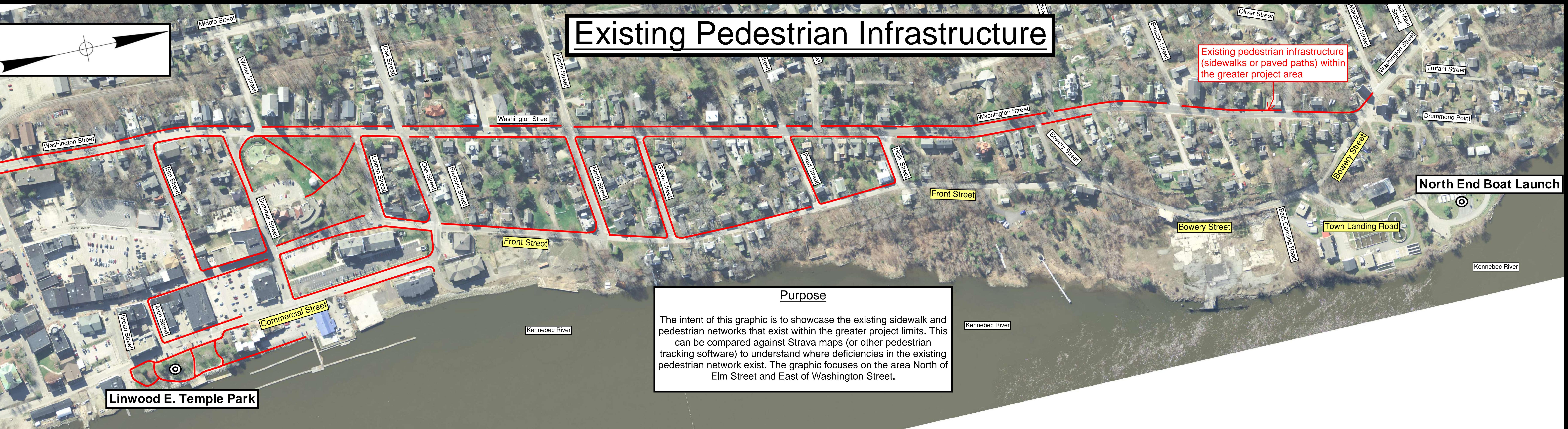
This information is based on Coordination with the City of Bath
Public Works Department

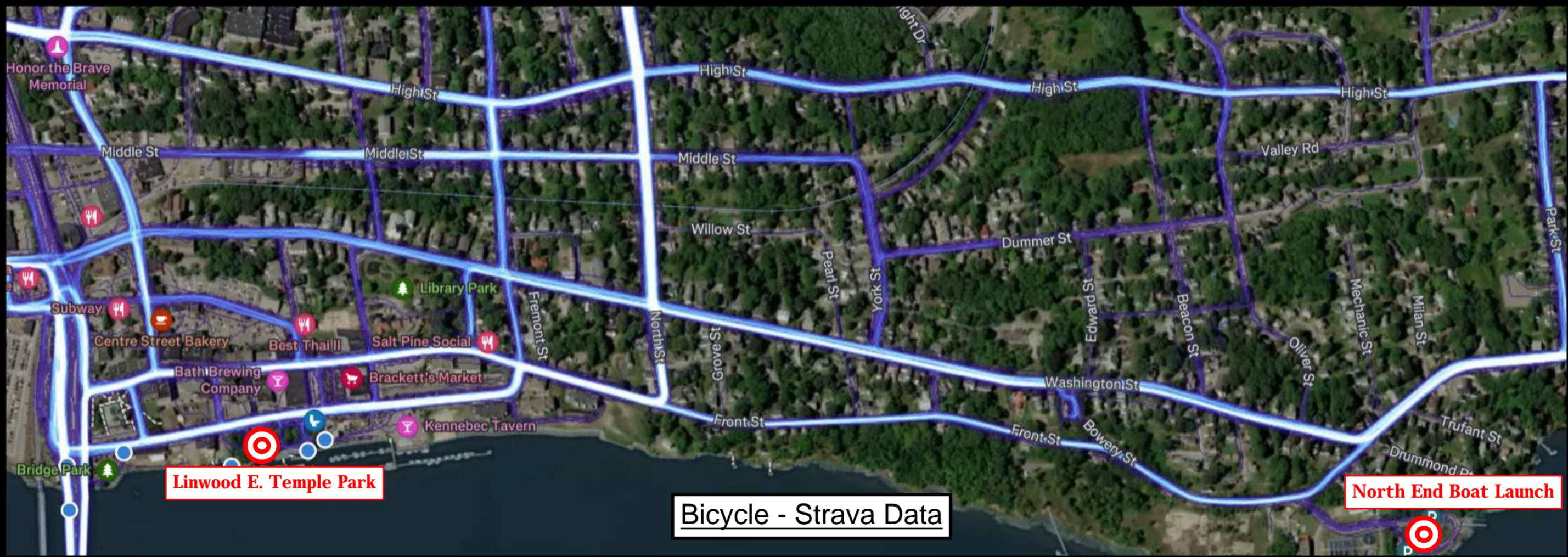
the City of Bath Public Works Department requires certain routes (as noted below) to be maintained to allow access to and from the sewer pump station and the sewer treatment facility. The routes outline below are color coded to match the graphic:

- 1) Large vehicles come from the south heading north on Washington Street.
- 2) Turn right onto Holly Street and continue east to Front Street
- 3) Take a left turn onto Front Street and head north to the sewer pump station.
- 4) From the sewer pump station, they continue north to Bowery Street.
- Take a right turn onto Bowery Street and head north to the sewer treatment facility.
- 6) When leaving the sewer treatment facility, turn left onto Bowery Street.
- 7) Continue south on Bowery Street and utilize the one-way section of Bowery that connects to Washington Street.
- 8) Turn left onto Washington Street and head southbound.

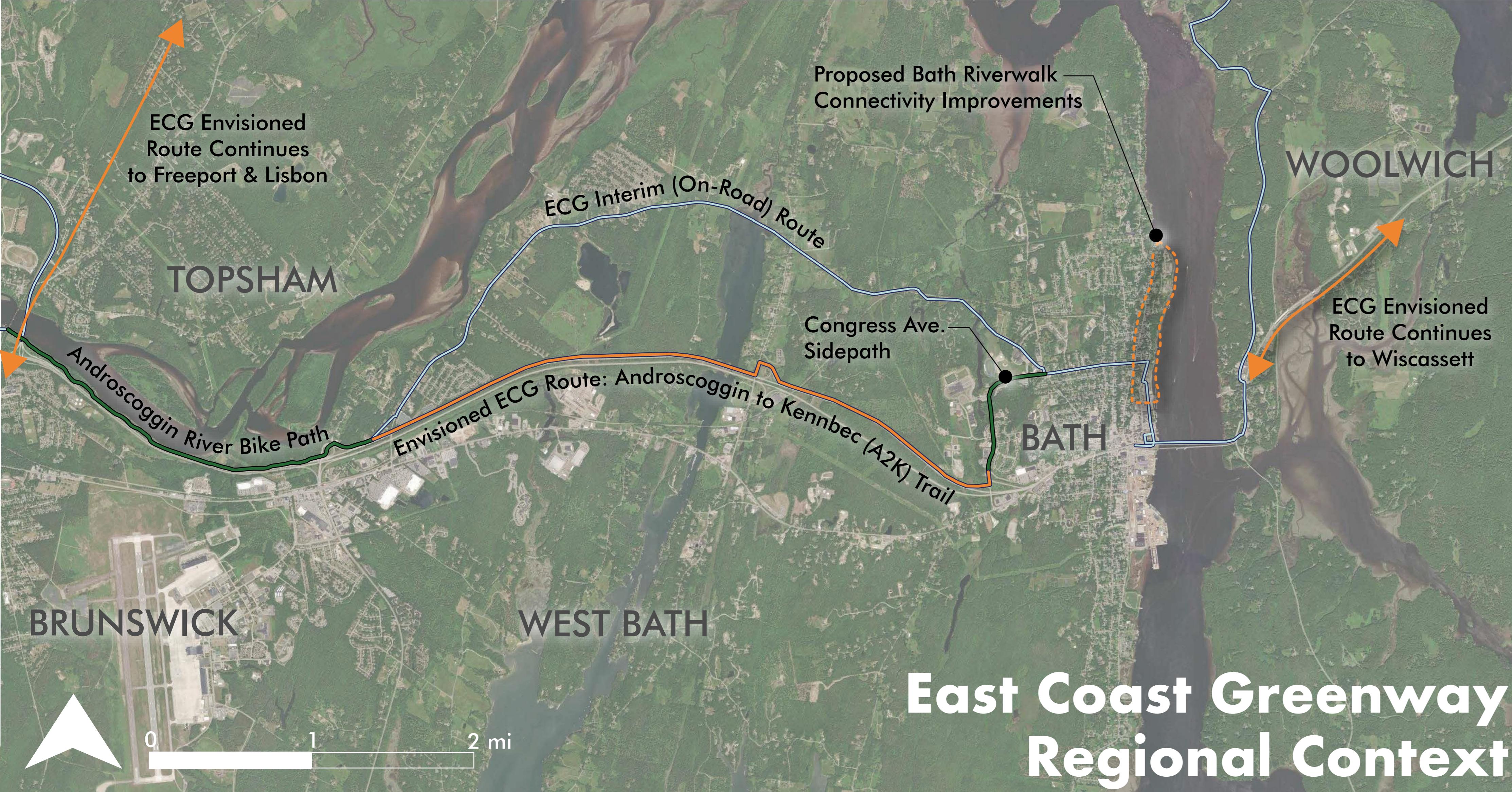


Existing Pedestrian Infrastructure

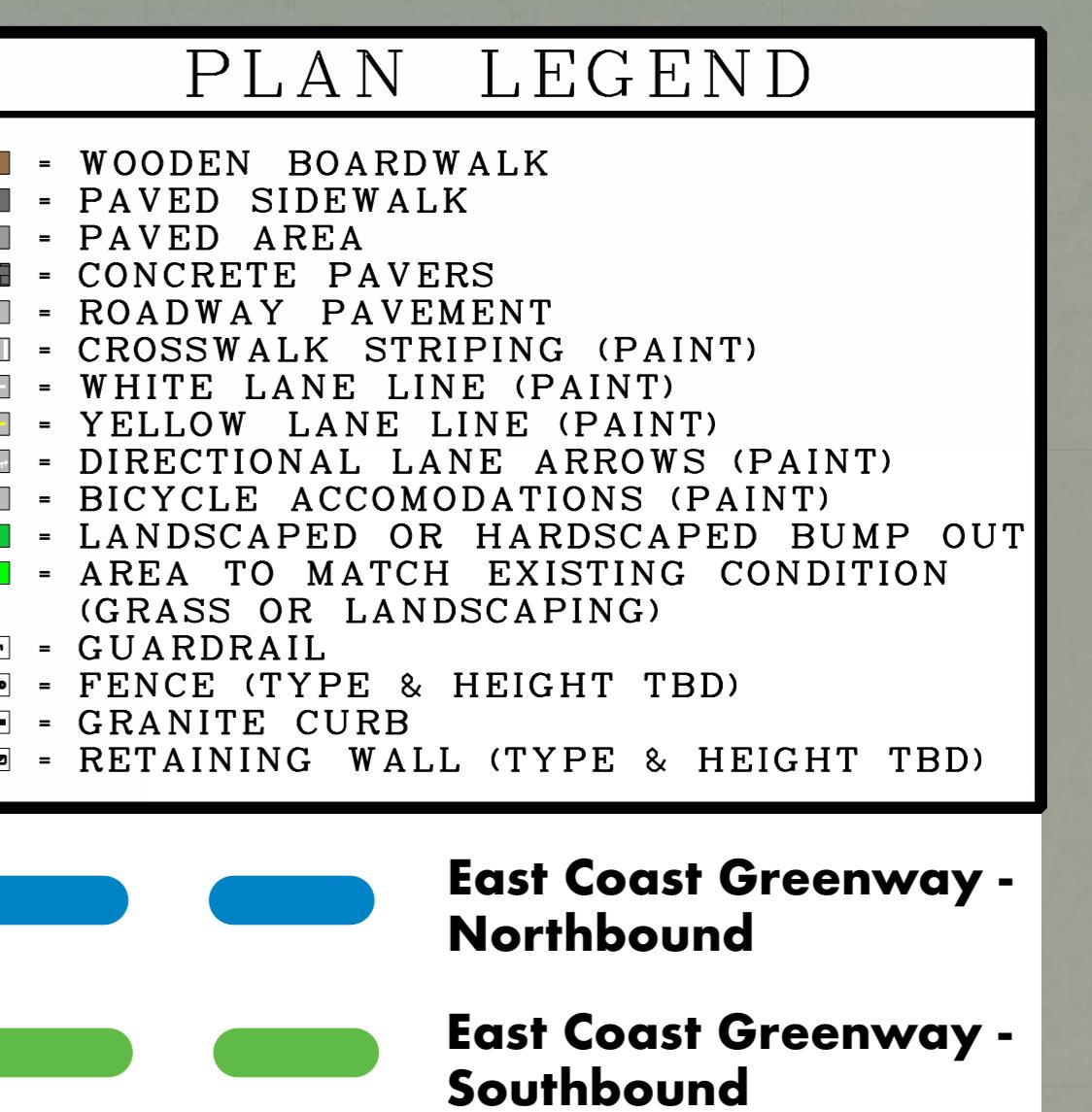
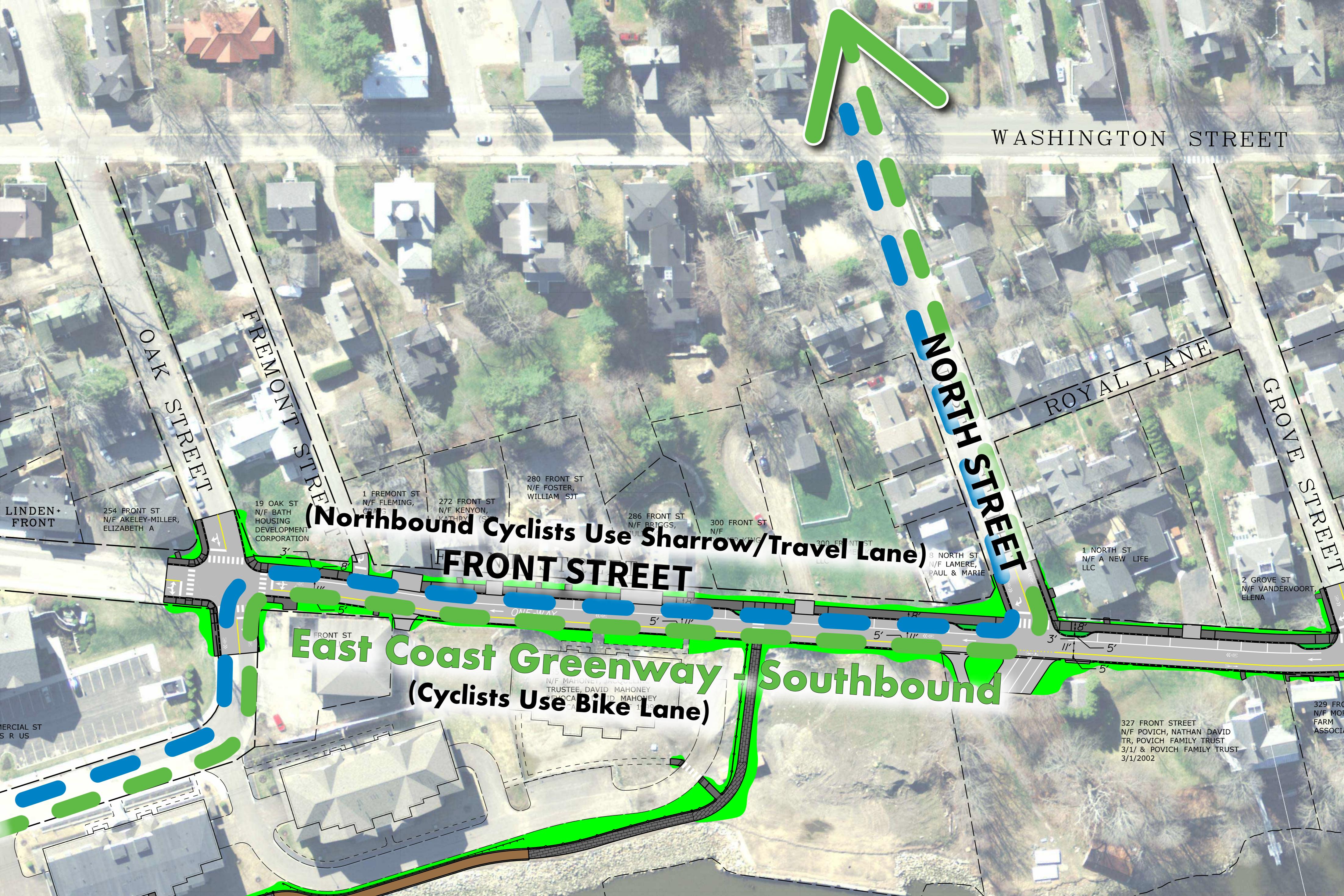
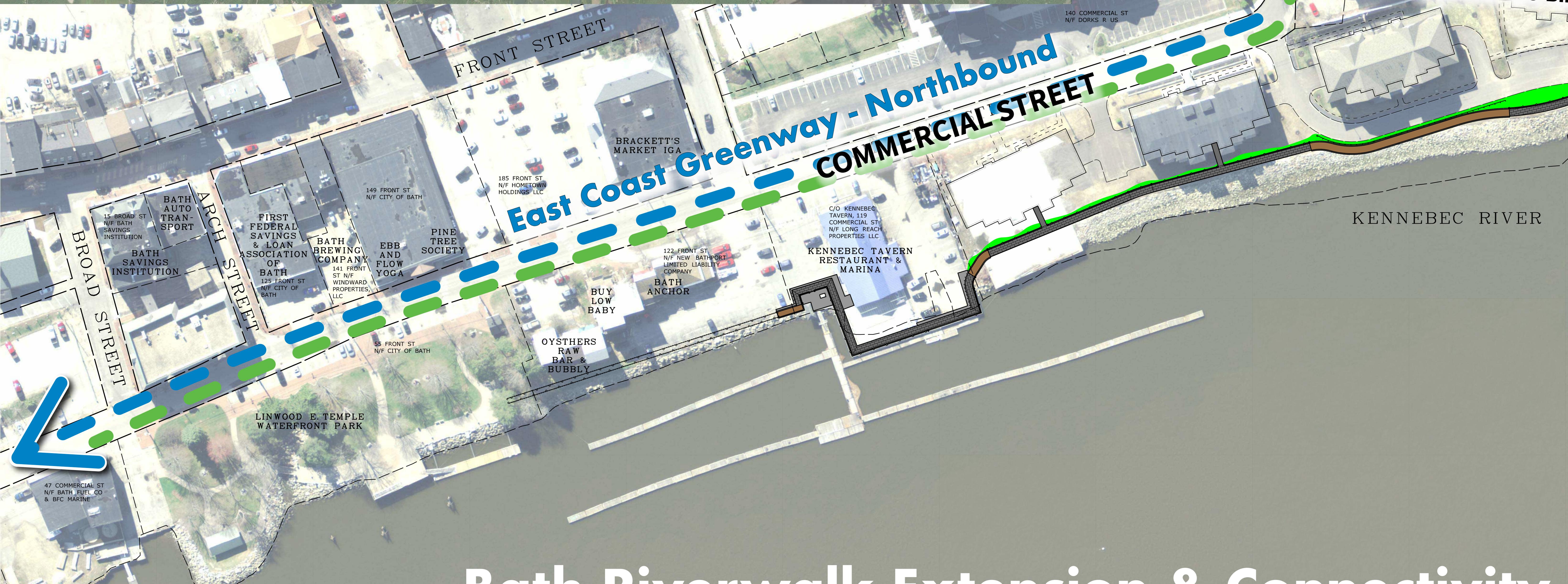








East Coast Greenway Regional Context



Bath Riverwalk Extension & Connectivity Plan

East Coast Greenway Connections

Data Sources:
Basemap: "Bath Riverwalk Extension & Neighborhood Connectivity Study"
Prepared by Gorrill Palmer



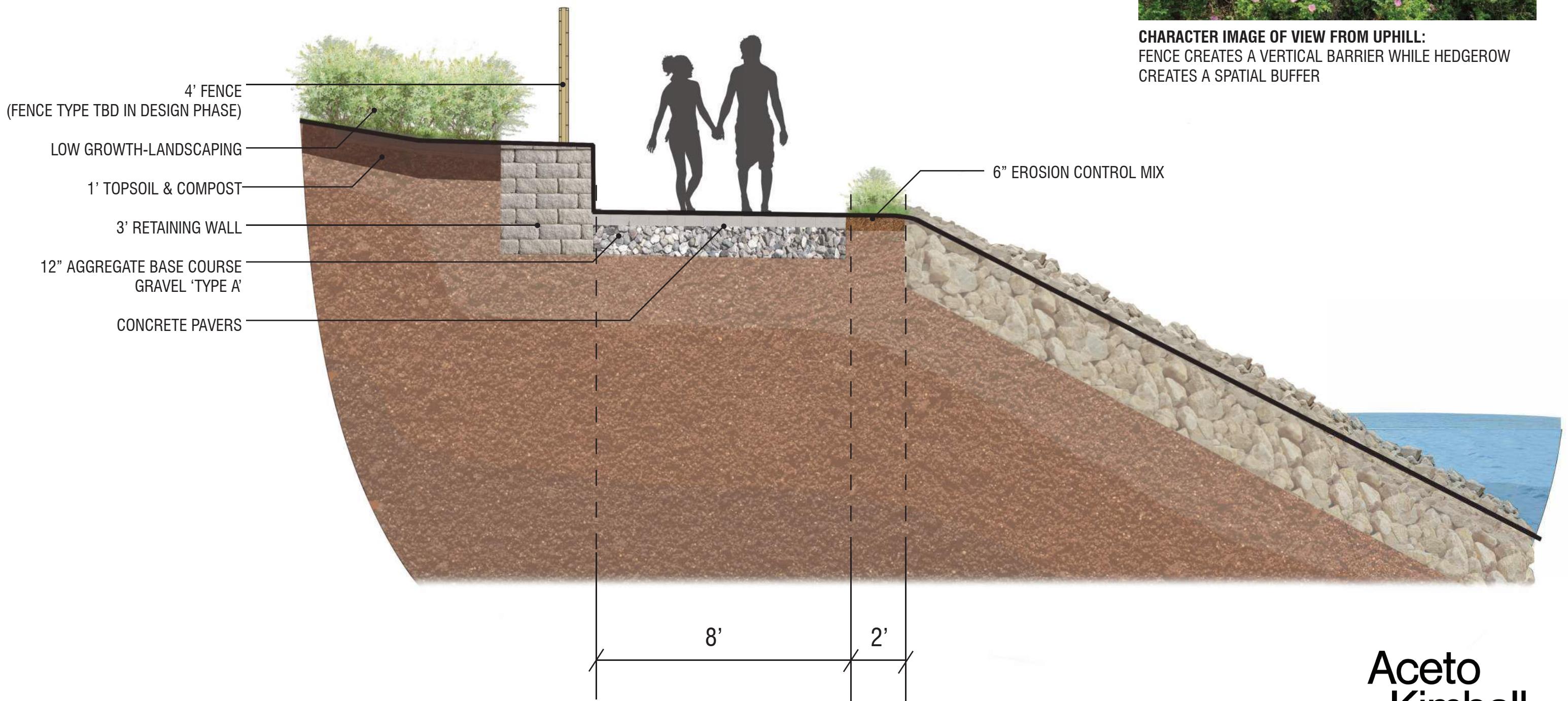


BOWERY STREET RENDERING

Aceto
Kimbball
Landscape Architecture

BATH RIVERWALK EXTENSION

TYPICAL CROSS SECTION - OPTION 1



BATH RIVERWALK EXTENSION

TYPICAL CROSS SECTION - OPTION 2

