



The Merrymeeting Trail

is a proposed 25-mile trail connecting the villages of Gardiner, Richmond, Bowdoinham, and Topsham. It would be built on top of the existing railroad corridor as a “trail until rail” – ready to be returned for train service if needed in the future.

Key Facts

- In August 2023, a special Advisory Council voted to recommend that the Lower Road rail corridor be repurposed as a trail.
- The Merrymeeting Trail would connect to the Brunswick Bike Path in the south and the Kennebec River Rail Trail in the north.
- The last passenger train that traveled the rail corridor proposed for the Merrymeeting Trail did so in 1986. The removal of a train bridge in Richmond means rail service is not currently possible.
- The Merrymeeting Trail would be wide and level without steep sections – ideal for people of all ages and physical abilities. It would provide a safe, carbon-free alternative transportation route.

Who supports the Merrymeeting Trail?

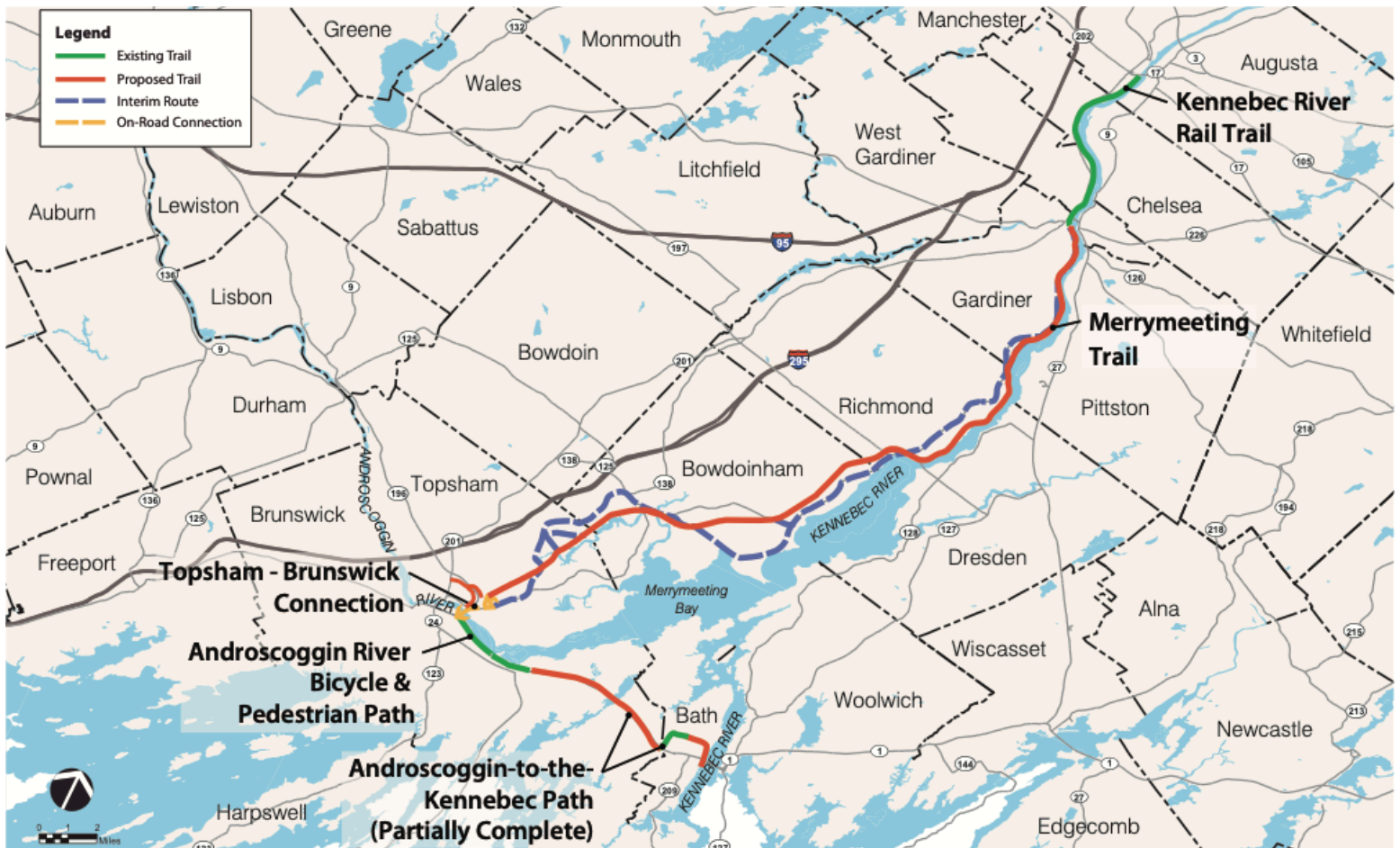
Town of Topsham
 Town of Bowdoinham
 Town of Richmond
 City of Gardiner
 Town of Brunswick
 Gardiner Main Street
 Bicycle Coalition of Maine
 Brunswick-Topsham Land Trust
 Cathance River Education
 Alliance
 East Coast Greenway Alliance

Friends of the Kennebec River
 Rail Trail
 Mid Coast Hospital
 Midcoast Economic
 Development District
 Midcoast Public Health
 Council
 Kennebec Valley Council of
 Governments
 Kennebec Estuary Land Trust



Where the Merrymeeting Trail Process Stands

- The Maine Department of Transportation (MaineDOT) owns the Lower Road rail line from Topsham to Gardiner and formed a “Rail Corridor Use Advisory Council” to consider using it as a trail.
- After nine months of fact-finding and discussion, including robust community comment, that Council recommended the rail corridor be repurposed as a trail on an interim basis.
- Now, the Commissioner of MaineDOT will decide whether to bring that recommendation to the Legislature.
- The Merrymeeting Trail Board of Supervisors is positioned to help facilitate local decisions as the project moves forward, including the potential for balancing different types of uses on the trail.



Get Involved!

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