

Bar Harbor Route 3 Gateway Project
 Summary of Concerns and Context Sensitive Solutions

| Concerns | Ireson Hill | Hulls Cove | Acadia Entrance / Bluffs | Duck Brook to Town |
|--|---|---|---|---|
| 1. Safe, efficient auto, truck bus traffic | Improve safety without increasing speed (35 mph) | Address congestion, intersections | Clear priority for this area, better separation of traffic entering Acadia | Address congestion, intersections and access issues while maintaining flow of traffic |
| 2. Safe pedestrian use of corridor | Explore pedestrian and bicycle options within road corridor, with possible off-road pedestrian walking routes, to connect commercial and residential uses to Hulls Cove | Sidewalks and walkways can connect to other neighborhoods, and to Acadia | Pedestrian linkages from Hulls Cove to Acadia National Park, loop road and carriage roads | Explore pedestrian walkways from Duck Brook/Sonogee into town, possibly using paths outside of and parallel to of travel corridor |
| 3. Safe bicycle use of corridor | Include bikeway within road corridor where practical, open to off- road options | Explore off-road bike-path connections along the corridor to the village and ANP. | Include bikeway within road corridor | Provide bikeway within travel corridor |
| 4. Providing for Island Explorer | Explore additional spots for pick-up and drop off of passengers—top and bottom of Ireson Hill and at Barton’s Motel | Enhance bus pull-offs | This is a pass-through area for Island Explorer | Enhance opportunities for regular bus pull-offs, for safety and passenger convenience |
| 5. Preserving access for water dependent uses | Not applicable in this section | Possible recreational uses... future small boats access? | Not applicable in this section | Preserve option for return of ferry service or alternate water use |
| 6. Keeping the welcoming, tree-lined feel to the corridor | Really important consideration for this section of the corridor | Important to keep the rural feeling while improving safety and traffic flow | This segment has high scenic values... important to maintain, enhance | Important consideration, especially from College of the Atlantic into town |

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| 7. Protecting the scenic views of ocean, harbor, fields and mountains | Some views of fields and distant hills are part of the “feel” of this section | Very important views of the cove and Frenchman Bay | Provide safe scenic overlook at the Bluffs for northbound cars and buses | View of Duck Brook Bridge and reflecting pool between Sonogee and hotel can be enhanced |
| 8. Providing good buffers between residences and travel corridor | There are many residences in this section, buffering will be important | Many homes close to road, good buffers essential | Provide buffers for the residences in this section | Critical concern for residences in this section of corridor |
| 9. Providing access to commercial uses within the corridor | Good sight lines and road width provide good access for most com-mercial use | Hulls Cove is attractive mini-commercial center... improve safety of this access | Not applicable in this section | Hotels and restaurants in this section need safe access to Route 3 |
| 10. Showcasing historic buildings and landscapes | Not a high priority for this section | Not an obvious priority for this section | Not a high priority for this section | There may be some specific concerns to be addressed |
| 11. Solving drainage and erosion problems | Problem areas include from Sea Breeze Motel to Barton’s Motel | There are drainage problems to be solved, including in front of Colony Motel | Stormwater management and stability of ledge, ice hazards | Drainage concerns for road and pedes-trian walkways from College of the Atlantic into town |
| 12. Addressing visual impacts of signs and utilities | Not an obvious problem for this section | Careful attention to details will preserve the scenic qualities of the village | Minimize signs and visual impact of utilities in this section | Address need for improved signage without impact on scenic values |
| 13. Addressing environmental impacts during and after construction | Drainage for storm water will be important | Several streams cross corridor, close proximity to Hulls Cove shoreline demands careful attention | Roadway is within Acadia for much of this section... need to address any environmental impacts | Bridges over Duck Brook and other streams may be of concern |

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| 14. Providing opportunities for further economic development | This section is mostly zoned for residential, but town water and sewer will increase residential construction and potential congestion | The corridor through Hulls Cove is already well developed, the intersection with Crooked Road an important feature for future development | Not applicable for this section | This is a mix of commercial and residential uses... note desire to preserve water dependent uses at ferry terminal |
| 15. Improving lighting without reducing our “dark skies” assets | Not an obvious problem in this section | Opportunities to address dark skies goals by both public and private action | No street lights should be added in this section | Work to address dark skies goals by both public and private action within corridor |
| 16. Addressing traffic flow and safety issues without increasing average speed | Important consideration for any redesign | Important that new design does not tend to increase speed through village. Preserve current low speeds or lower them further. | Important consideration, with speed reduced at entrance to Acadia and bluffs | Intersections and crosswalks need to be carefully designed to avoid bottlenecks. Preserve current low speeds or lower them further. |
| 17. Addressing possible impacts of climate change, sea level rise, storm intensity | Stormwater drainage may be critical issue | Town utilities and roadway will be threatened by sea level rise... culverts need to handle storm water | Storm water considerations should be addressed | Increased stormwater drainage needs should be considered |