

**Public Meeting  
Context Sensitive Solutions  
Bar Harbor February 28, 2011  
Minutes**

**Introduction** – Ron Beard

- Agenda
- Summary of Activities to date
- Group Process Guidelines

**Context Sensitive Solutions Process** – Fred Michaud

- Old way of working with MaineDOT
- CSS – Emphasis on community input
- Cross section of representatives from community

**Timeline**

- Autumn: Completed a historic asset inventory
- June: Begin engineering of this segment
- July: Summer traffic counts and turning movements

**Acknowledgement of Committee Members** – Names appear at end of report

**Review of Draft Report** – available online at [www.hcpcme.org/barharbor](http://www.hcpcme.org/barharbor)

- Problem Statement
- Vision Statement
- Matrix of 17 Problem Areas
- Map of Corridor Segments
- Preamble
  - Goal is to stay within the 49 foot right of way whenever possible
  - Minimum standards
    - 11' Travel lanes
    - 4 – 6' shoulders
    - Cross walks and bus stops where needed

NB: AASHTO Standards would call for two 12' lanes and 8' shoulders

***Question:***

- What are the dimensions of the northern section of Route 3?
  - 12' lanes and 8 – 10' shoulders.
- Are there standards for a ratio of travel lane to shoulder?
  - This process is seeks a design appropriate to this place. The ASTHO standards would prescribe widths based on volume and speed of traffic.
- Can the shoulder be used for parking?
  - Generally no parking other than truck deliveries would be permitted.

### **Ireson Hill Section**

- 11' travel lanes and 5' paved shoulders
- Bus stops – Tom Crikelair
  - Hanscom's Motel is a popular spot for buses
  - May look at other locations along the road

### **School House**

- Paved shoulder, sidewalk
- Cross walk between Church and the School

### ***Questions***

- Why start sidewalks at Bartons?
  - Density here and use patterns would justify construction
- Who would maintain the sidewalk?
  - Town would need to do this. The Town Council will need to take this up.
- Is the road elevation changed?
  - No, or perhaps lowered a little to improve site distance

### **Hulls Cove**

- Shoulder, esplanade, sidewalk

### ***Questions***

- Comment: People will pull off to take pictures, run across the road, not safe
- People are pulling off on the north-bound side to visit the beach. Can we provide a pull off?
  - We think that the property owner prefers not to have a turnout here
  - We will discuss this in the committee

### **Park Entrance section**

- Using the turning lane – shoulder, esplanade and shared use trail
- Concern about traffic coming into Hulls Cove to quickly, this might slow traffic.

### ***Questions***

- Are you retaining the turning lane for the park?
  - Yes, but the turning lane would be shorter
- Comment – encourage us to route people through the park, including traffic to West Street Extension and Bar Harbor. Coming into Bar Harbor by the park loop road is more scenic. Has this concept been explored this?
  - John Kelly represents the Park on this committee. They have not been supportive of diverting traffic onto the park roads
- Comment - Support this idea. A lot of bikers will like this.
- Comment – this path takes you to nowhere. There is still no way to get by the bluffs.
  - The paved shoulder continues around the bluffs.

- There may also be a section share use trail if there is room for one or two scenic pullouts.
- Comment – given the constraints, this system should be adequate
  - Recreational rider can go into the park
  - Commuters and seasoned riders will be willing to ride the 5’ shoulder

**Bluffs**

- Concept of parking on the two ends with a walkway between them
- Would maintain 5’ shoulders for cyclists

*Questions*

- Would like to see the bicycle system provide connectivity – for transportation. I would prefer a trail all the way around the bluffs for bicycling. A wider shoulder would also be good. Even 6” can make a difference.
  - Trying to make it all fit without blasting
- Comment - Need to compromise on this one. 5’ shoulders in good condition would be an immense improvement
- Would the two bluffs turnouts have a traffic calming effect?
- Would removing some of the rocks from the bluffs be a safety improvement?
  - We will have a geologist inspect the bluffs to determine safety issues
- Current catch basins have some deep pockets that are difficult for cyclists.
  - This section would need channels for drainage
  - Drainage will be reconstructed throughout the corridor
- Will these improvements be assigned different priorities?
  - The next step is research and design that will help to identify costs
  - MaineDOT needs to provide for all of the needs
  - Some sections – like the bluffs – are a very significant physical constraint
  - There appear to be a variety of solutions, but the shoulder is a constant
- Comment: Perhaps the path between bluffs turnouts could be at a different level, perhaps lower, than the road way.

**Village Section**

- Shoulder, esplanade and sidewalks.
- One short sidewalk on the southbound side to collect people from businesses to get to a crosswalk
- Might straighten the S-Curve a little to improve site distance/safety

*Questions:*

- Will people have to cross Route 3 multiple times?
  - No. The sidewalk on the northbound lane will be constant
- What happened to the idea of having the trail removed from the road?
  - MaineDOT engineers have been concerned about a separated trail. Might be difficult to design.
- Where would the road cut into property?

- On the southbound side close to Highland Road
- Might need to move the utility poles a little bit

### **The Wall**

- Currently the walls are structurally important to the road, but they are deteriorated
- The new system would include walls, but they would be ornamental

### **Questions:**

- Comment: Looks nice
- How will you fix the West Street Intersection?
  - This hasn't been determined yet. We need to look at several intersections.
- Is there any consideration for the traffic lights or pedestrian overpasses?
  - These are warrant driven.
  - Pedestrian overpasses are difficult to engineer to meet ADA standards

### **Final Comments and Reflection on the Overall Design**

- Comment: (Chris Mahler) There is a fundamental conflict between the various uses of this corridor. We need to make a more fundamental change to separate functions
  - We can create a second corridor – a road that bypasses Hulls Cove
  - Fred – this corridor presents a number of challenges. This project may not meet needs thirty years. The bypass concept is virtually infeasible between land acquisition, construction costs.
- Comment: I was involved in the head of the island study thirty years ago. The process then was terrible. The town had to fight tooth and nail to get MaineDOT to listen. This process looks like a “wonderful start for what needs to be done here.”
- Comment – The really miserable congested time of the year is pretty limited. Our roads are disintegrating. We need to fix the road. We need to accommodate bicycles. We don't need a bypass. This looks like a wonderful proposal.
- Comment – when the head of the island study was done. Businesses and residents will need to plan for the disruption that construction will cause. When will discussions start with landowners along the strip?
  - MaineDOT has strict guidelines about property owner notification.
  - Engineering may be in place in July and August – might be able to complete engineering this year.
  - Might request funding in the 2013-2014 budget
  - Three to four phases for construction would stretch over 10 years.
  - We will need to work again with a committee
  - Will probably do a maintenance paving (skinny mix) next summer
- Would MaineDOT pay for this work?
  - Yes – MaineDOT and FHWA would pay most of the cost
  - Bar Harbor may upgrade utilities (water, sewer, etc.) at local expense
  - Bar Harbor might pay for some other amenities such as higher value treatments including granite curbing or cobbles, etc.
- What can the town do to push this forward?
  - Work with elected leaders and town staff

Adjourned at 8:11 PM