

**Route 3 Gateway Project Advisory Committee**  
**Wednesday, March 23 9:30-11:30 am**  
**Church of Our Father, Hulls Cove**

**Attending:**

Committee: Dick Cough, Jim Blanchard, Bonnie Lyons, John Kelly, Lewis Gerrish, Kim Harty, Edith Milbury, Chris Fogg, Joe Minutolo, Paul MacQuinn, Stephanie Clement  
Public: Lacey MacQuinn, Lois Hatch, Tony Sousa, Joanne Sousa, Martha Dodge, Mark Hanscom  
Planners: Ron Beard, Jim Fisher, Fred Michaud,

**Review and adjust agenda – no changes were made to the agenda**

**Note: The final public meeting is scheduled for Wednesday, April 27<sup>th</sup> at 6:30 PM**

**Recap of February 28 Public Meeting: What did we learn?**

- Ron: Response from participants was that this process was superior to past transportation planning processes.
  - Most in attendance agreed with the overall objectives and recommendations.
  - One attendee proposed a vision of a new highway.
- Edith: Sorry couldn't be there. How many people attending were committee members?
  - A majority in attendance were not committee members
  - Do we need to modify our current recommendations?
- Note: Minutes from the public meeting are posted online at [www.hcpcme.org/barharbor/css](http://www.hcpcme.org/barharbor/css)

Updates from Fred Michaud

- Department is putting together a budget.
  - Goes to the Governor next week
  - Would like to do the whole corridor, but funding is tight
  - It is highly likely that the first 8/10ths of a mile will be engineered starting in July.
    - In town section through Sonogee
  - This section will be costly to fix.
  - Some sections would be less costly
    - The section leading up to the park entrance from Hulls Cove might be relatively inexpensive provided some of the park entrance turning lane can be converted to trail and esplanade/buffer strip.
- This would put it on the budget for reconstruction in 2013-2014
- Next steps
  - Plan to do aerial imaging in the next four weeks
  - Will install traffic counters on the corridor.
    - One driver will go back and forth recording delays
    - Will also count turning movements
  - Will work at peak and off peak.

## Responses

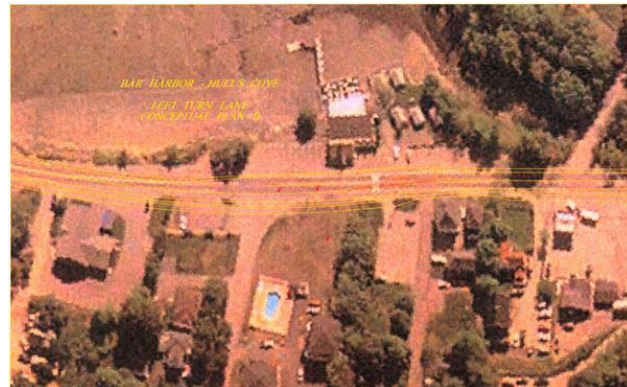
- Stephanie – people here are prepared to advocate for this project
- Maintenance paving will help maintain the surface – but should not be used to forestall reconstruction.
- There is general agreement in the committee that the project will be less disruptive and better coordinated if it is not spread over many smaller projects and many years.
- Discussion of key intersections
  - Crooked Road
  - Entrance to Acadia National Park
  - West Street
  - Cottage Street
  - Mt. Desert Street
- Hulls Cove – See two handouts
  - Conceptual Plan A
  - Conceptual Plan B



The right of way around the Chart House is extremely close.

## Questions and Comments

- Desire to plan a left turn lane for northbound traffic to turn on to the Crooked Road
- Would the building need to be relocated?
  - It might.
  - Uniform relocation act sets up a process for working with land owners.
- It is very difficult now in Hulls Cove. Sometimes have five cars all side by side waiting to pull out. Some sort of access management is needed.
- 



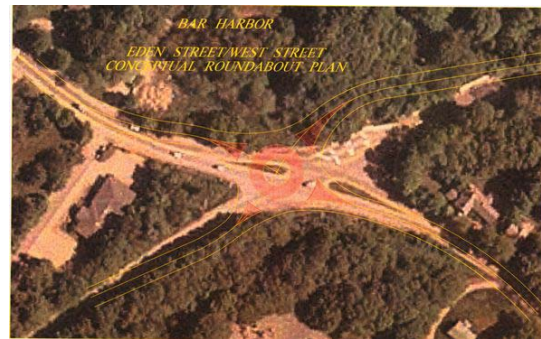
## Park Entrance

- John Kelly – the park would like to be involved in any decision affecting the entrance lane out of Hulls Cove
- John Kelly – the park would like to have a left turn lane into the park entrance road for northbound traffic
- Stephanie Clement – would be concerned about sending people into the ANP parking lot without onward directions
  - John – park can provide adequate wayfinding information
- John Kelly – does it make sense to have this one short section designed differently?
- John Kelly – the stones should not mimic historic stones used on the park loop roads.

- Stephenie Clement – the stones may not be necessary. Is there a requirement for a guardrail?  
NO

**West Street Intersection** – See hand out

- A roundabout may fit in this intersection.
- The oblique angle would need to be squared – off which in turn would require realigning the roads
- The attached illustration is not drawn precisely. The center and axes might move quite a bit in the actual design process



**Comments**

- James Blanchard: Does the intersection remove trees?
  - This would be a nightmare, a procrustean solution.
  - Brings the Main Road closer to some residences, particularly James’ home
  - Need to avoid the guzzle (what is this?)
- What goes in the center of a round about?
  - Outer edge would be mountable pavers
  - Inner section can have fountains, flowers, etc.
- Concerned that this solution not make it any harder to get out of driveways along Eden Street.
  - COA and residents have a difficult time during high traffic volumes
  - A traffic light might make things worse as cars would back up to town blocking the driveways
- Joe Minutolo – This looks like an extreme solution.
- Joe Cough – Roundabouts are becoming the standard for many locations.
- Need to consider who bikes and pedestrians would navigate a roundabout
  - Stephanie – pedestrians do not cross West Street at the safest location. They just cut straight through.



**Intersection at Route 3 and Cottage Street**

- There was not much discussion about this intersection. Space is very limited.
- The committee recommends investigating a left turn lane for southbound drivers onto Cottage Street

**Intersection at Eden Street / Route 3 and Mount Desert Street / Route 233**

- Topography is a challenge
- Alignment is a challenge

- Use patterns are a challenge
- There might be room for a roundabout, but it would not be an easy project to design.

### Other intersections

- Dick Cough – would like to see left turn lanes for the large hotels (>100 rooms) such as the regency

### Other Comments

- There seems to be less consensus today. What can we do to restore agreement?
- The intersection concepts are not ready.
- John Kelly – we need a graphical representation of the bluffs recommendations. How could we accommodate all of these uses?
  - Jim – have included a profile view of the bluffs in the final report (online)
  - Ron – need additional funding for detailed analysis of this section. The park would be involved in the design process.
- Sonny – concerned about the effects that any project might have on tourism. Ideally this project would be built in two years rather than stringing it on over ten years. A quick process will have fewer negative impacts of bad roads.
- Chris Fogg – The Route 1A construction process went very well. MaineDOT kept drivers and businesses involved.
- Edith Milbury – Support the preamble to the recommendations. Perhaps we need to emphasize the process of engineering and future opportunities for public input.
- John Kelly – Might indicate the timeline for the entire process



**Finalize recommendations for presentation at April 27 public meeting and any desired liaison with Town Council prior to public meeting**

### Request for continuation of committee during engineering/design phase

Fred Michaud

- Paul MacDonald at MaineDOT will lead the design engineering process. (Fred will stay involved)
- Normally there are three public meetings.
- Recommending that there be three committee meetings in addition to the public meetings
- Would members of this committee be willing to meet three more times