

Route 3 Gateway / Context Sensitive Solutions Public Meeting
Bar Harbor Town Office
4/27/2011

Introduction: Ron Beard

- Review of Agenda
- Overview of CSS Process
 - Public Participation
 - Diverse representation
 - Transition to engineering
- Introducing committee members and their reflections on the planning process
 - Anne Krieg: Liked having the diverse perspectives from the committee
 - Dean Read: Opportunity to work with Fred Michaud and others who traveled here for meetings. There was very little real disagreement about our goals.
 - Stephanie Clement: Having MaineDOT expertise was invaluable. Designers provided some excellent images.
 - Debbie: Represented historic interests
 - Dick Cough: Pleasure to work with everyone in the process. People got along quite well. We are still listening.
 - Chris Fogg: Process was terrific. Product preserves character and helps transportation.
 - Debbie: Impressed with MaineDOT guidance. Worked in a thoughtful manner.
 - Sharon Tate: Committee listened carefully, tried to understand diverse points of view. Good solution.
 - John Kelly: arrived a little late

Findings

- Project will stay within the current right of way
- Vision statement: Attributed to Dick Cough – simple and to the point
- Review of matrix
- Consensus statements

Ireson Hill – 11' lanes and 5' shoulders

- Fred: Noted that the green book standard would be 12' travel lanes and 8' shoulders
- **Question:** What is the speed limit?
 - 40 MPH and 35 MPH. MaineDOT staff are doing a speed assessment today.
- **Question:** Will there be curbs?
 - The Ireson Hill section will probably be open drainage without curbs, in town sections are more likely to have curbs and closed drainage.
- **Question:** Are you aware of the relationship between the center of the road and the centerline of the right of way.

- Aware that this might be an issue, but we will be surveying to identify any possible concerns. The historic data are not very precise.
- Ron: We didn't have sufficient funding to do the survey at this stage. We stayed at the conceptual level. The committee plans to stay involved in the design stage and can address issues like the alignment

School House/ Church of Our Father into Hulls Cove

- Sidewalk, shoulder and travel lanes
- **Question:** Will there be a sidewalk on both sides?
 - No, just the southbound lane.

Hulls Cove

- Remove the wall and add a lower stone wall
- Hulls cove section will have an esplanade
- Did not have the engineers to work through the details of a turning lane onto the Crooked Road

Road to the Park Entrance

- remove right lane
- convert to 8' shared path with esplanade
- hoping to add a left turn lane for northbound traffic into the park entrance
- **Question:** Have you considered putting a light at the intersection with Crooked Road? A traffic light might slow traffic.
 - Fred: If we fix the road, there may be a tendency to go faster. A traffic light would need to meet specific criteria. Additional enforcement by Bar Harbor police may be necessary.
- **Question:** Does the park use this road both ways?
 - Park is working with us on this. They would need to segregate some of their uses to be safe.

Bluffs

- Trying to balance conservation of the bluffs with providing a shoulder and scenic turnout.
- Might put turnouts north and south of the most constricted sections
- **Comment:** Would be terrible to tear out the bluffs
 - The park has expressed their strong reservations about any negative impacts on the bluffs

Village Section

- Collector sidewalk on southbound lane
- Wall would be disassembled, road rebuilt and wall reassembled

- Have 39' of right of way, but would probably need some additional ROW for slopes, possibly 10' using a combination of easements and purchases
- 8' shared path, hard esplanade and curb
- Recommending intersection improvements at several locations
- **Comment:** Concerned about the utility poles. How would these be engineered? Can the wires be moved underground? Worried that general traffic awareness of students.
 - Burying wires would cost about \$600/foot – MaineDOT probably cannot pay for this
 - The proposed configuration will provide a much wider buffer between walkers and traffic
- **Comment:** There will be a maintenance paving this summer to smooth out the road until this project is ready for construction.
- **Comment:** There are a lot of changes in speed along the corridor. Would it be possible to reduce the number of changes?
 - An assessment of speeds is being analyzed now. Staff will be doing traffic counts.
 - MaineDOT tries not to change speed limits seasonally, but we need to be realistic that people will go a speed they consider safe.

Final comments

- MaineDOT will engineer the entire corridor this year. Construction scheduling will depend on funding availability and recognition of business needs.
- People are encouraged to submit their comments over the next ten days.
- **Comment:** Thanks to the committee for working on this plan. There were meetings a number of years ago about transportation. One idea was to reroute Route 3 through MacQuinn's property. What happened to that idea?
 - MaineDOT is not trying to build a big new highway. This is an effort to improve what exists now.
 - The process would be very costly and would require a lot of environmental permitting.
- **Comment:** Thanks to the committee for this work. I live in the corridor and know this is not an easy thing to do.
- **Question:** Will there be funds to complete this project once it is designed?
 - The town will need to advocate for implementation. The designed project will compete with many other projects for funding.
 - The town should coordinate installation of sewer and water during the construction. The town may have to pay for the utility work, but there are economies of scale.
- **Question:** What will happen to the concrete bed?
 - They may need to haul out the concrete in this area.