

**Bar Harbor Route 3 Gateway Project Advisory Committee**  
**September 21, 1-3 PM**  
**Atlantic Oakes Hotel**  
**Minutes**

Attending: Dick Cough, Edith Milbury, James Blanchard, Chris Fogg, Paul MacQuinn Millard Billings, Joe Minutolo, Stephanie Clement, Sharon Tate, Elsie Flemings, Dead Read, Terry Needham, Kyle Johnson, Jim Fisher, Fred Michaud, Ron Beard, Anne Krieg, Francis Russell

Others present: Mary Booher, reporter, COA student

1:00 Gather, review agenda and outcomes of meeting, brief check in question

**1:10 Review updated Problem Statement – Jim Fisher and Anne Krieg**

*Problem Statement with suggested revisions from last meeting*

*The Route 3 Corridor is the primary entrance to Bar Harbor, Acadia National Park and to our commercial centers. Its condition is rough and deteriorated. There is limited protection for pedestrians and the shoulders are not well suited for bicyclist. This does not present a positive or welcoming experience for the millions annual users of this corridor.*

*In this process for context sensitive solutions, we hope to improve safety and efficiency of travel for all users, while attending to the following in a redesign of the travel corridor:*

- *Roadway width and design*
- *Pedestrian ways and bike ways*
- *Access to local roads, businesses, and residences*
- *Drainage, lighting and other environmental impacts*
- *Historic and scenic quality*
- *Scenic turnouts, way-finding and interpretive signage*

*Comments:*

Edith Milbury:

- Route 3 Corridor – recognize that this is an All American Road
- Road passes through several neighborhoods, commercial areas, scenic tourism areas.

**1:20 Reports from each small group (15 min per group)**

**Ireson Hill**

Paul MacQuinn - Reviewed recommendations of the committee (also in writing)

- 11 foot travel lanes

- 4 foot shoulders wherever possible
- Not sufficient room for sidewalks and shoulders
- Improved drainage – replace failed drainage
- Create or fix pull-offs (eg. Sonny's)
- Retain trees as possible – for canopy
- Retain neighborhood character

#### Dean Read

- Don't know how much room there is now – currently 11 ½' road with no shoulder.
- How will we help entrances to function – eg. Church
- Where are people walking now? Mostly notice people heading up the hill. They may be going where they think they can get a bus. It's very difficult to walk there.

#### Hulls Cove

- Stephanie Clement
  - Speed, particularly cars coming down the hill – need to look out for traffic turning onto the Crooked Road
    - Might want to consider a left turn lane onto the Crooked Road
    - Traffic should be more organized
  - People coming off of the Crooked Road often does not stop at the stop sign.
    - The angle of the intersection leads people to keep moving.
    - Making the turn more perpendicular would make it more difficult for trucks to make the turn onto Route 3
    - Also difficult for southbound trucks to turn onto the Crooked Road
  - There are sections of sidewalk and crosswalks
  - There is a lot of pedestrian use, some of which is unsafe
  - The future corridor should accommodate walkers and bicycles.
  - Need to take into account commercial uses
  - Scenery is very important in Hulls Cove – first view of the ocean
  - There are a lot of houses close to the road
  - Screening will be important
  - Need to address environmental impacts
    - Two stream crossings
  - Concern about Chart Room restaurant – not much room for bicycle paths
  - Terry – taking land on the Chart Room side may make the area more dangerous.
  - There is some chaos around the gas station. Need to look at access management around commercial entrances in Hulls Cove.
  - Catch basin by the chart room was overflowing
    - Bicycling safety

#### Acadia Entrance and the Bluffs – John Kelly

- 1 mile after Hulls Cove to Sonogee
- Some large residences, bluffs
- One commercial hotel entrance
- Pedestrian access – might not be very useful as there is little development in this section
- A connector trail at the beginning of the section might be helpful.

- Need to maintain safety as cars move between the park entrance and the Bar Harbor lanes.
- Need a left turn into the park entrance – improve traffic flow and safety
- Alternatives for cyclists
  - Stay on Route 3 – drainage on this section is very difficult for cyclists
  - Travel on the park loop road – steeper slopes, not very attractive to cyclists. Should pay park entrance fee. No winter maintenance.
- Need to provide a safe route for cyclists
  - Up to the bluffs there would be sufficient space for a separated bicycle lane
  - At the bluffs there isn't much additional space
  - Could cantilever out over the bluffs – at enormous expense
- Want to maintain the scenic quality of this section
  - Nice that there is no development in this section
- Scenic overlook at the bluffs – some support, but road width and safety are concerns
  - Would southbound traffic be restricted from going to the overlook?
  - How would this facility accommodate RVs and motor coaches?
  - Can the turnoff
- Vegetation management – need to continue tree trimming to preserve view
- Concerned about rock falls, ice falls on the shoulder
- Park Service Road – connects Hulls Cove to Park Visitor Center. It is closed to motor vehicles, but available for bikes and pedestrians.

#### Questions

- Francis Russell: How will the Parady Subdivision be accommodated? John: The current proposal is for

#### **Hotel Row into Town – New Name – Eden Street Corridor**

Duck Brook to West Street Extension (but continued thinking to Mount Desert Street)

#### Dick Cough

##### Priorities

- Bikeway – use space that is currently occupied by the sidewalk
- Pedestrian walkway – most owners have agreed to grant easements for an off-road walkway – try to move the walk to behind the stone wall
- Preserve Neighborhood character
- There are many bad intersections along the corridor
  - Entrances for COA – should have a crosswalk to Highbrook Road
  - Properties with > 150 rooms, ferry terminal, etc. might need left turn lanes
  - West Street intersection – is very dangerous
  - Might send some traffic up Highbrooke road to the park
- Ferry terminal re-use should be considered – town might have uses
- Like the bus stop that this hotel put in = would like to have more bus stops
- Recommend reducing speed limit from 35 mph to 25 mph for safety
- Duck Brook is a scenic location – recommend scenic turnouts on both sides

## Questions

- If the pedestrian way is moved off of the corridor, do we still need to lower the speed limit? Residents have a difficult time accessing Route 3 due to fast traffic.
- Fred – need to know the right of way for this corridor
- John Kelly – park would rather not add additional traffic to local roads into the park
- Sidewalks in the more remote sections seems less critical than the in town section

## Is this ready to go to public meeting?

### What can HCPC do?

- HCPC can prepare maps that indicate concerns and recommendations presented by the group
- Recommendations – should still be more general
  - Don't put specific measurements on the map – just the concept
- HCPC will work with committee to re-write the recommendations into a unified document (still preserving segments)

### Stephanie – want to present continuity of issues along the corridor

- Eg. Bicycle needs run the length of the corridor
- Need to avoid presenting any of these ideas as solutions.

## Public Meeting agenda

- Need to manage the meeting to engage interest but not overstate where we are in the process
  - Identify issues
  - Request public input
- Ron – might start with a plenary session
  - break into groups
  - Could have break out groups by segment or by modality
- Fred – MaineDOT can provide an overview of Context Sensitive Solutions
- Fred – funding update
  - MaineDOT is programming \$1.5 million for preliminary engineering in the 2011 biennial budget
  - Construction might begin in 2013

### Should the Eden Street group talk with landowners about right of way for a trail?

- Ron – a neighborhood meeting before the public meeting might be a very good idea
- Fred – most of the participants have a personal stake in the outcome of this project. We want to think about all that we would like, but understand that we might not get everything.
  - MaineDOT has right of way staff that can educate people – this will be appropriate for a future meeting

2:20 Update on any Town-supported infrastructure plans for the transportation corridor—  
Chip Reeves and Anne Krieg

- Tabled

2:40 Further assignments for small groups and others, in preparation for October 19 meeting  
of PAC and October 25 public meeting

- UMaine Cooperative Extension, MaineDOT, Bar Harbor Planning and HCPC will iron  
out the documents for review on the 19<sup>th</sup>

2:45 Agenda items for October 19 PAC meeting

- Review problem statement
- Review draft maps

2:55 Quick evaluation of this meeting and Adjourn

*(What worked well? What needs improvement?)*

### **Wrap Up**

How are you feeling about this process now?

Process is going well.

The ideas are very interesting.

Need to be careful not to go too quickly to solutions.