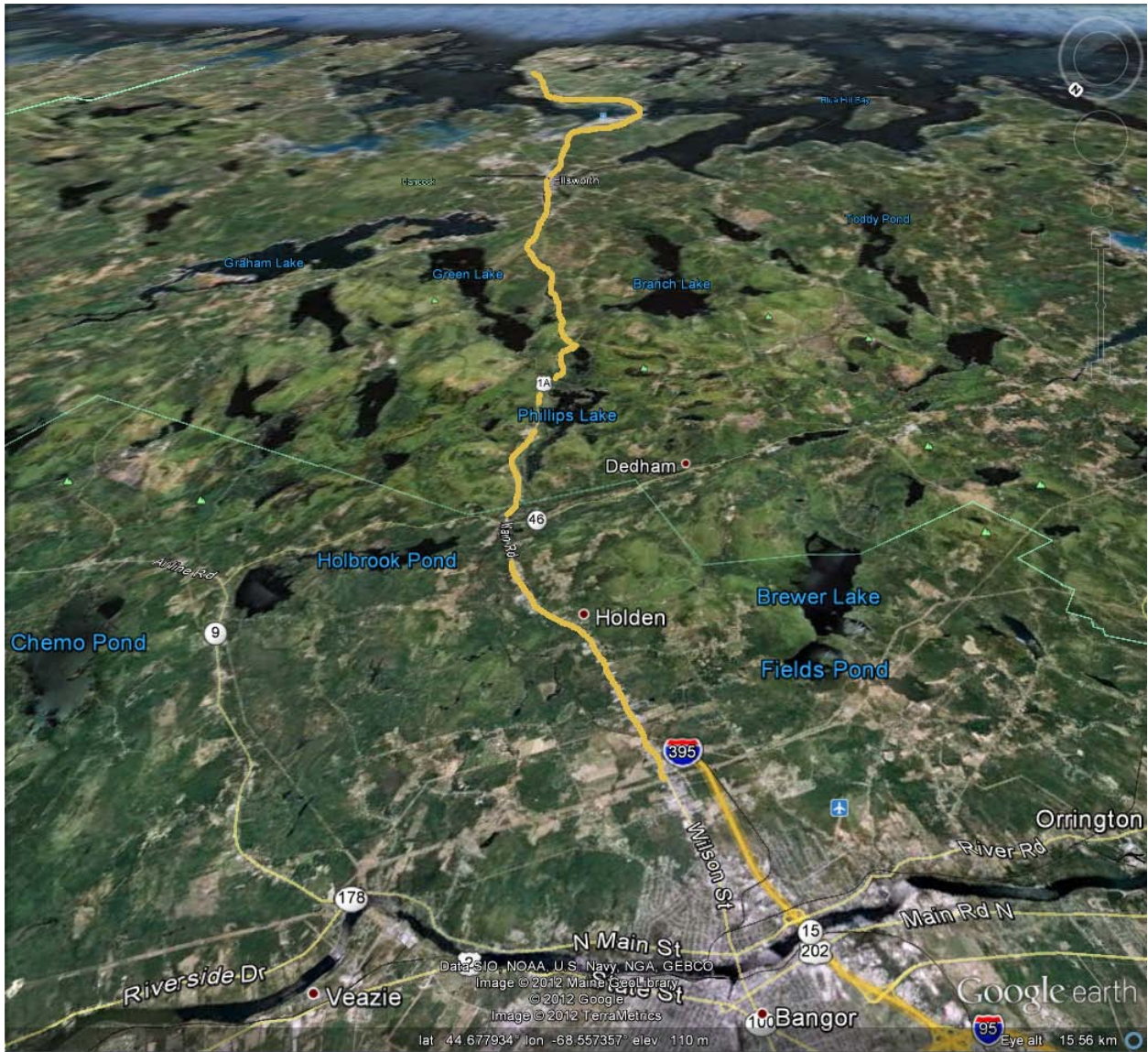


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Multi-Modal Corridor Management Plan for the Acadia Express: Holden to Bar Harbor



Prepared by the Hancock County Planning Commission and
Eastern Maine Development Corporation
for the Maine Department of Transportation
June 2012

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Introduction

The Acadia Express Corridor Management Plan summarizes transportation, land use and economic conditions on a critically important corridor connecting Bangor and Bar Harbor and sets for goals for future transportation improvements. This plan is the culmination of several years of planning under the direction of the Maine Department of Transportation program for corridors of regional and economic significance for transportation (CREST). The economic importance of this corridor to the regional economy cannot be understated. This report analyzes current corridor conditions and identifies trends that will challenge its viability to serve as the principal connection to the rest of Maine.

The Acadia Express Corridor centers along US Route 1A/ State Route 3 connecting Holden in Penobscot County, Dedham, Ellsworth, Trenton, and Bar Harbor in Hancock County. This highway is the primary arterial for Hancock County, carrying millions of visitors to Acadia National Park, a rising number of commuters, truck freight and local traffic. The corridor also includes alternative transportation routes and modalities, including the Calais Branch rail line, the Union River, Penobscot River, transit services and bicycle pedestrian routes and several informal bypass roads.

The plan is the result of input from several sources. These include municipal officials, major employers, and groups such as the chambers of commerce. The baseline data were collected by the staff of Hancock County Planning Commission (HCPC) and Eastern Maine Development Corporation (EMDC). The Maine Department of Transportation (MaineDOT) was actively involved in the planning process.

The plan sets goals and objectives for the corridor. These will be used by the municipalities along the corridor and MaineDOT in guiding development. Implementation will occur through MaineDOT, municipal and private sector investments in the context of and local land use regulations. Public and private partnerships are encouraged to match MaineDOT projects with local funds, private development and enhancement of municipal policies. Readers will note that the corridor, particularly Route 1A and Route 3 have been undergoing significant improvements throughout the last decade. These investments are increasing the quality and longevity of the transportation network, but leave some significant gaps yet to be addressed.

Purpose

The purpose of this study is to identify trends, assets and needs along the corridor. This will serve as the basis for establishing long-term goals for the corridor. These goals include all transportation routes and modalities. These goals will be followed by implementation strategies that specify steps that need to be taken to achieve the goals

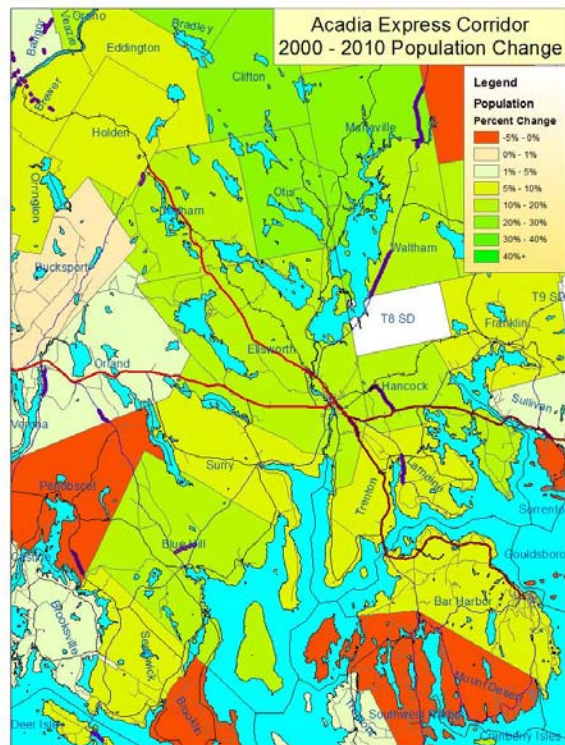
The corridor faces many challenges. The axiom that “form follows function” is clearly demonstrated along the Acadia Express corridor as it changes function and design over its 41-mile length. In Holden, the corridor is a mixture of commercial, residential and rural uses. The northwest segment of Route 1-A, near the Brewer line, has a concentration of businesses. There are lower density commercial and residential uses along the rest of the Holden segment. This means that there are numerous access points and reduced speed limits.

By contrast, in Dedham and northern Ellsworth the corridor is posted at 55 miles per hours and has a very limited number of access points. As the corridor presses south its design and character shifts dramatically with a particularly urban section through Ellsworth and the village of Bar Harbor. The Bar Harbor portion of Route 3 is designated as an All America Road in the National Scenic Byways program. The heavy traffic volume, easily managed along the limited access segments has generated severe, seasonal congestion in the more urban sections.

In segments of the corridor where performance of the corridor has deteriorated, important questions have been raised about alternatives for improving mobility, including re-establishing passenger and freight rail, increasing bus services, road widening, access management and construction of a bypass around Ellsworth. Another issue is the proposed I-395 extension, which depending on the final alignment could have a dramatic impact on the Holden end of the corridor. These are among the issues that must be addressed if the plan is to be implemented effectively.

An Overview of Trends

This assessment points to several factors that are pushing traffic volumes higher and exacerbating congestion in Ellsworth, Trenton and Bar Harbor. Recent highway improvements have greatly mitigated the impacts of rising traffic volumes, but are not a permanent solution. By considering the effects of population, the economy, housing and land use, readers are encouraged to look for new solutions that will permit the economy to continue developing without creating hardships for current and future travelers.



Population

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Population growth along the corridor has been brisk. All towns experienced a double digit population increase between 1990 and 2010 (see table 1). On a percentage basis, Trenton was the fastest growing with a nearly 40 percent rate. Ellsworth had the largest numeric increase (1,766). Between 2000 and 2010 Ellsworth had the highest growth rate of any city in Maine.

**Table 1: Population Change by town and region (1990-2010):
Population for Route 1A/SR 3 Corridor Municipalities**

City/ Town	Population			Change 1990-2010
	1990	2000	2010	
Holden	2,554	2,951	3,076	20.4 %
Dedham	1,219	1,422	1,681	37.8%
Ellsworth	5,975	6,456	7,741	29.5%
Trenton	1,060	1,370	1,481	39.7%
Bar Harbor	4,443	4,820	5,325	19.8%

SOURCE: U.S. Census

County population trends are quite different (see table 2). Between 1990 and 2010 Hancock County grew nearly 16 percent while Penobscot County grew by 4.9 percent. However, Hancock County's growth slowed from 10.3 percent in the first decade to 5.1 percent in the second decade while Penobscot county reversed a decade of decline (-1 percent) to achieve 6.2 percent growth in the second decade. The Acadia Express corridor towns have demonstrated much faster growth than either of the two counties taken as a whole.

Table 2: Population for Penobscot and Hancock Counties

County	Population			Change 1990-2010
	1990	2000	2010	
Hancock	46,941	51,798	54,418	15.9%
Penobscot	146,601	144,919	153,923	4.9%

SOURCE: U.S. Census

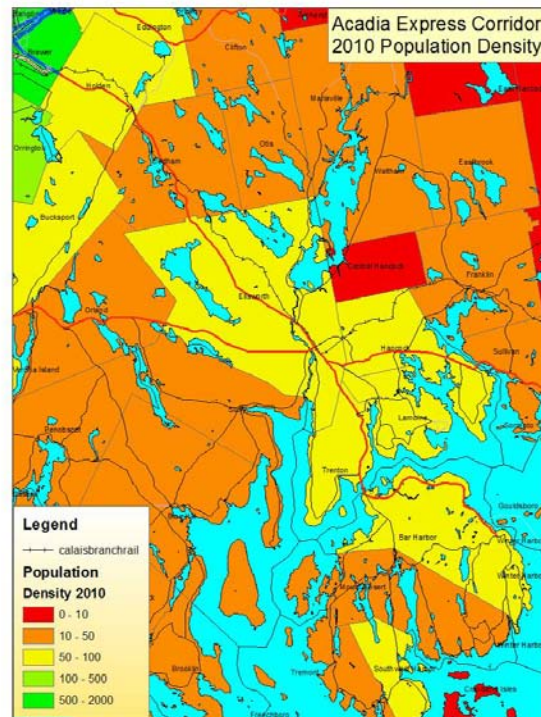
The State Planning projects that overall population growth in Hancock County will continue to slow (see Table 3). The SPO projects a decrease of 6.4 percent in the population age 19 and younger, but a 47 percent increase in the population 65 years and older. This suggests that transportation policy will need to become more focused on meeting the needs of an older population. Migration plays an important role in population change and is not easily projected. Historically, Hancock County has had a high rate of in-migration, though in-migration has slowed and possibly reversed during the recent economic recession.

Table 3: Projected Population for Hancock County By Age Group

Age Cohort	0-19	20-44	45-64	65+	Total
2008	11,558	15,789	16,968	8,822	53,137
2023	10,814	14,755	14,740	13,017	53,326
Numeric Change	-744	-1,034	-2,228	+4,195	+189
Percent Change	-6.43%	-6.55%	-13.13%	+44.55%	+0.36%

SOURCE: Maine State Planning Office

The population density map illustrates the wide range of settlement types along the corridor, with relatively compact areas in Holden, Ellsworth, Trenton and Bar Harbor and very low density areas between village centers. This pattern of concentration and open space is an important element of maintaining good mobility between the population centers.



Economy

Employment

The labor force along the Acadia Express Corridor has grown significantly during the 1990s and into the 21st century. There was, however, a slight decrease in total employment in Hancock County from 2000 to 2009.

According to the Maine Department of Labor, total employment decreased from 22,720 in 2000 to 21,986 in 2009. This may be explained in part by the recession initiated by the home mortgage crisis in 2008. Annual average unemployment rates mask dramatic seasonal fluctuation in unemployment. While Maine unemployment rates have fluctuated between 4 percent in the summer and 6 percent in the winter, rates in Hancock County fluctuate more dramatically. For example, Bar Harbor had a January 2010 unemployment rate of 16.6 percent compared to a 4 percent rate in August 2010. The impact of seasonality ripples through other regional systems including housing, retail activity, and transportation. Seasonal fluctuations in the Bangor Labor Market Area are more moderate.

In recent years unemployment rates in Hancock County remain above the state average. For example, Maine Department of Labor data show that in April 2011 there was a 9.8 percent rate for the county compared to a 7.9 percent rate for the state. This compares to a 6.0 percent rate

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for the county in 2008 and 4.8 percent for the state. These figures are indicative of the poor condition of the local economy.

Occupation

Economic transformation along the Acadia Express Corridor is evident across many sectors. Census and Maine Department of Labor indicate that traditional, natural resource-based industries are employing fewer workers while the service sector, tourism and emerging technology-based enterprises have dominated new job creation. Data from the Maine Department of Labor indicate that total goods producing employment in Hancock County decreased 26.1 percent from 4,722 to 3,491 between 2000 and 2009 (see Table 4). The greatest percentage increase (65.4 percent) was in administrative and waste services, which increased from 270 persons in 2000 to 447 in 2009. The greatest numeric increase (564) was in service providing sectors. These jobs increased from 14,762 to 15,326.

Table 4: Hancock County Industry Employment, and Outlook

Industry Sector	2000	2009	Net change	Percent change	Tri-county 2004-2014 Projected job growth*
Total Employment	22,720	21,986	-734	-3.2 %	5.5%
Goods-Producing	4,722	3,491	-1,231	-26.1%	-5.6%
Natural Resource & Mining	366	174	-192	-52.4%	3.0%
Agric, Forestry, Fishing & Hunting	352	164	-188	-53.4%	3.1%
Construction	1,705	1,557	-148	-8.7%	4.0%
Manufacturing	2,651	1,760	-891	-33.6%	-12.3%
Service-Providing	14,762	15,326	564	3.8%	8.2%
Trade, Transportation & Utilities	4,437	4,446	9	0.2%	5.7%
Wholesale Trade	246	338	92	37.4%	6.5%
Retail Trade	3,644	3,636	-8	-0.2%	7.1%
Transportation & Warehousing	479	434	-45	-9.5%	0.3%
Utilities	67	39	-28	-41.6%	-6.8%
Information	416	297	-119	-28.7%	-3.5%
Financial Activities	798	743	-55	-6.8%	6.8%
Finance and Insurance	567	531	-36	-6.4%	5.1%
Real Estate, and Rental & Leasing	230	212	-18	-7.9%	10.6%
Professional & Business Services	1,830	2,255	426	23.3%	7.0%
Professional & Technical Services	1,477	1,738	261	17.6%	7.0%
Management & Enterprises	82	70	-12	-14.5%	-5.9%
Administrative & Waste Services	270	447	177	65.4%	5.2%
Education & Health Services	2,842	3,308	466	16.4%	16.5%
Education Services	223	275	52	23.5%	7.5%
Health Care & Social Assistance	2,620	3,034	414	15.8%	16.9%
Leisure & Hospitality	3,510	3,325	-185	-5.3%	14.1%
Arts, Entertainment & Recreation	391	429	38	9.8%	41.7%
Accommodation & Food Services	3,119	2,896	-223	-7.1%	11.2%
Other Services	930	951	21	2.3%	6.1%
Government	3,236	3,169	-67	-2.1%	2.4%

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Federal	402	352	-50	-12.4%	-4.9%
State	559	453	-106	-19.0%	0.1%
Local	2,275	2,365	90	4.0%	5.0%

*Projections are for three-county area (Hancock, Penobscot and Piscataquis)

SOURCE: Maine Department of Labor

A particular challenge for the Acadia Express corridor is the impact that these changes are having on commuting patterns. The rising tide of commuting across town lines results from people living further from work.

Housing

Housing growth along the corridor was brisk over the past two decades, though that pace slowed with the recent recession. All corridor towns in Hancock County saw increases of between 31 and 52 percent between 1990 and 2010 (see Table 5). Rising population and smaller average household size, driven in part by a significant increase in retirees on the coast are creating demands for new forms of housing, including multifamily units, seasonal and time share housing, workforce housing, mobile homes as well as high-end single family residences. Seasonal housing in many communities is being converted to year-round use by owners who are retiring to the area. Some year-round housing is being converted from year-round to seasonal use as it is sold to summer residents.

Table 5: Housing Units US Route 1A/SR 3 Corridor Municipalities

City/ Town	Housing Units			Percent Change	Numeric Change
	1990	2000	2010		
Holden	1,333	1,320	1,480	11.0%	147
Dedham	964	1,053	1,254	30.1%	290
Ellsworth	3,202	3,442	4,240	32.4%	1,038
Trenton	670	816	1,021	52.4%	351
Bar Harbor	2,586	2,805	3,495	35.2%	909

SOURCE : U.S. Census

The housing density map indicates areas of relative concentration and dispersion along the Acadia Express corridor. Recent trends in this region are leading to more dispersed housing patterns, with rural areas converting into low density suburbs. Dispersed settlement is putting additional pressures on un-signalized intersections along the corridor. In some instances the newly established residents are calling for additional traffic signals and lowered speed limits to improve their access to the corridor.

Land Use and the Environment

The State Planning Office has projected significant changes in land use along the Acadia Express corridor in future decades. Historically much of the corridor has been characterized as forest and open farmland. Recent trends include expansion of road-side commercial uses fronting the highway and large lot residential development in the rural hinterland. The projections suggest that the trend toward low density residential development will continue creating a patchwork pattern of suburban residential growth.

**Table 6: Comprehensive Plan and Land Use Ordinance Status
for Acadia Express Corridor Municipalities**

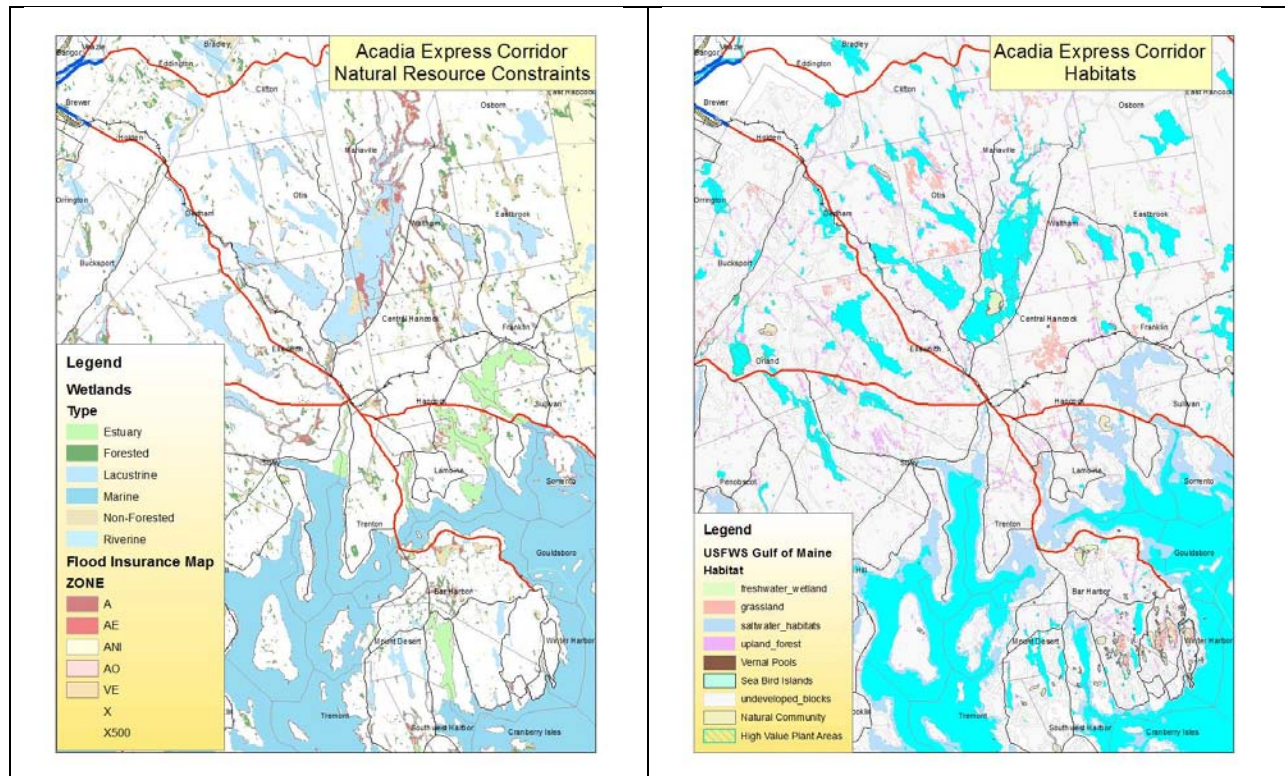
City/ Town	Comprehensive Plan			Land Use Ordinance	
	Adopted Locally	State Consistent	Year of Plan	Adopted	Zones or Districts*
Holden	Yes	Yes	2007	Yes	Yes
Dedham	Yes	Yes	2009	Yes	Yes
Ellsworth	Yes	Yes	2004	Yes	Yes
Trenton	Yes	Yes	2006	Yes	Yes
Bar Harbor	Yes	Yes	2008	Yes	Yes

SOURCE : EMDC and HCPC, *in addition to state mandated shoreland zoning

All of the corridor towns have adopted comprehensive plans that are consistent with the State Planning Office review criteria (see Table 6). However, many of the more rural, adjacent towns have not. In some cases these adjacent towns have not adopted zoning ordinances that would implement their plans. As a result, the regulatory environment may steer some kinds of development to more remote rural areas.

Between Holden and Bar Harbor only the more urban portions of Ellsworth and Bar Harbor have public sewer systems. The lack of sewer lines in the rural hinterland is likely to discourage subdivisions with lot sizes less than one acre.

The Natural Resource Map indicates the many constraints on development along the Route 1A corridor, including wetlands, shore lands, and areas with steep slopes. The Critical Natural Areas map indicates additional constraints related to rare and endangered species and significant wildlife habitats. In most cases development is still possible, but additional mitigation costs are likely.



Transportation

Travel and Commuting

Change in Vehicle Miles Traveled by County

The 1990s witnessed unprecedented growth in VMT (Table 8). Growth was particularly great in counties with expanding populations and increasing lengths of commutes. There are few programs in place that will slow this trend toward higher VMT, though rising fuel prices will eventually impact choices about travel, modality and fuel efficiency.

Table 8: Vehicle Miles Traveled (VMT)

County	1990	2000	Change (Rounded)
Hancock	561,524,946	702,581,167	25.1%
Knox	294,037,083	365,940,225	24.5%
Penobscot	1,422,298,519	1,605,714,216	12.9%
Piscataquis	168,348,935	182,917,582	8.7%
Waldo	322,828,645	415,795,411	28.8%
Washington	367,976,097	421,588,863	14.6%

SOURCE: MaineDOT

Commuting

Historically traffic congestion in the southern-end of the Acadia Express corridor has been dominated by a heavy seasonal influx of tourists and summer residents. This pattern has shifted to include more pronounced periods of congestion related to daily home to work commuting. Jackson Laboratory, Hancock County’s largest employer, and Hinckley Boats operate in shifts, contributing to congestion in the mid and late afternoons. As of mid-2012, Jackson Laboratory was in the permitting process to open a facility on the former Lowes store in Ellsworth. The change from vacant to occupied status increase commuting traffic in Ellsworth, though employment number for this facility are not published.

The table below illustrates the challenge of commuting in a rural region (see Table 9). The rural communities of Holden and Dedham have more than 80 percent of commuters traveling along in private automobiles. Ellsworth and Bar Harbor use a more diversified transportation mix, but in both more than two of three commuters are driving alone. Public transit and walking provide significant relief in Ellsworth and Bar Harbor, but are incidental in the other towns. There is a gradual trend toward alternative modes of commuting, but the infrastructure supporting change is insufficient.

Table 9: Commuting Method for Acadia Express Corridor Municipalities

Town	Year	Workers 16 years+	Drove alone	Carpool	Public transportation	Walked	Other means	[Walked or] worked at home	Mean travel time
	Holden	1990	1,539	1,247	162	0	NA	0	131
2000		1,426	1,207	133	0	3	22	61	
2010		1,391	1,182	157	15	0	0	37	22.9
Dedham	1990	594	498	65	0	NA	16	15	23.6
	2000	771	642	81	0	10	5	33	27.0
	2010	1,108	885	152	0	13	0	58	28.6
Ellsworth	1990	2,752	2,215	201	6	NA	28	303	17.3
	2000	3,196	2,366	411	0	194	46	179	23.9
	2010	3,847	3,026	493	28	196	50	54	20.8
Trenton	1990	513	390	64	0	NA	2	57	19.2
	2000	696	551	81	5	17	10	32	24.9
	2010	759	649	54	6	34	0	16	19.6
Bar	1990	2,190	1,445	254	0	NA	50	419	11.2

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Harbor	2000	2,376	1,549	231	32	370	40	154	13.9
	2010	3,053	1,944	410	15	328	156	200	22.4

SOURCE : U.S. Census and American Community Survey

Population dispersion into rural areas and rising issues of traffic congestion are contributing to rising average commuting times many instances. Increased commuting time imposes significant costs on employers, workers and their families. These commuting times are for residents of the five towns. They do not reflect the commuting time for people from other towns that use this corridor.

Commuting patterns in 2000 indicate a divide somewhere between north Ellsworth and Dedham, with commuters north of that divide more likely to travel toward Bangor for work and persons living south of the divide to travel south to Ellsworth and Bar Harbor to work (see Table 10). In addition to movements north and south on the corridor, Route 46 connecting Holden to Bucksport carries a significant number of workers to the Verso Paper Facility in Bucksport. This corridor accounts for Dedham’s membership in the Bucksport Labor Market Area (LMA). Recent retail expansion in Brewer is generating additional shopping-driven trips from the Bucksport LMA north on Route 46.

**Table 10: Journey to work for
Acadia Express Municipalities in 2000 (1 of 2)**

Area	Holden		Dedham		Ellsworth	
Total Commuters	1,426	100.0%	771	100.0%	3,196	100.0%
Work and Reside in Same Town	162	11.4%	55	7.1%	2,002	62.6%
Work in Penobscot CO (other town)	1,129	79.2%	555	72.0%	203	6.4%
Work in Hancock CO (other town)	64	4.4%	131	17.0%	900	28.2%
Work in Other Maine County	62	4.4%	25	3.2%	63	2.0%
Work in Other State	9	0.6%	5	0.6%	19	0.6%

SOURCE : U.S. Census

**Journey to work for
Acadia Express Municipalities in 2000 (Continued: 2 of 2)**

Area	Trenton		Bar Harbor		Penobscot County		Hancock County	
Total Commuters	696	100.0%	2,376	100.0%	68,652	100.0%	24,782	100.0%
Work and Reside in Same Town	96	13.8%	1,710	72.0%				
Work in Penobscot CO (other)	26	3.7%	21	0.9%	62,819	91.5%	2,171	8.8%
Work in Hancock CO (other)	552	79.3%	581	24.5%	1,276	1.9%	21,524	86.9%
Work in Other Maine County	11	1.6%	25	1.1%	3,981	5.8%	801	3.2%
Work in Other State	5	0.7%	39	1.6%	576	0.8%	286	1.2%

SOURCE : U.S. Census

Safety

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Safety is a significant concern along the Acadia Express corridor. Crash rates are high along several sections of the corridor, with high speed accidents in Holden, Dedham and northern Ellsworth, and many more low speed accidents in congested sections such as High Street in Ellsworth (see Table 11).

High Crash nodes are located at:

- Route 1A and Route 46 intersection in Holden,
- Route 1 A and Bagaduce Road intersection in Holden,
- Several locations on Oak Street and High Street in Ellsworth,
- Intersection of Route 3 and Route 204 in Trenton
- Intersection of Route 3 and Route 102 in Bar Harbor near the Thompson Island Bridge

High Crash Segments are located at:

- Most of Oak Street and High Street
- Thompson Island Bridge between Trenton and Bar Harbor
- Eden Street in Bar Harbor

Table 11: 2002 High Crash Nodes

Town	Location	2002 Crashes	CRF
Holden	Rte 46	12	2.07
Ellsworth	Christian Ridge Road	8	1.81
Ellsworth	Route 179	10	1.83
Ellsworth	Park Street	8	1.50
Ellsworth	Church Street	27	4.87
Ellsworth	Main Street	41	1.16
Ellsworth	Foster Street	11	1.27
Ellsworth	Rte 1	29	3.56
Ellsworth	Short Street	17	2.70
Trenton	Rte 204	10	1.92
Trenton	Rte 102	8	1.46

SOURCE: MDOT

The volume of crashes in high access, high-congestion areas drives these designations. However, speed of accidents and severity of outcome are significant concerns on other segments of the corridor. The crash rate factor at the high crash nodes is highest at Church Street where many drivers attempt to leave Route 1A to use an informal bypass around the congested intersection or Route 1A and Main Street in Ellsworth. Another High Crash node is located at the “triangle” of Route 1 and Route 1A.

MaineDOT records show 2,021 crashes from 1997 to 2001 on the Acadia Express Corridor in Hancock County (see Table 12). Ellsworth accounts for over half of the fatalities and serious injuries. Dedham, with mostly high speed section accounts for more than 25 percent of deaths, but less than 10 percent of injuries during this time period.

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Table 12: Crashes Occurring on Acadia Express 1997-2001

Town	Deaths	Serious Injuries	Apparent Injuries	Reported Injuries
Dedham	3	11	46	29
Ellsworth	6	37	265	234
Trenton	0	7	68	64
Bar Harbor	2	7	79	72
Not Noted	0	5	81	53
Total	11	67	539	452

SOURCE: MaineDOT

Crashes occurring on the corridor took many forms, involving animals, single and multiple cars, bicycles and pedestrians. By far the most common types involved intersection movement, front-end, rear-end, ran off road and side-swipes (see Table 13).

Table 13: Crash Types 1997 - 2001

CRASH TYPE	Bar Harbor	Dedham	Ellsworth	Trenton	Not Specified	Grand Total
All other animals			3			3
Bear			2			2
Bike	3		4			7
Deer	61	29	51	30		171
Fire			3			3
Head-on/sideswipe	28	12	41	13	1	95
Intersection movement	32	8	274	29	110	453
Jackknife			1			1
Moose	1	4	5	3		13
Object in road	8	15	5	3	2	33
Other	2	4	18	7	1	32
Pedestrians	2	1	7		1	11
Ran off road	75	35	114	34	3	261
Rear end/sideswipe	97	25	568	120	122	932
Rock thrown				1		1
Rollover		1		1		2
Grand Total	309	134	1,096	241	240	2,020

SOURCE: MaineDOT

Since these crash data were collected, additional highway improvements were made or planned. While it is premature to determine cause and effect, these improvements should reduce the rate of collision at certain road segments. For example, a center turning lane has been added along Route 1-A from the Christian Ridge to the Boggy Brook Road area. The Boggy Brook-Route 1-A intersection has been reconfigured. A turning lane was also added to Branch Lake Road-

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Route 1-A intersection. Route 1-A has been reconstructed between McGowan Hill and the Union River.

In Trenton, there is a proposal to reconfigure the Route 3-Route 230 intersection. This would involve moving the airport entrance road opposite Route 230 and installing a traffic signal. These improvements should promote safe turning movements.

Changes have been made to the Route 3-102 intersection at the head of Mount Desert Harbor in Bar Harbor. These improve the smooth flow of traffic and reduce unsafe turning movements. Other changes are proposed on Route 3 between Ireson Hill and Mount Desert Street in Bar Harbor. These are discussed under bicycle and pedestrian improvements below.

Air Transportation

This corridor is served primarily by the Bangor International Airport and the Hancock County-Bar Harbor Airport. Emergency air transportation is also provided by life flight helicopters that operate out of the Mount Desert Island Hospital, Maine Coast Memorial Hospital and Eastern Maine Health Care.

Bangor International Airport

Hancock County-Bar Harbor Airport

The Hancock County-Bar Harbor Airport, located in Trenton completed Master Plan Updates in 2004 and 2012. The plan updates:

- forecast usage,
- assess current facilities including roadway access and parking,
- identify future needs to meet anticipated demand and federal requirements,
- identify noise and other environmental impacts; and
- describe the stages for implementing demand-driven improvements.

The updates include several large maps identifying current facilities and future expansion possibilities. This small, regional airport handles about 4.8 percent of Maine's total based aircraft. Eighty-nine percent of the planes are single engine, compared with 78 percent statewide. In 2001 the airport had approximately 40,000 operations.

The airport has 2 runways, each having two approaches. The number of total aviation passengers remained relatively stable between 2001 and 2010, although there was decrease in the middle of the decade. There were 23,419 passengers in 2001 and 23,992 in 2010 (see Table 7). Commercial enplanements declined from 12,021 in 2001 to 11,120 in 2010. According to the 2011 [Airport Master Plan Update & Business Plan](#), enplanements are projected to increase to 12,089 in 2015, 14,708 in 2020, and 21,771 in 2030. Peak Month Operations are expected to

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increase from 9,924 in 2009 to 12,401 in 2030. Average day operations are projected to increase from 320 in 2009 to 400 in 2030, or 25%.

Table 7: Enplanement and Passenger Trends: Hancock County-Bar Harbor Airport 2001- 2010

Year	Enplanements	Total Passengers
2001	12,021	23,419
2002	11,907	23,363
2003	9,730	20,014
2004	10,647	22,431
2005	10,057	21,262
2006	10,256	21,635
2007	10,953	23,912
2008	10,562	21,551
2009	10,100	21,294
2010	11,120	23,992

SOURCE: Manager, Hancock County Airport

Runway 4-22 is 5,200 feet long and runway 17-35 is 3,364 feet long. Only runway 22 has approach lights for night landings. This airport fills an important transportation service for Hancock County. Most usage is for private airplanes, providing executives and summer residents with a convenient intermodal location. There is, however, limited commercial service. As of 2012, there were between two and four daily commuter flights to Boston.

Water Transportation

There is no significant water transportation that serves this corridor. While it would be possible to operate a ferry between Bangor and Bar Harbor, preliminary feasibility analysis indicates that this would not be economically feasible.

Ferry services extend the corridor, by serving the outer islands, including Cranberry Isles, Frenchboro and Swans Island. An excursion ferry operates between Bar Harbor and Winter Harbor. The Bar Harbor to Nova Scotia ferry service has ended, which may have had negative economic impacts on visitation to this region.

Cruise Ship landings have increased significantly over the past decade and now bring a very significant number of Tourists to Bar Harbor.

Rail Transportation

There has been no freight or passenger rail service on the Calais Branch rail line since 1985. An 84-mile portion of the rail bed has been converted into a multi-purpose trail known as the Sunrise Trail.

The tracks in the Acadia Corridor have been maintained and are used for seasonal excursion rail service between Memorial Day and the weekend after Columbus Day by Downeast Rail Heritage Trust. It offers a 90-minute, ten-mile trip between Washington Junction and Ellsworth Falls, but is extending service north as tracks and level grade crossings are improved. The remaining portion of the track is unused. The track would require substantial investment to be brought back to operating standards for freight operation. The 2004 Bangor-Trenton Transportation Alternatives Study, Phase 2 concluded that rehabilitation of the line to passenger level standards would not be cost-effective.

Bicycle and Pedestrian Transportation

No new bicycle or pedestrian facilities have been created in Holden or Dedham.

Ellsworth has made significant investments to improve bicycle and pedestrian infrastructure since 2000. A bicycle pedestrian plan was completed in 2007 and subsequently adopted. The plan calls for improved sidewalks and more pedestrian crossings. Some elements are being constructed through the Safe Routes to Schools program while others are funded locally. These include the opening of Ellsworth Trail that removes bike-pedestrian traffic from Oak Street and Bangor Road from Main Street to Route 179/180 North Street. This trail connects with the sidewalk improvements on Davis Street and a pedestrian crosswalk on Oak Street. New sidewalks were also installed along Forest Avenue, Shore Road, and Pond Avenue in the area around the new k-8 school. Traffic patterns have shifted with the closing of the two schools that previously housed k-8 students.

The Ellsworth Trail, a bicycle-pedestrian rail-with-trail project next to the Calais Branch rail alignment was opened in 2011. The Ellsworth's Bicycle Pedestrian Plan calls for extending the Ellsworth trail to the Boggy Brook Educational Center. The trail moves onto Spring Street at Birch Avenue. Spring Street has functioned as an informal bypass around the intersection of Main Street and High Street. At present Spring Street lacks sufficient width and pavement quality to carry two-way automobile traffic safely and efficiently. Crossing Main Street, the trail confronts an additional challenge of passing by the building currently occupied by the Maine Community Foundation. MaineDOT and the City of Ellsworth are exploring solutions for connecting the Ellsworth trail to the Down East Sunrise Trail.

The Ellsworth Strategic Transportation and Recreation (STAR) center study was completed in late 2011. When constructed, the facility would serve as a trail head for the Sunrise trail, a rail station for the excursion rail, a bus stop, and park and ride lot. It would also serve as a tourist information center. In 2012 a TIGER IV proposal was submitted that would fund construction of the STAR Center. This grant was not successful, but provides a template for future funding proposals.

Mount Desert Island completed an Island-wide bicycle prioritization plan in 2002. The plan sets priorities for shoulder paving to facilitate safe bicycling. Some elements of the plan have been

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implemented, but much remains to be done. The Village Connector Trails initiative has improved several trails connecting Bar Harbor with Acadia National Park. The town of Bar harbor received Safe Routes to School funding for pedestrian improvements in the Route 3-Connors School area. Trenton has received funding for sidewalk system between the Trenton K-8 school and Route 230. A sidewalk between the Hancock County Airport and the adjacent seaplane ramp on Jordan River is also planned.

The most recent effort to improve bicycle and pedestrian options on MDI is the Context Sensitive Solutions program, documented at www.hpcme.org/barharbor/css. A representative committee from Bar Harbor worked with MaineDOT to forge a set of recommendations that would greatly facilitate walking and biking along Route 3 between Ireson Hill and Mount Desert Street in Bar Harbor. Preliminary engineering began in 2011 and the final report was completed in 2012.

Outside of the built-up portions of Ellsworth and Bar Harbor, pedestrian facilities are very limited. There are no sidewalks in Dedham, but efforts are underway to develop recreational trails elsewhere in town. Holden does not have any sidewalks or bike paths. Bicycle facilities in the rural areas consist primarily of paved shoulders along the major roads. With recent reconstruction on Route 1A, there are not wide paved shoulders connecting Brewer through north Ellsworth. Additional construction is planned for 2011-2012 that will bring paved shoulders and improved intersection to State Street. The Main Street-State Street intersection was improved in 2011-2012 with paved shoulders added.

Transit, Para-transit and other Transportation Systems

There are three public transit providers serving the corridor. Downeast Transportation, Inc (DTI) (www.downeasttrans.org) primarily serves Hancock County, but also offers weekday commuter service from Cherryfield, Franklin, Bangor and Ellsworth to Jackson Laboratory, weekday service from Ellsworth to Blue Hill, and a variety of weekly services to various towns. It also offers midday shopping trips to some service center communities including Bangor.

DTI also operates the seasonal Island Explorer system (www.exploreacadia.com), one of Maine's largest transit fleets, connecting Island communities, Trenton, Ellsworth and Acadia National Park. The MaineDOT completed construction of a new operations and maintenance center on Route 3 in Trenton dubbed the Acadia Gateway Center. The long range plan for the Acadia Gateway Center is to become a visitor hub and intermodal center for tourists traveling the Acadia Express.

Washington Hancock Community Agency (WHCA) (www.whcacap.org) directly provides social service transportation for all towns in Hancock and Washington Counties on a demand response basis. Transportation is provided through a combination of accessible vehicles with professional drivers and volunteers who provide rides in their own vehicles. Reimbursement is available for those who can provide their own ride. Arrangements can be made through WHCA to obtain transportation on other transit systems.

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West's Transportation (www.westbuservice.com) provides fixed-route and demand response public transportation service to communities within Washington county and eastern portions of Hancock County. Seven-day a week intercity service is provided between Calais and Bangor (named Coastal Connection) with stops in Washington and Hancock Counties along the way.

<i>Bangor Connections</i>	DTI (2010)		WEST (2010)	
	Read Down	Read Up	Read Down	Read Up
<i>Calais</i>			9:30 AM	7:00 PM
<i>Bar Harbor</i>	8:15 AM	4:05 PM		
<i>Ellsworth</i>	9:10 AM	3:15 PM	12:25 PM	4:05 PM
<i>Bangor Greyhound</i>	9:50 AM	2:00 PM	1:00 PM	3:30 PM
<i>Concord</i>	10:05 AM	2:30 PM	1:10 PM	3:10 PM
<i>Airport</i>	10:10 AM	2:25 PM	1:15 PM	3:15 PM

Public transportation to Holden residents is provided on a limited basis

<i>Bangor to Boston</i>	Greyhound		Concord	
	Departure	Arrival	Departure	Arrival
<i>Express</i>	6:30 AM	11:15 AM	7:00 AM	2:30 PM
<i>Express</i>	11:20 AM	5:25 PM	11:00 AM	6:30 PM
<i>Express</i>	1:20 PM	11:20 PM	3:30 PM	10:30 PM
<i>Coastal</i>			7:00 AM	6:00 PM

by THE LYNX, which is operated by the Penquis Community Action Program's Transportation Center. It provides comparable services to those provided by WHCA. BAT Community Connector is a fixed route public transportation system that serves the greater Bangor area. The line that serves Wilson Street in Brewer is the closest to Holden.

While these services reduce the volume of vehicular traffic on the corridor, their frequency and limited route scope mean that most users of the corridor will depend on private vehicles. The corridor does not have the population density to support a comprehensive public transit system such as might serve a metropolitan area. The trend toward low density, rural land development patterns make the provision of public transit difficult.

Summary

This inventory and analysis is a first step toward identifying and coordinating policies affecting land use, housing, economic development and transportation. The Acadia Express corridor presents significant opportunities to increase economic potential for the region, bringing new jobs and connection our communities.

Recent improvements notwithstanding, long term trends suggest that the corridor will experience degradation of service, safety and enjoyment for drivers and nearby businesses and residents. The 2002 Ellsworth Comprehensive Plan survey found overwhelming concern among residents about traffic congestion on this corridor. Traffic volumes already exceed the capacity of the corridor in several locations, and they are rising. Crashes are numerous and have resulted in fatalities and serious injuries. The cumulative process of commercial and residential growth is creating new high crash locations and congestion bottlenecks. Managing development along the

corridor to preserve mobility will require cooperation of local leaders, developers, planners and land owners and others.

Driving Forces

This section examines driving forces that will help shape the future of the corridor. The term “driving force” refers to trends that will have a significant impact on the corridor. These include the economy, demographics, technology, infrastructure improvements, municipal capital investments and zoning decisions, and fiscal constraints. These are discussed briefly below.

Population Growth and Aging

The State Planning Office projects slow increase in Hancock and Penobscot County populations. Perhaps the most significant shift will be the number of persons aged 65 and older that is projected to increase by 47 percent. This means that the number of elderly drivers and those unable to drive will increase. There is likely to be increased demand for public transportation.

Industrial and Occupational Mix

In this corridor boat building represents the most significant segment of durable goods production, while export of fresh and frozen seafood products as well as laboratory mice are the largest segments of our primary sector. These non-durable goods require rapid transportation, either in climate controlled trucks or by air. The largest manufacturer in Hancock County, Verso Paper, is not located on this corridor. Freight shipment is expected to consist primarily of consumer goods deliveries to local retailers and will continue to rise with population. Export freight will depend primarily on the success in seafood and boat building sectors. Forecasting future employment in these specific industries is difficult.

The Maine Department of Labor predicted a 5.5 percent increase in employment between 2004 and 2014 for Hancock, Penobscot and Piscataquis Counties (see Table 4). Most manufacturing employment is expected to continue to decline and the most significant increases are predicted in the service sector.

Housing

Housing construction is likely to continue at a faster pace than population, with smaller houses and apartments meeting the needs of smaller family units, empty nesters and people seeking to reduce heating costs in the winter. Housing affordability for local workers is likely to remain a problem, driving the workforce further inland while their jobs remain on the coast. Ridesharing and bus subscription services may help to mitigate rising fuel prices for daily commutes. Big employers can play a role by supporting these alternative modes. Hancock County remains a popular place to retire or own a second home, also contributing to demand for new housing.

Technology

High-speed Internet service is a major driving force allowing more people to commute electronically to jobs any place in the world. Broadband connections make it easier for firms to locate in this region, despite the lack of interstate highways, passenger rail and other transportation systems. As electronic commuters still need to travel out of the region periodically, there will continue to be demand for air and interstate bus services.

Highway Improvements

Major improvements made in recent years to Routes 1-A and have contributed to a smoother flow of traffic. Current development trends may make further highway improvements necessary. The impact of the I-395 extension needs to be monitored. Development of homes and business along rural segments of the corridor will create friction and slow traffic. Hancock County municipalities have generally been reluctant to enact land use controls that limit the expansion of commercial uses along a highway or adopt strict access management standards. A regional strategy to encourage growth centers, access to alternative transportation modes and greater neighborhood connectivity can help to sustain economic growth and promote healthier lifestyles.

Issues Identified By Employers

HCPC staff sent a short survey to major employers. The responses are shown below:

Jackson Laboratory

What transportation system problems is your business currently experiencing? Please consider the needs of your business to move freight as well as the needs of your employees.

- **Condition of roads:** Condition of roads leading to Bar Harbor, whether it's Rt.3 from Ireson Hill to Cottage Mt. Desert Street, Eagle Lake Road, or Rt. 3 from Otter Creek to NE Harbor are in deplorable shape. Recent improvements (over last 10 years) between Ireson Hill and Bangor have drastically improved the majority of the Acadia Express Corridor between Holden & BHB.
- **Availability of public transportation options:** While we are fortunate to be serviced by dedicated public transit buses from Cherryfield, Bangor, Franklin, and Ellsworth, there would be a benefit to both JAX and employees for increased year round MDI public transit options as provided by the Island Explorer system in the summer months. Decreases in traffic, pollution, energy consumption, and lot coverage could all be expected as a result of an increased availability and use.
- **Air Transportation:** Inconsistent flights from BHB to Boston and no flights from BGR to Boston cause difficulties for air travelers leaving MDI or guests of The Jackson Laboratory coming to MDI for business related travel.
- **Lack of secondary access to/from MDI from mainland:** This is a major concern due to our reliance on goods, services, and human resources from off-MDI to

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sustain our business and operations. The recent (less than three years ago) closure of the Trenton Bridge due to Bangor Hydroelectric poles tipping onto the bridge exposed just how vulnerable The Jackson Laboratory is without being able to obtain fuel, employees, grain, bedding, etc... in the event of a long term closure of the single two lane access to MDI. Past efforts have been done on this front primarily to address traffic congestion, however another look justified by both traffic and emergency preparedness would be beneficial

- Most of our transportation problems revolve around people. Limited public transportation service, which includes bus, train and air service. It is a detriment to our growth and that of the entire area because transportation for people in and out of the area is limited.
- Freight moves relatively smoothly except during the summer months from Ellsworth to MDI because of congestion and the volume of traffic.

What improvements do you recommend for the transportation systems on the corridors that serve your business?

- Again, the conditions of roads leading to Bar Harbor are unsafe for pedestrians, bicyclists, and automobile/delivery drivers in addition to being limited in carrying capacity. The work currently being done by a local Rt. 3 planning task force in conjunction with MDOT should be continued to provide a best of breed solution for improvement of not only the safety and condition of Rt. 3 but also improving the sense of arrival to Bar Harbor as one of the premier destination places in the state of Maine.

Do you have other transportation systems questions, concerns or recommendations that you would like for us to consider in our analysis?

Another route off and on Mt Desert Island. Currently during an emergency there isn't an alternative way off the island. This was illustrated in June 2012 when a collision between a propane-powered bus and truck on Route 3 in Trenton stopped traffic between MDI and the mainland for six hours.

More year-round bus service; maybe incorporate something into MDI High School system. Most kids with driver's licenses drive to school, because of there isn't any other way for them to get home after school if they participate in extracurricular activities. Public transportation might lessen the practice of children driving to and from school.

Maine Coast Memorial Hospital

Tom Martin met with the hospital "green team" on May 12, 2011. The 800 employees commute from a broad area, some as far away as Machias, Orono, and Newport. While there is some ride sharing, the hospital would like to encourage more. There are logistical problems with different

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shifts and staff having to work past their normal hours. Two-thirds of hospital parking spaces are used by employees. The hospital provides a covered bike parking area.

Traffic congestion in Ellsworth and on MDI slows the transportation of patients and staff to the various off-premises hospital-owned facilities. The team expressed concern about the lack of adequate cross walks and sidewalks in the High Street area. There was interest in connecting the sidewalks adjacent to the hospital to other pedestrian facilities.

Ellsworth Chamber of Commerce

As the chamber director I see the issues being the distance from 395 and 95, and current gas prices as well as the extra time it takes to arrive at 95. The road infrastructure has improved, yet it is still only two lanes with some passing areas. Signage needs to improve. There are communication issues.

Issues Identified by Municipalities and Existing Committees

Holden

The 2007 comprehensive plan identified the proposed I-395 extension as the key transportation issue facing the town. There would be tremendous land development pressure at the proposed intersection of the extension with Route 1-A in Holden. Another challenge is maintaining mobility given the current land development pattern that results in continued low density commercial development.

The Holden town planner raised the following issues:

- 1) Road network
 1. Highway improvements: Route 1A through Holden has seen major improvements over the past 10 years or so. Residents realize that the LOS is tolerable. The town planner feels that traffic volume numbers have probably leveled off in the past few years perhaps due to the economy and the new Route 3 bridge bypassing Augusta. Congestion and safety problems still exist at the intersection of US 1A and South Road. The Town would like to install a traffic light and turning lanes and have conducted a study (by Sandi Duchesne) a few years ago.
 2. What are the most significant problem areas? Intersection of US 1A and South Road.
 3. Alternative roads, such as interconnected parking lots, service roads, village/city roads, informal bypasses: Holden's land use ordinance encourages back lot development and includes provisions for access roads to those back lots. There already some shared access points for businesses.
- 2) Bicycle Pedestrian systems: There are no bike-ped facilities or demands for new or additional facilities.

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- 3) Freight systems: Heavy truck traffic is still a concern on Route 46 and US 1A. Truck traffic issue would be significantly reduced if the I395 extension were built.
- 4) Mass Transportation systems: Holden town council would like to see the BAT extended to, at least, the mobile home parks along US 1A. However, several barriers exist such as Holden is not part of BACTS and Holden would have to pay through fare subsidies for the extension; also the BAT would have to provide a separate bus for the Holden run because the current bus that goes to the Lafayette Family Cancer Center located on outer Wilson Street near I-395 would not be able to keep its schedule if it were to continue to Holden.

Dedham

Tom Martin met with the Dedham board of selectmen and the fire chief on May 5, 2011. There was little pedestrian activity along the corridor. There were two people who walk along the road daily for exercise but it is generally considered too dangerous. The town is in the process of developing a walking trail system at the Kiski lot. Similarly, there is little bicycle activity.

There is an informal park and ride lot used by two to three Dedham residents at the furniture warehouse just across the town line in Holden. This lot is used by people who catch the Jackson Laboratory subscription bus service. The selectmen felt that the bus service for the elderly provided by the Eastern Area for the Aging is adequate.

The board identified several hazards along Route 1-A. These include turning movements at the Lucerne Inn and the Lucerne Fire Station. The bridge over the rail line has problems with ice build-up in the winter. The intersection with Green Lake Road is another safety concern. Cars turning off Route 1-A run the risk of a rear end collision.

Ellsworth

Tom Martin and Jim Fisher met with the police chief and city planner on May 4, 2011. The consensus was that there was no immediate future in rail service beyond the current tourist excursion operation. A trail along the rail bed from Main Street to Ellsworth Falls is currently under construction.

Several highway improvements have been completed or are currently underway or are in the planning stages.

- Major reconstruction was completed on Route 1A in north Ellsworth. Shoulders and turning lanes improved mobility through this section.
- A flashing light will be added at the Route 1-A intersection with Winkumpaugh Road that will involve a sensor for north-bound left turning cars and a flashing light warning other northbound vehicles.

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- A new connector extending Route 180 to Route 1A is in design.
- The Route 179-Route 1-A intersection at Sunrise Glass needs improvements to facilitate safe turning movements. Improvements have been funded in the most recent capital work plan.
- Sections of sidewalk were constructed on Oak Street, but much remains to be built.
- A second southbound lane was added to High Street along with intersection improvements with Main Street that reduced congestion.
- High Street was changed to one-way, south bound from the intersection with Route 1 and Myrick Road. Additional intersection improvements were made to facilitate traffic movement.
- The Ellsworth Trail was completed that diverts many bicycle and pedestrian users off of Route 1A and provides a safe corridor for transportation to Ellsworth Highschool.

Additional needs were identified:

- The sidewalk along 1-A from the Fork in the Road north to the Shore Road needs to be improved. In places only traces of the sidewalk remain.
- There is not enough room for a third lane on Oak Street. Any improvements to this section need to include paved shoulders and/or sidewalks.
- Further improvements are needed to access management policies along High Street. A sidewalk is needed from The First Bank to the base of Beckwith Hill. It was recommended that there be a study done of transportation improvements for Beckwith Hill and the entire triangle, including Myrick Street, Route 1A and Route 1. The one-way traffic flow is working well, though concerns were expressed about the serpentine design of Myrick Street and driver confusion about lane changes. There has been an increase in pedestrian traffic going up Beckwith Hill with more people walking to Marden's and Wal-Mart. The pedestrian way might include a walking path across the Birdsacre property.
- Water Street needs to be repaved from Main Street at least to the Franklin Street intersection. Paved shoulders should be added where there is adequate right of way. The Water Street segment between Franklin Street and the marina also needs improvement. Plans need to be made to accommodate increased pedestrian traffic likely to result from new housing being built off of Washington Street and Tinkers Hill.
- Paved shoulders should be added to Bayside Road if there is adequate right of way. Ellsworth officials prefer to encourage those bound for MDI to use Route 230 into Trenton rather than take Beechland Road.
- Additional transit services connecting Ellsworth with Bangor and Portland, as well as Mount Desert Island and other parts of Hancock and Washington Counties.
- Construction of the STAR multimodal center
- Extension of the Down East Sunrise Trail to connect to the Ellsworth Trail.

Trenton

HCPC staff met byway Trenton representatives multiple times to set priorities for road improvements. Route 3 is built to modern standards throughout with wide paved shoulders. Most concerns on this section of highway are safety at key intersections with Route 204 from

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Lamoine, the business park entrance, the airport entrance and Route 203. The nearly constant, heavy traffic volumes on Route 3 present difficulties, particularly for drivers waiting to make a left turn onto Route 3.

The Town of Trenton completed a comprehensive plan in 2006 and an Acadia Byway Extension Corridor Management Plan in 2009. Both documents are available online at www.hcpcme.org/trenton. The corridor management plan calls for a variety of measure to improve the scenic quality, way finding and interpretation along Route 3.

A number of improvements have been made or are being designed in Trenton.

- The Acadia Gateway Center Phase 1 was completed in 2012. The current facility includes a substantial park and ride lot. Phases 2 and 3 will expand parking, create a multimodal facility for people to car pool or ride the Island Explorer buses and a visitor information center. Funding is being assembled for the next two phases.
- The Airport entrance road was relocated, but plans are underway for yet another relocation. The final proposed location across from Route 230 would provide a traffic signal.
- National Acadia All American Road designation was extended the length of Trenton. Several grant awards have been received to create interpretive and wayfinding information and support beautification.
- The intersection with Route 230 has been redesigned and will be reconstructed this year. The new intersection will include a traffic signal.
- Trenton received a Transportation Enhancement grant that will pay for sidewalk construction along segments of Route 1A/3 and make improvements at the Trenton Sea Plane Ramp.
- Some power and communications cables were moved under the Thompson Island Bridge.

Additional needs were noted:

- The Airport entrance road needs to match Route 280. Funding may still be insufficient to complete this project.
- Route 230 is in poor condition. Additional reconstruction and widening may be justified, though these improvements may increase through traffic on this collector road.
- A ramp and float system at the sea plane ramp is needed to make this facility function for transportation, recreation and emergency management. Trenton is pursuing a Small Harbor Improvement Grant at this time.
- Phases 2 and 3 of the Acadia Gateway Center are needed. These will provide significant environmental, transportation and economic benefits to the region.

Bar Harbor

Route 3 from Thompson Island to Ireson Hill is considered to be in good condition with adequate driving lanes, paved shoulders and drainage.

Several significant changes have been made in Bar Harbor section of the Acadia Express Corridor:

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- The intersection at the head of the island was completely redesigned. The new design added a northbound connector road from Route 102 to Route 3. Route 102 southbound was converted to one-way. These changes have improved the efficiency of the intersection.
- A Context Sensitive Solutions (CSS) process was employed to develop design concepts for Route 3 between Ireson Hill and Mount Desert Street in the heart of the village. Committee recommendations are available online at www.hcpcme.org/barharbor/css. The committee recommended 4' to 5' paved shoulders throughout, with sidewalks, esplanades, shared use paths and crosswalks along specific sections. MaineDOT is currently preparing a preliminary design for this section of the corridor.
- A Safe Routes to Schools project was completed crossing Eden Street to the Connors-Emerson School in Bar Harbor.



Figure 2 Recommendations Based on Five Corridor Sections

Additional improvements are under consideration:

- Construction of the CSS recommendations (above)
- Re-design of cruise ship docking facilities to reduce congestion in downtown Bar Harbor
- Addition of Scenic Byway interpretive and way-finding information.
- Re-establishment of a Bar Harbor to Nova Scotia Ferry.

Recommendations

As noted in the preceding section, many changes have occurred in Trenton since the original 2004 corridor analysis. Many of the recommendations that were put forward in the SIPCRES and other analyses have since been realized or are in the process of being realized.

Town-specific recommendations are noted above. The regional imperative will be to close gaps and correct bottlenecks in the corridor.