
Acadia Gateway Center News – July 2008

Public Hearing Scheduled

WHEN: August 5, 2008, 7:00–9:00 PM

WHERE: Trenton Elementary School

The Maine Department of Transportation (MaineDOT) will host a public hearing to discuss the Phase 1 plan for the Acadia Gateway Center (AGC). The MaineDOT will present the proposed design for the Downeast Transportation bus maintenance facility, entrance roads and other basic infrastructure. Persons attending will be encouraged to ask questions and submit comments. If you cannot attend, please send written comments.

How can the public provide input?

Come to the next public meeting, call or e-mail us with your comments and questions.

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Access Information Online

This is the fourth Acadia Gateway Center informational circular mailed to Trenton residents and businesses. You can read our earlier publications at www.acadiagatewaycenter.org.

A New Home for Downeast Transportation

Why do we need a bus operations and maintenance facility?

New buses arrived last summer to replace older buses and enable Downeast Transportation Inc., a non-profit transportation provider in Hancock County, to improve services to Trenton and Mount Desert Island. These buses are part of the overall effort to reduce vehicle congestion in Trenton and on Mount Desert Island. However, the expanding fleet of buses has stretched the current patchwork of facilities in Ellsworth, Trenton and Bar Harbor and

parking areas spread around the county to the limit. The proposed bus operations and maintenance facility will put most operations at the Acadia Gateway Center.



What will go on at the facility?

The primary functions will be to maintain and fuel buses and coordinate bus services. Buses will park at the facility overnight and in the off season when many will be in winter storage. The office will be used year round to coordinate county wide transportation services.

What will it look like?

An artist's conceptual drawing of the facility is printed on the back flap of this newsletter. Like the historic New England home, there will be a front building with two stories that provides space for a small meeting room, dispatch operations and management. The second floor will house locker rooms for the bus drivers, a break room, a few bunks and storage. Behind this front building is a connected building with two lift bays where buses will be maintained, and a bus-washing facility. Finally there is a larger attached structure for indoor bus storage.

The outside walls will have three levels with split face simulated rock (CMU) on the bottom, metal-based replica of clapboards in the middle and steel replica board and baton siding on the highest band. Exterior walls will be gray while window and door frames will be a contrasting color, such as forest

green or sea blue. The office building will include dormers and skylights.

Will we be able to park-and-ride from the Acadia Gateway Center?

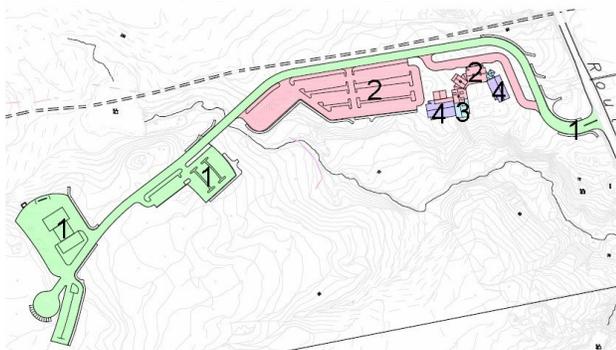
For the first few years of operations the Acadia Gateway Center will not have an inter-modal center. However residents will have the opportunity to use the facility as a park-and-ride lot to catch buses to MDI and Ellsworth or carpool to Bangor. A small reception area in the front office will be available for people waiting to make connections.

When will this facility be opened?

Phase 1 should be substantially completed in less than two years, with occupancy occurring in the spring of 2010. It is possible that the park and ride lot will be available sooner.

What Will be Built and When?

There are four phases to the project. The first phase, including basic infrastructure, some commuter and staff parking, utilities and the bus maintenance facility is now projected for completion in 2010.



Phase 2 (targeted completion date: 2012) would include the construction of the transit facility, National Park information and pass sales, regional chamber of commerce information area and restrooms.

Phase 3, (targeted completion date: 2012) would include the construction of expanded National Park Service information areas. The park's Hulls Cove Visitor Center in Bar Harbor would continue to operate, while the park's smaller information center on Thompson Island may be closed when its functions move to the AGC.

Phase 4, would consist of educational theaters and auxiliary space on the site, if viable uses are identified. This phase is not scheduled, but is

included in the overall site plan should conditions merit future funding.

Will This Slow Traffic Even More in Trenton?

Any new entrance or driveway onto Route 3 can slow traffic. Initial estimates of traffic in and out of the Phase 1 facility are quite modest, consisting of buses, employees and a small number of park-and-ride users. Based on these estimates the phase 1 facility will have dedicated turning lanes but will not have a traffic light. Traffic separation and turning lanes will prevent traffic from backing up behind left-turning traffic. Design plans include double lanes on the approach to the light that will reduce the length of backups and the time it takes to clear the intersection. Phase 2, planned for completion in 2012 will include additional traffic analysis and appropriate measures to balance safe access and traffic flow.

How is this Project Financed?

Phase 1 is financed through a combination of federal and state funds. The Federal Transit Administration (FTA) is providing the single largest contribution in support of the expansion of mass transit services. The National Park Service is also a major contributor using park entrance fees and the "transit in the parks" initiative. The Maine Department of Transportation has identified this as a priority in the next six year transportation plan and will be devoting considerable staff time and resources. State funds will be used to leverage the larger share being paid through the federal agencies. Finally, the Friends of Acadia provided funding at a critical juncture in order to place an option of the preferred location and to purchase the property prior to selling the front acreage to the Maine Department of Transportation. County and local funds are not being used to finance this project.

Acadia Gateway Center Promotes Environmental Benefits

The design of the Acadia Gateway Center and the services that it will offer both follow a strong environmental ethic.



LEED, standing for Leadership in Energy and Environmental Design, is a green building rating system, developed by the [U.S. Green Building Council](http://www.usgbc.org) (USGBC). The USGBC sets environmental standards for homes, commercial buildings, schools and even entire subdivisions.

The plan for the first phase of the Acadia Gateway Center seeks to achieve the “Silver” standard for reducing environmental impacts including energy conservation, storm water runoff, emissions and control of light pollution. Achieving a silver rating is very ambitious for developments in rural Maine. This would be a first in Trenton, and one of a handful in eastern Maine. In order to attain this rating, the bus operations and maintenance facility will employ innovative systems for energy and water conservation, use fully-shielded exterior lighting to reduce light pollution and use non-toxic building materials to reduce the risk of chemical exposures to people working at the facility. A complete description of the LEED program is available online at www.usgbc.org.

The services provided by the Acadia Gateway Center are an even more important step toward a greener future. The bus facility in Trenton will provide residents and visitors with more opportunities to travel the area by bus or to park and collaborate in carpools. This should result in fewer vehicles on the road.

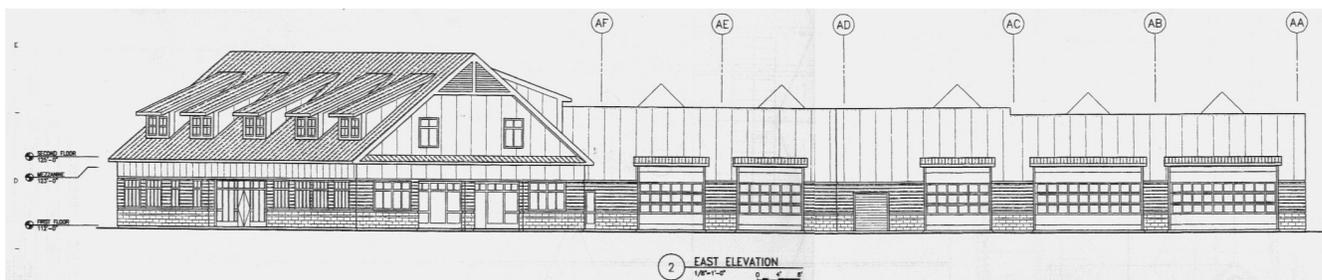
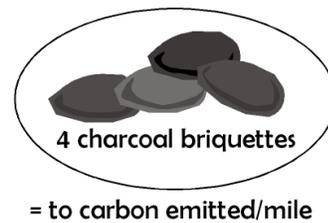
The recent spike in gasoline prices has dramatically increased use of buses, carpools, and vanpools, both locally and nationally. Downeast Transportation (DTI) ridership has more than doubled in the last

year and the DTI commuter buses are running very nearly full from Cherryfield, Franklin and Bangor.

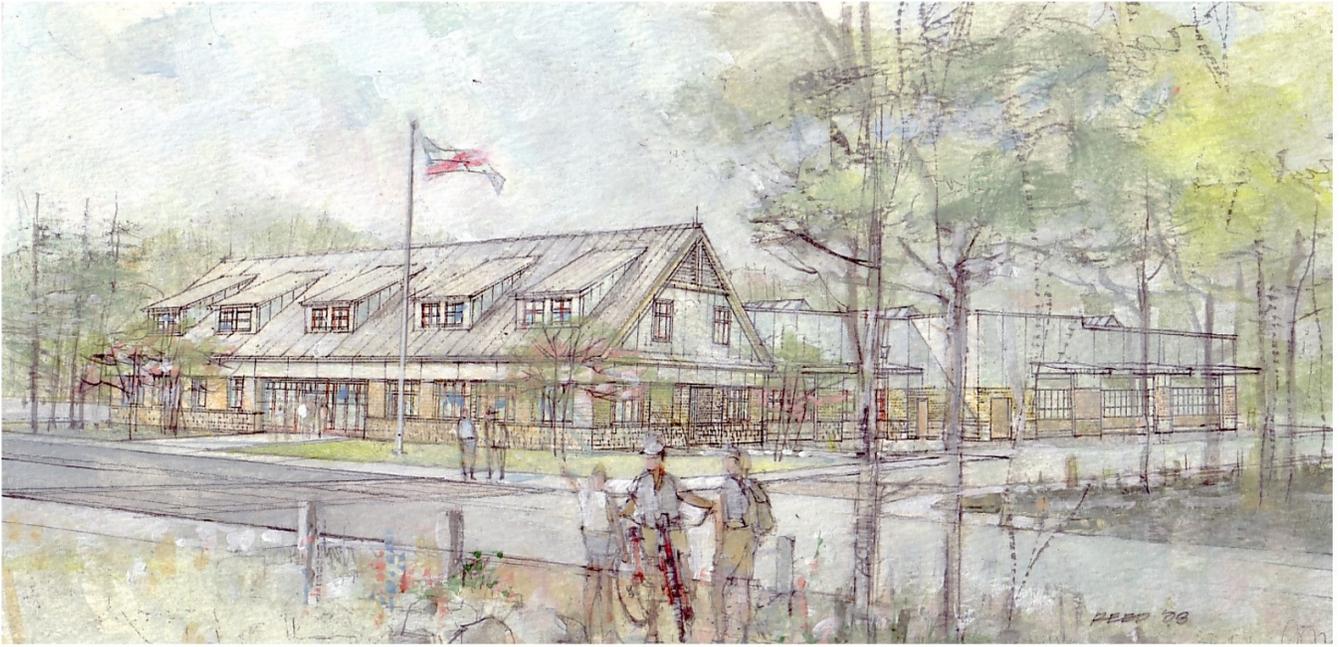
The typical round-trip commute to Bangor from Trenton is 70 miles, costing roughly \$10 daily or \$200 monthly just for gasoline. Carpooling can reduce commuting costs by 50% or more. Local demand has risen to the extent that over 150 cars are using an ad hoc park-and-ride facility in Ellsworth, while others are using business parking lots throughout Trenton and MDI, often against the desires of the business owners. Having a parking facility that does not crowd local business parking lots will encourage car pooling and use of transit services.

A typical car emits the equivalent of four charcoal briquettes of carbon dioxide every mile driven. Downeast Transportation and Island Explorer buses remove thousands of cars from the roads every year.

In addition to reducing green house gases, fewer cars will contribute to less road noise and safer, less congested roads for Trenton residents. Locating the facility on Route 3 should draw visitors away from the Bayside Road and into Trenton’s commercial areas.



East Elevation of the Phase One Bus Operations and Maintenance Facility



Maine Department of Transportation Investments Targets to Route 3 Corridor
Log on to www.AcadiaGatewayCenter.com for more information, photos, and project updates!

PHASE 1 PUBLIC HEARING: 7:00 PM TUESDAY, AUGUST 5TH --TRENTON ELEMENTARY SCHOOL

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