

Bar Harbor Route 3 Gateway Project

Context Sensitive Solutions

Project Advisory Committee Meeting Minutes

December 16, 9:30 to 11:30 AM
Church of Our Father, Hulls Cove Maine

Attending:

Fred Michaud, Stephanie Clark(MaineDOT), Dan Stewart (MaineDOT), Ron Beard, James Blanchard, John Kelly, Dick Cough, Jim Fisher, Joe Minutolo, Lewis Gerrish, Dean Read, Kyle Johnson, Stephanie Clements, Chris Fogg, Kim Harty, Chris Lyons, Paul Macquinn, Elsie Fleming, Chip Reeves, Edith Milbury, Sharon Tate, Bonnie Lyons, Terry Needham,

Introductions and Observations

Hard to see the pot holes

Filling with water and freezing

When is the skim coat planned?

Heavy rainfall exposed a lot of problems.

Winter drives are driving faster now that congestion is not slowing them down. It will be difficult to enforce lower speed limits.

Overview of session, introductions and check-in question

Historic preservation Sarah Martin, contractor with [Kleinfelder | S E A](#), regarding their process and implications for our work and discussion

Conducted a historic survey of the corridor

Filled in a two-sided document with information about the site.

- Size, age, style, materials
- Digital and film photographs
- Information added to an online database
- Map all the information
- Prepare a summary report

What makes a structure historic?

- In the assessment – buildings over 50 years of age (NPS guideline), MaineDOT considers anything 45 years or older.
- Other structures may be historic
 - Stairways to nowhere
 - Other monuments or ruins (some remaining from the 1947 fire)

- Granite rocks lining the roadway
- Foundation walls
- Pillars and stone walls

Other properties that bracket this area may also be referenced as a multiple property submission

- Eg. The string of historic hotels, cottages, inns
- Chain from motor courts, motels, cottages, hotels
- Photography needs to indicate either all of the cottages, or archetypal cottages

How does this assessment affect MaineDOT decisions

Some of the buildings are already on the national register of historic places

- School House, Culver Farm, Church of our Father, East of Eden, Sonogee, Park Look Road, Hiking trail system, and others.

Some structures are recommended as eligible for national register and might also be given a wider berth.

Some structures are old, but not of as much historic significance.

Fred: The assessment of properties can work to the owner's advantage. They may not be aware of the value.

Is relocation of historic properties possible?

- This has been done in some cases.

Bike and pedestrian amenities and discussion Dan Stewart, MDOT, on

This corridor has several strengths

- Most of the construction is set well back from the highway
- Conserving some of the historic features may still leave enough room for project construction
- A number of projects in Maine have gone through a similar process and worked
- Consensus on what is wanted will increase the likelihood that MaineDOT can fund the project
- There is not a lot of on-street parking, making this easier to design

Statistics

- 11 pedestrian deaths in Maine this year
- Pedestrian hit almost every day, 90% result in injuries
- Creating the safe walking and biking environment will be critical for economic growth

Suggested

- Best case scenario – 47'

- Pedestrian Side
 - 11 foot travel
 - 5 foot shoulder
 - 5 foot esplanade
 - 10 foot trail with two-way bike and pedestrian travel
- Other side of road
 - 11 foot travel
 - 5 foot shoulder
- Restricted options
 - Pedestrian Side
 - 11 foot travel
 - 5 foot shoulder
 - 3 foot esplanade
 - 8 foot trail with two-way bike and pedestrian travel
 - Other side of road
 - 11 foot travel
 - 5 foot shoulder
- Additional restrictions – cutting back on widths of facilities
 - Drop the esplanade
 - Reduce shoulder widths
 - Use sidewalk rather than trail

Demand for facilities

- Pedestrian environment
 - Barton's Hotel through Hulls Cove to Post Office, Store, Scenic Area
 - Pedestrian Side
 - 11 foot travel
 - 5 foot shoulder
 - 5 foot esplanade (drop this if necessary)
 - 5 sidewalk
 - Other side of road
 - 11 foot travel
 - 5 foot shoulder
- Sonogee Nursing Home to Village
 - Duck Brook bridge
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Questions

- Drainage?
 - Needs to go underground with sidewalks
- How far will people walk?
 - ½ mile is easy, more than that people may opt to drive to another parking space
- Hotel and motels may support giving land for this purpose

Summary of recent Hulls Cove village listening session-- Anne Krieg
(How do town plans and a vision for Hulls Cove mesh with Route 3 improvements?)

Anne was unable to attend.

John Kelly reported:

- People like what they have now and are not pushing for change
- Most of the discussion was about land use
- People are concerned that changes will increase traffic speed

Kyle Johnson – Owner of the Colony

- Some drivers will not slow down
- They are focused on getting to Bar Harbor

Route 3 Right of Way Update from Fred Michaud on research and implications for our work

- Mostly MaineDOT owns 49 ½ feet of right of way
- Exception
 - Peppers Pizza – right of way goes up to the 6” from the porch
 - Hyde Brook into town – there is a 39 – 46’ right of way in some sections. This will need to be surveyed
 - The Bluffs – MaineDOT has easements
 - Rocks past the guard rail – 50’ from center of road
 - Bluff side – H granite markers are also 50’ from center of road
- MaineDOT will fly the corridor in April
 - The right of way will be indicated on the aerial photographs

Questions

- Would it be possible to cut some of the bluff, but elevate a bikeway
 - Seems like it would be pretty costly
 - May not need a separated trail through this section
- Stephanie – would it be possible to do a visual impact analysis of the bluffs changes before any construction occurs?
 - Should be possible
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- John Kelly Park Service just surveyed the corridor
 - The Gurnee Path is part of the historic corridor
 - Decisions about changing the bluffs will require park participation

Consensus Statement

- Ireson Hill to Hulls Cove
 - 11’ travel
 - 5 or 6’ shoulders
 - discussion about good width- cyclists prefer 6 feet, residents may prefer narrower widths
 - Cross walks or raised cross walks

- Might straighten a little the S curve and gain width away from the water side.
- Need to retain visibility for entrances and road intersections
- Can local roads be re-engineered near the Bluenose Road to reduce intersections onto Route 3 – one of the roads is private.
 - Dick Cough – this might make sense to the owners. The current intersection is problematic.
 - This may be outside the scope of this project

Summary of comments in response to worksheet and, discussion to seek consensus on main concepts

Dan – this document is very well done.

11:15 Items for future agendas, assignments, dates of future meetings

Committee Meetings

- Jan 12
- Feb 8
- March 8
- March 23

Feb 28 – Conceptual Plans

April 27 – Final presentation

11:30 Adjourn