

# Project Summary 2001

## FHWA National Scenic Byways Program

All sections must be completed on an electronic form at <http://www.byways.org>  
Applications must be submitted online and on paper.

State Submission Date Jun 30, 2000	Division Submission Date Jul 17, 2000	State Priority 3
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### Project Info

Project No. SB-2001-ME-3	Project Name Acadia Byway CMP Implementation
Project Year 2001	
Counties and/or Regions Involved Hancock County	
Location of Project along Byway(s) Project includes entire Byway	
Federal Lands Crossed by Involved Byway(s) NPS	

### Associated Byways

State	Byway Name	Details	
ME	Acadia Byway	Designation Date 15 Jun 2000	Intrinsic Qualities* A,C,H,N,R,S
		Byway Organization Corridor Management Committee 93 Cottage Street Bar Harbor, ME 04609 Phone: (207) 288-9289 Fax: (207) 288-3032 E-mail: <a href="mailto:planner@ci.bar-harbor.me.us">planner@ci.bar-harbor.me.us</a>	

\*IQ codes: A - Archaeological, C - Cultural, H - Historical, N - Natural, R - Recreational, S - Scenic

\*\* Byway is located in multiple states.

### Project Category

#### Project Type

Project associated with an All-American Road or a National Scenic Byway.

Is the project consistent with the Corridor Management Plan for the byway(s)?

Yes

#### Eligibility Category

Corridor Management

## Ready-to-Go

## Prior Projects

FHWA Proj No.	Year	Project Name	Amount	Status
<i>No prior projects</i>				

## Project Abstract

The recently designated Acadia Byway, a town and National Park Service byway, is comprised of an 18-mile segment along state Route 3 from the Thompson Island Bridge through Bar Harbor and the 25 mile Loop Road in Acadia National Park. This grant request includes a number of initiatives which would allow the Corridor Management Committee to begin implementing the management plan. Projects, which range from signage to scenic vistas to developing standards for rehabilitating a historic motor road, would not only more effectively educate visitors about the island and Acadia National Park but would also promote a primary objective of the Acadia Byway CMP of sustainable tourism.

## Project Narrative

The Acadia Byway begins in the town of Trenton on the north side of the Thompson Island Bridge, which connects Mount Desert Island (ME) to the mainland, and extends along state Route 3, joining Acadia National Park Loop Road at two locations: the Visitor Center in Hulls Cove and the Sieur de Monts Spring Entrance just south of Bar Harbor. Along both sections of the Byway are a number of scenic vistas, including views of the ocean, lighthouses, offshore islands, mountains, rural villages, historic structures, and cultural remnants from Bar Harbor's "cottage" era. The section of the Byway within the park provides access to a number of recreational activities, including swimming, hiking on Millennium Trails, biking, kayaking, rock climbing, birding, and various interpretive programs such as exploring tide pools, learning about the geology of the park and Bar Harbor, and hiking the historic carriage roads with park staff who explain its construction and cultural significance.

In developing the Corridor Management Plan (CMP), it became obvious that a number of factors adversely affect visitor experience and compromise sustainable tourism. These include:

- \* inadequate signage--signs both in the park and along the Route 3 section of the Byway are not uniform, frequently lack mileage information, have different names for the same destination; developing a comprehensive sign policy in cooperation with Maine DOT and local towns is one of the objectives of the park's 1993 General Management Plan,
- \* lack of safe bike paths outside the park,
- \* views that are compromised by the placement of utility poles and wires and by the lack of a historic and scenic vista plan which would include criteria for maintaining critical views,
- \* stress caused by traffic congestion and noise,
- \* need for consistent standards for historic road rehabilitation,
- \* and difficulty finding parking.

Over the next three years, the grant proposes addressing the first four of these problems. It is the consensus of the Corridor Management Committee (CMC) that the successful introduction last year of a free islandwide shuttle substantially addresses parking difficulties for overnight visitors. In order to ensure that the historic and cultural integrity of the Park Loop Road is maintained--an integrity that fosters better understanding of resource protection--the grant seeks funding for determining standards for reconstructing and maintaining a substantial section of the Loop Road. The grant request in years 03, 04, and 05 also includes funds for developing a vista plan for the park. While the grant proposes using professional consultants for many of the projects, it also recommends hiring each year one land-use planning and/or policy intern, preferably from Maine or a Maine college, to assist in implementing

## **Project Narrative (Continued)**

the CMP. Funding secured through this grant would be used as leverage in seeking funding for additional projects whose scope expands as a result of preliminary work. Funds for projects within Acadia would be turned over to the park through a cooperative agreement between the town of Bar Harbor and Acadia National Park.

Although the Byway includes park lands outside the town of Bar Harbor, the park comprises 50 percent of the land area within the town. Not only is all of this land permanently protected, but additional lands along the Byway are also protected by conservation easements and state and town zoning ordinances. The Byway designation and the implementation of the CMP will enable the town and the park to continue preservation efforts begun over a century ago--efforts that will ensure sustainable tourism and protect lands for future generations.

### **1. INTERNS**

In order to give students in policy and/or land-use planning hands-on experience in dealing with efforts related to sustainable tourism and preservation of the character of a gateway town, the Corridor Management Committee requests annual funding of \$3600 to hire a qualified intern, preferably from Maine or a Maine college. The internship, which must consist of a minimum of 400 hours, can occur in the summer or during the academic year. The town planner would seek input from the CMC and others the intern may interact with, and write a detailed evaluation for the intern describing the kind of projects completed, interpersonal skills, and level of performance.

### **2. ALTERNATE BIKE ROUTE**

Because of safety issues surrounding biking along a major section of Route 3, the CMP recommends developing an alternate route into the Hulls Cove Visitor Center for those biking to the island as well as for those staying in campgrounds on Route 3. Widening the road to provide bike lanes through Hulls Cove is not an option since doing so would compromise the rural integrity of the area--an integrity the Byway is committed to protect--and adversely impact buildings and lands which are listed on the National Register of Historic Places. One area that may be ideal for such a bikeway is an old woods road which skirts a number of properties abutting Route 3. Since the road is already in place, there would be, if all landowners are in agreement, no additional cutting of trees or disruptions to the rural landscape. A model already used by Friends of Acadia--a Friends group advocating for preserving the integrity of Acadia National Park--in developing connector trails between downtown Bar Harbor and points in the park is a 10-year trail agreement with automatic renewal, assuming there are no problems.

### **3. SCENIC VISTAS AND UTILITIES ALONG ROUTE 3**

As part of the Corridor Management Plan, Bar Harbor Futures Committee members inventoried vistas along Route 3, but they did not have the expertise to assess individual vistas, to establish criteria for maintaining the integrity of those vistas, or to ensure that the inventory is complete. Currently wires and utility poles mar some views, and there is no memorandum of understanding (MOU) between the town and the utility and cable companies to ensure that when future work occurs it will be conducted in such a way as to add to, not detract from, the scenic and ecological integrity of the Byway.

### **4. DEVELOPING STANDARDS FOR 16 MILES OF MOTOR ROAD**

Built in sections over 30 years, the Park Loop Road, including the road to the summit of Cadillac, is a historic and cultural resource, and one that has been nominated for listing on the National Register of Historic Places. In order to rehabilitate the remaining 16 miles of road, the park, in accordance with the National Historic Preservation Act, must develop standards not only to guide maintenance and the rehabilitation but also to ensure that the work is compatible with the original. In a 1993 report for the park, staff at the Olmsted Center for Landscape Preservation--a division of the National Park Service--researched the history of the entire Motor Road project and developed standards for rehabilitating 13.2 miles of road. The park would use funding for this project to leverage additional funds to complete it.

### **5. VISTA PLAN FOR THE MOTOR ROAD**

As part of the study for rehabilitating the carriage roads in the early 1990s, the park commissioned a

## **Project Narrative (Continued)**

vista study. Consultants went to both existing and historic vistas, evaluated views to be preserved, and set standards for managing vistas so that the views could be preserved. The same level of detail is needed for a vista plan for the motor road. Scheduled for third-fifth years of the grant period, the park would use these funds to secure additional money; the study is estimated to cost \$50,000.

### **6. SIGNAGE STUDY**

One of the frustrations for many visitors is the sheer number of signs both within and outside the park, not all of which are accurate. The 1993 General Management Plan for Acadia states as one of its goals implementing a comprehensive sign program in cooperation with surrounding communities. While the information gleaned from this study may be applicable to other island towns, the study would be restricted to Bar Harbor and Acadia National Park. Once the recommendations were adopted, the CMC would seek funding to implement the recommendations and modify signage so that signage is effective, aesthetically pleasing, and safely directs motorists, bikers, hikers, other visitors, and residents to desired destinations.

### **7. SELF-GUIDED WALKING TOUR OF DOWNTOWN BAR HARBOR**

As a result of the recent emphasis both on coming to Bar Harbor and Acadia National Park by alternative transportation or if coming by car leaving the car at the campground or motel, visitors are increasingly using the free islandwide shuttle. The majority of the shuttle transfers occur at Bar Harbor's Village Green which is on the Byway and in the center of downtown. There is considerable interest among visitors to walk around town and to learn more about the history of many of buildings and facilities, a number of which are on the National Register of Historic Places. Developing a self-guided walking tour would give visitors access to much of the history of Bar Harbor and Acadia National Park. From the mid-1800s to the 1947 fire which destroyed a significant portion of the town and park, wealthy people from Boston, New York, Philadelphia, and Washington not only built elaborate summer "cottages" and many civic buildings but also purchased and held in trust many of the lands which became Acadia National Park.

### **8. DEVELOPING BYWAY SIGN WITH HIGHLIGHTED AREAS**

The CMC would like to install a Byway sign with various scenic, historic, cultural, and ecological features highlighted to aid visitors in accessing these resources. Ideally the sign would be incorporated into planned informational signage at the Visitor Center in Acadia National Park.

### **9. STUDY OF PULLOUTS**

In the third year of the grant, the CMC would hire a landscape architect to evaluate existing pullouts along Route 3 and to look at other possible pullouts. Some considerations would include the view and/or historical significance, safety, need to grade or pave, maintenance, and sensitivity to the rights of private land owners.

The project manager for projects along the Route 3 section of the Byway would be Bar Harbor planner James Campbell. Mr. Campbell's degrees include a BA in political science from Temple University and a masters in public administration from American University; he is working toward a masters degree in community planning and development at the University of Southern Maine.

Projects in the park would be managed by chief of maintenance James Vekasi who has a degree in engineering from the University of Michigan and is a 22-year veteran of the National Park Service. For nine of those years he has managed comparable projects in Acadia.

## Work Plan

Line Item	Task/Milestone Description	Start Date/ Duration	Work Category
001	Interns	06 Aug 2001 3 months per year	Corridor Management
	Responsible Party: James Campbell		
	<b>Justification:</b> The intern would assist Bar Harbor's town planner, who also chairs the CMC, in assessing day-to-day implementation of the CMP and working on specific projects such as traffic-calming measures, signage, land and ownership issues related to developing an alternate bike trail across private lands, and providing staff support to the CMC and consultants looking at signage issues and placement of utility poles and wires.		
002	Bikeway	01 Mar 2001 Two years	Corridor Management
	Responsible Party: James Campbell		
	<b>Justification:</b> In addition to contacting landowners and securing appropriate agreements, other costs for such a project would include map, title work, and survey work. Maine Coast Heritage Trust, a prominent conservation organization on MDI, has indicated its willingness to work with the CMC in developing this or another bikeway.		
003	Scenic Vistas and Utilities	01 Oct 2000 Twenty-six months	Corridor Management
	Responsible Party: James Campbell		
	<b>Justification:</b> CMC would hire a consultant not only to evaluate the inventory but also to develop recommendations for site treatment. The MOU would include standards and guidelines for placement of poles and utility lines and trimming of trees. The CMC anticipates that the consultant would also provide pruning guidelines.		
004	Developing standards for 16 miles of motor road	01 Oct 2000 Two years	Corridor Management
	Responsible Party: James Vekasi - Acadia National Park		
	<b>Justification:</b> Setting standards would require researching "character-defining" features such as vertical and horizontal alignment, vegetative shoulders and ditching, embankments, coping stone guardrails, culverts, and gates, signs, and fencing. The report would also examine threats to the historic and cultural integrity; these include, for example, informal pull-offs, deteriorated features, and alterations to the road.		
005	Vista plan for motor road	01 Oct 2002 Three years	Corridor Management
	Responsible Party: James Vekasi - Acadia National Park		

## Work Plan (Continued)

005	<p><b>Justification:</b> The CMC would hire consultants to evaluate existing and historic vistas along the motor road and develop standards so that the Park could manage vistas in the future so that the views could be preserved.</p>		
006	Signage Study	01 Oct 2000 Two years	Corridor Management
Responsible Party: James Campbell			
<p><b>Justification:</b> The project would require first inventorying the signs--there are over 850 in the park alone--then setting goals and objectives, analyzing the information to determine whether the information conveyed by the sign is accurate and complete, and finally developing recommendations for addressing the goals and objectives. Because of the number of jurisdictions involved--park, state, town, and private land owners--the project would be complex and would require the consultant's honoring the varying opinions and perhaps goals of the different entities.</p>			
007	Self-guided walking tours	01 Mar 2001 Two years	Corridor Management
Responsible Party: James Campbell			
<p><b>Justification:</b> Funding would pay for writing and developing a pamphlet for the self-guided tour as well as markers for buildings whose owners are amenable to having such a sign. One prototype is a simple white plaque with black lettering used in Providence to designate historical buildings.</p>			
008	Developing a Byway sign with highlighted areas at Acadia National Park Visitor's Center	04 Jan 2001 One year	Corridor Management
Responsible Party: James Campbell			
<p><b>Justification:</b> The CMC would develop and install a sign highlighting the scenic, historic, cultural, and ecological features located along the Byway so that visitors can more easily access these.</p>			
009	Study of pullouts	01 Oct 2002 One year	Corridor Management
Responsible Party: James Campbell			
<p><b>Justification:</b> The CMC would hire a landscape architect or planner to evaluate existing pullouts along Route 3. Consideration should be given to the pullout view and/or historical significance, safety, need to grade or pave, maintenance, and sensitivity to the rights of private property owners.</p>			

## Budget

Line Item	Description	Total Cost	Request Amt.
001	Hire intern at \$8 per hour for 400 hours	\$3,600	\$2,880
002	Alternate Bikeway	\$1,400	\$1,120
003	Scenic vistas and utilities - Route 3	\$6,500	\$5,200
004	Developing standards for 16 miles of motor roads	\$5,000	\$4,000
005	Signage study	\$7,500	\$6,000
006	Self guided walking tour	\$2,000	\$1,600
007	Developing sign at visitor's center	\$2,000	\$1,600
008	Travel expenses to conferences for one person	\$2,000	\$1,600
<b>Totals</b>		<b>\$30,000</b>	<b>\$24,000</b>

Match amount (total cost - requested amount) should be \$6,000 or 20.0% of total.  
 Match accounted for in Match Breakdown is \$6,000 or 20.0% of total.  
 These two amounts must be equal for the Budget and Match sections to be complete.

For your information, 80% of Total Cost is \$24,000, and 20% of Total Cost is \$6,000.  
 Your match amount cannot be less than 20% of Total Cost.

## Match Breakdown

Source	Description	Type	Value
Maine Dept. of Transportation - Office of Environmental Services		Cash	\$6,000
<b>Total</b>			<b>\$6,000</b>

Total from items above: \$6,000 or 20.0% of total.  
 Match amount from Budget: \$6,000 or 20.0% of total.  
 These two amounts must be equal for the Budget and Match sections to be complete.

For your information, 80% of Total Cost is \$24,000, and 20% of Total Cost is \$6,000.  
 Your match amount cannot be less than 20% of Total Cost.

## Project Coordinator

Coordinator Name James B. Campbell		
Agency/Group Corridor Management Committee	Title Chairman	
E-mail Address planner@ci.bar-harbor.me.us		
Phone 207-288-3329	Fax 207-288-3032	
Street Address 93 Cottage Street		
City Bar Harbor	State ME	ZIP 04609

## State Program

State ME	Byway Program Start Date 02 Jul 1969	
Scenic Byway Agency Maine Dept. of Transportation-Office of Environmental Services		
State Scenic Byways Coordinator Deane C Van Dusen		
E-mail Address deane.vandusen@state.me.us		
Phone 207-287-5735	Fax 207-287-8757	
Street Address 16 State House Station, Child Street		
City Augusta	State ME	ZIP 04333

# Signatures

## State Scenic Byways Agency

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Daniel Morabito  
Maine Scenic Byway Coordinator

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Date

## Matching Funds Certification

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Deane C. Van Dusen  
Emeritus Byways Coordinator

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Date

## Congressional Members

### Associated States

State	Senators
ME	Collins, Susan Snowe, Olympia

### State Representatives

State	District	Representative
ME	2	Baldacci, John Elias

## Attachments

*No attachments specified*

# Project Recommendations

SB-2001-ME-3: Acadia Byway CMP Implementation

## Comments from jlinker:

Recommend Funding? Yes

Funding will permit the Corridor Mgt. Comm. to proceed with implementation of the management plan on this recently designated All American Road associated with Mount Desert Island life, culture and setting adjacent to Acadia National Park.