

ACADIA BYWAY Trenton Extension

CORRIDOR MANAGEMENT PLAN



**Prepared for the Acadia All American Road Corridor Management Committee and
Maine Department of Transportation**

By the Corridor Management Planning Committee

Technical assistance from the Hancock County Planning Commission



(Revised: 12/15/08 / Printed: 12/16/2008)

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EXECUTIVE SUMMARY

This document is a plan to extend scenic byway designation of the Acadia All American Road from the current terminus on Thompson Island in Trenton to the town boundary between Trenton and Ellsworth.

Designation of Route 3 in Trenton as part of the Acadia All American Road offers visitors, residents of Trenton and the byway corridor management committee with increased opportunities to preserve the scenic, recreational and historic assets of the entire byway and enhance the quality of life for all.

Trenton has a long history of agricultural and fishing, but has stepped forward more recently as a transportation hub for Acadia and a place where visitors can find a variety of recreational opportunities.

As a gateway to the eighth most heavily visited national park in the United States, Route 3 in Trenton faces a number of challenges. Traffic volumes are high and the corridors require a variety of measures to sustain safe driving conditions and the carrying capacity of the corridor. Coastal land values are creating pressures on traditional uses, such as agriculture, single family and seasonal residences. Poorly situated new development can obstruct historic views and create additional challenges for transportation and municipal services. At the same time, new development is essential to maintaining an adequate tax base to support local education and public services.

The Town of Trenton has been a regional leader supporting the scenic byway program, first petitioning the Maine Department of Transportation for eligibility in the 1990's and achieving designation for the southern end of the town in 2000. During the 1990's to present Trenton has written numerous land use ordinances to protect the landscape along Route 3. Trenton updated their comprehensive plan, adopted in November of 2006. The updated plan calls for extension of the scenic byway along Route 3.

To ensure that future development is managed and the region's unique qualities preserved, this plan documents the natural, historical, cultural, scenic, and recreational resources along this section of Route 3 and the immediate vicinity. The plan calls for cooperation among state agencies, including the State Planning Office, the Department of Environmental Protection, and the Department of Transportation, as well as seeking memorandums of understanding from utility and cable TV companies to assure that future development decisions contribute to the quality of life along the byway.

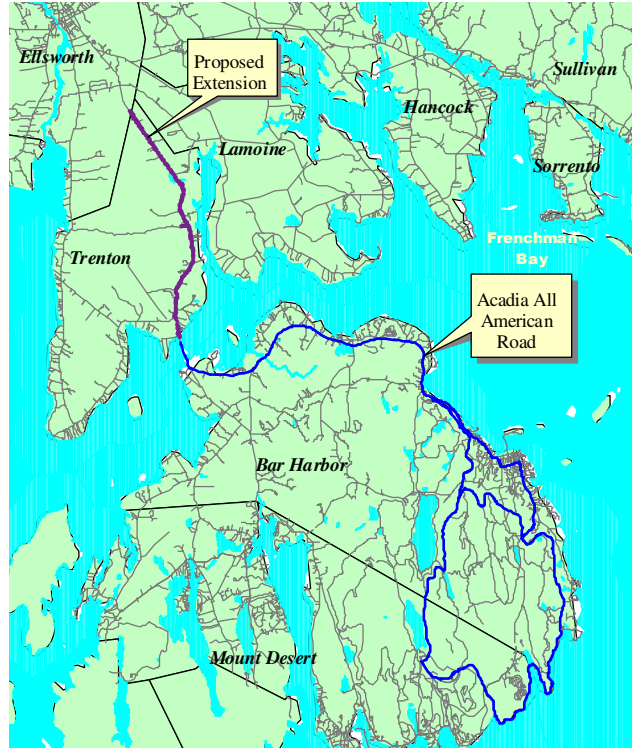


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Gateway to Acadia

In many respects Trenton serves as an introduction to Acadia National Park and Mount Desert Island. Immediately upon entering Trenton the distant views begin. Trenton is the final stepping stone to the island.

Trenton was settled in the 1760s and incorporated in 1786. Originally known as Thorndike Plantation or Thornbury, the town was named in recognition of George Washington's success in the revolutionary battle of Trenton. Ship building was the economic base of Trenton in the early years, and has seen a resurgence over the last decade, with new and expanding manufacturing facilities for recreational jet boats and other innovative designs.

Residents of Trenton are tied in many ways to Mount Desert Island, with significant inter-municipal agreements among the MDI League of Towns, of which Trenton is a member, a significant proportion of Trenton teens attending MDI High School, with Trenton's growing role as an intermodal center for the region and the historic ties that we will highlight throughout our tour.

What follows is a short drive south along Route 3 from the Trenton town line to the Thompson Island Bridge and Mount Desert Island.

To me Acadia National Park begins on Route 3 as the silhouette of Mount Desert Island emerges from the forest just over the Trenton line from Ellsworth.

Driving into the expanding panorama gives me a sense of arrival I have always looked forward to. As the vista emerges, my eye is drawn from rounded peaks down into the steep valleys carved by glaciers. Slowly the view expands across the eastern and western peaks revealing the entire Island rising to meet the sea. The first glimpse of water hints at the ocean beyond. It is an unparalleled vista into a living memory unchanged since childhood.

Mr. Peter Lord, MDI Resident

A Quick Tour

Route 3 crosses into Trenton from Ellsworth at Latitude 44.5102, Longitude -68.3915 (Mile 0). The town line is marked by a welcome sign set in the wooded border, and shortly thereafter the first of Trenton's commercial areas. Route 3 proceeds in a straight south east direction for two miles, with distant views of the mountains on Acadia National Park directly ahead.

Several businesses are clustered along the corridor on the border with Ellsworth, including automobile and recreational boat sales and service and fishing gear. Route 3 through the length of Trenton has wide paved shoulders, providing ample space for cyclists, though the volume of traffic and amount of turning movements make this more suitable for experienced peddlers.



Trenton fulfills several important functions of a national park gateway community. Visitors will also note the first of a series of gift shops that feature everything from lobster buoys to clothing. Also close to the Ellsworth border is the first of a series of accommodations – the Timberland Acres RV Park. The presence of RV parks, campgrounds and hotels along the Trenton Corridor suggests an opportunity to eventually extend Island Explorer transit services to Ellsworth.



This first cluster of businesses is followed by a mixed use area of single family houses, small businesses and undeveloped properties. Some of these undeveloped parcels are for sale.



In addition to lodging and retail businesses oriented to visitors, there are several education-entertainment businesses in Trenton. One of the better known facilities is the Great Maine Lumberjack Show. The proprietor, “Timber Tina”, has appeared on national television demonstrating traditional backwoods lumbering skills such as tree felling, log rolling and hand cutting lumber.

Several non-profit organizations are clustered on the next section of Route 3 as we head south. These include an American Legion Hall which offers public space for events, a war memorial display, and Life Christian Academy, a private school that serves students from throughout Hancock County, and a new animal shelter operated by the Hancock County SPCA.



Local businesses are interspersed with open space as we continue south. The businesses represent a mix of local services and tourism related entertainment, sales and services. These include a golf driving and putting range, a go-cart track, waterslides and local retail stores. These family entertainment opportunities provide opportunities for adults and kids to engage in outdoor activities in addition to hiking in Acadia National Park. Following south, visitors will encounter the Acadia Gateway Motel, with the classic series of small cottages that characterize Maine visitor lodging. Local restaurants, serving steamed lobsters and locally baked goods are nearby.



Route 204 enters from the east onto Route 3 at mile 1.8. Route 204 leads into the Town of Lamoine and connects with Route 184 to Lamoine State Park, 6.5 miles from this intersection. Lamoine State Park offers campsites, public access to the Jordan River and Jordan Bay area. From this point heading south on Route 3 visitors will note views across Jordan River to Lamoine. Views of Acadia National Park also take on greater prominence. As the road passes between two small ponds, a quick view of picnic tables by the water is revealed.



Recent changes in roadside signage have improved the scenic quality of this portion of Route 3. The Country Store, an indoor antique mall with dozens of stalls offering local antiques, has reduced the overall height and size of their road side sign.



The large sign on the right has been replaced with a smaller and less obtrusive sign.

Until recently visitors to Trenton have had the opportunity to visit the Acadia Zoo on this section of Route 3. This small zoo has recently changed missions and is now a wildlife center. The center is available for group tours by appointment, but at this time is not available for walk-in tours. This change has resulted in the removal of a large sign (shown to the right) that was listed as a concern by the Maine Byway Board. The view across this property has improved significantly.



The white area indicates where a large sign has been removed.

Continuing south from the wildlife preserve, the landscape opens up with meadows, historic farms and residences interspersed with small local businesses. Occasional glimpses of the Jordan River appear on the left across meadows and hayfields. Close observers will notice active farmland along this section of Route 3. Once the breadbasket for Mount Desert Island, farming in Trenton is very small scale, and difficult to imagine along this busy gateway to Acadia National Park. A local farm market operates here, selling fresh fruits, vegetables and flowers, and sporting a field of pumpkins in the autumn.



Another Trenton tradition is the manufacturing and sale of cupolas. These roof-top adornments can be seen and purchased from several cupola shops on Route 3, the first of which is located in this area.

Into this mix of shops, homes and farmland is a large parcel located on the western side of Route 3 that will be the future home of the Acadia Gateway Center, a multimodal transportation and information facility that will serve as a major visitor center. This facility falls close to the center of the proposed Trenton byway extension and will act as an anchor for visitation to the region. During four proposed phases of construction the facility will add a bus operations and maintenance facility for the Island Explorer system, an intermodal station for day users to park their cars and ride the Island Explorer buses, a park information center for sale of park passes, maps and other visitor information as well as a regional chamber of commerce information desk, and finally public space for exhibitions of



local products, culture and park interpretation. Detailed information is available at www.acadiagatewaycenter.com.

Following the Acadia Gateway Center is a rural mixed-use area with agricultural and open space, single family residences, and small businesses. The businesses feature cupola and weathervanes, sheepskin accessories, sewing supplies, antiques, disc golf course and others. Many of these businesses feature local products and have creative regional exteriors and ornamentation. The farmland is primarily devoted to pasture. Distance views throughout this section are dominated by the growing backdrop of Acadia National park.



This section transitions into a large area of open space created by the Hancock County Bar Harbor Airport (BHB) on the eastern side of Route 3. The airport serves a mix of private aircraft owners and scheduled service with Colgan Airlines. The current runway configuration permits regular flights to Boston with national and international connections. Visitors arriving by air are greeted by a magnificent view of Acadia National Park and adjacent Mount Desert Narrows. Car-free visitors can climb aboard the free, propane powered Island Explorer buses at the airport and ride to many of the hotels and campgrounds located in Trenton, Bar Harbor, Mount Desert, Southwest Harbor and Tremont. Another unique aspect of the airport is its gigantic boat ramp designed to serve sea planes, recreational and commercial boats. The boat ramp offers visitors with kayaks, sailboats and motor boats with opportunities to take excursions around the islands and to nearby coastal communities. The airport also hosts excursion flight operators that provide visitors with scenic air tours of the region.



Across Route 3 from the airport are more open spaces, residences, small businesses, Trenton's primary school, the local grocery store, small hotels, inns, campgrounds and restaurants. Shortly following the airport entrance is an intersection with Route 230, a state minor collector that runs parallel to Route 3 between Trenton and Ellsworth, bordered primarily by open space and residences.



The Trenton Town Office and fire station are located a short distance west on Route 230. The Bar Harbor Chamber of Commerce operates an information center just south of this intersection on Route 3.

The Trenton Grange was built in 1935 and continues to host contra-dances, performances and other cultural events attended by residents and visitors.



Lobster in the rough (steamed or boiled, served with steamed clams and corn on the cob) is a particular attraction in this southern end of Trenton. Travelers step off of the mainland on the Trenton Bridge, which traverses Mount Desert Narrows to Thompson Island.



The final stopping point on our tour through Trenton is Thompson Island. Thompson island is part of Acadia National Park and currently offers visitors a scenic picnic area with tables, grills, and restrooms. Acadia National Park works with the MDI Regional Chambers of Commerce to operate a small visitor center on Thompson Island where you will find information about the park and area businesses, and where you can purchase a park pass. From the Thompson Island Bridge traverses the remainder of the Mount Desert Narrows to Mount Desert Island. The landfall on Mount Desert Island is still part of Trenton, but quickly crosses the Bar Harbor town line.



Intrinsic Values – Trenton’s Contributions

A portion of Route 3 beginning in the southern part of Trenton and extending through part of Bar Harbor and the entire Acadia Park Loop Road were designated as Maine’s only All American Road in 2000 based on an evaluation of numerous qualities that are intrinsic to this unique place. This report illustrates ways in which these intrinsic qualities and the visitor’s experience of the region are enhanced and protected by extending scenic byway designation through Trenton.

The National Scenic Byways Program recognizes and promotes six intrinsic values. The values may function independently, but more often form a composite experience that is greater than the sum of the parts.

- Natural - the undeveloped environment, such as ocean, estuary, and forest.
- Archeological - remains of past civilizations, particularly native Americans and early settlers.
- Historical - places that remind us of the past such as buildings and time-honored activities.
- Cultural - experiences of traditions, beliefs, folklore, and art.
- Scenic - natural and human-made visual wonders related to natural and historic values.
- Recreational - things we do that bring us renewal from bird watching to kayaking.

At that time, designation of a National Scenic Byway required that the corridor offer a unique experience in at least one area and All American Roads were expected to offer at least two. The 1999 Corridor Management Plan for the Acadia Byway identifies assets in all six areas, with archeology, history and culture combined as one cluster. Consequently, separate sections of the Corridor Plan were devoted to 1) Scenic, 2) Natural, 3) Archeological, Cultural and Historic and 4) Recreational assets.

Scenic Resources

Scenic assets include what you see from a vehicle as you tour the region, and also what you can see when you step out and have time to “come closer.” Trenton offers visitors numerous and varied scenic vistas, including long-range views of Acadia National Park, farmland, marsh and estuary environments. The following map indicates locations for these views.



Table 1. Scenic Resources			
View	Location	Description	Significance
Long-distance views of Acadia National Park	See map and sample photographs.	Multiple scenic long-range views of Mount Desert Island and Acadia National Park as illustrated in photographs.	Regional
Long Distance View of Lamoine	See map and sample photographs.	Multiple scenic long-range views as illustrated in photographs	Local
Jordan River	See map and sample photographs.	Not often visible from automobiles, but viewable from several vantage points including Bar Harbor Golf Course, Route 204 and Bar Harbor Airport on Route 3.	Local
Saltwater Farms	See map and sample photographs	Open space along the byway includes small pastures and meadows, some that are still used for steer and horses. Historically these farms were used for keeping MDI livestock through the winter.	Local
Thompson Island and Mount Desert Narrows	Trenton-Harbor Boundary. Mile 6.5	Thompson and Mount Desert Islands are connected by bridges along Route 3. This site currently includes Acadia National Park and Chamber of Commerce information center and rest area with picnic facilities.	Regional

Natural Resources

Trenton offers aspects of a historic natural resource base. One time serving as a source for locally grown food, Trenton retains several small farms and examples of agricultural architecture along Route 3. Some of that farmland has been converted to golfing facilities including an 18 hole golf course and a public driving range.



Bounded on three sides by salt water, visitors to Trenton are never far from coastal resources. Downeast Maine’s dramatic tidal fluctuations expose large expanses of marine mud that support many, varied species of plants and animals. Residents can still be seen digging clams and fishing worms in the soft mud. The public boat and seaplane ramp located at the Bar Harbor Hancock County Airport provides access to the MDI Narrows.



Trenton’s undeveloped interior is home for a wide range of wildlife, including moose, deer, black bears and a host of smaller mammals. Deer hunting season, generally the full month of November, requires visitors to take extra precautions, wearing reflective colors. The new Acadia Gateway Center will feature local trails and interpretive information for visitors.

Trenton’s economy is closely linked to the natural resources base. Two major employers build high-end recreational boats. Other residents are engaged in fishing, clamming and lobstering for a living.

Table 2. Natural Resources	Location	Description	Significance
a. Shoreline			
Mount Desert Island Narrows	BH/HC Airport	Salt water channel between Trenton and Mount Desert Island.	Regional
Thompson Island, Mt. Desert Narrows	Southern most part of Route 3 in Trenton	Located in Mount Desert Island Narrows, Thompson Island is .03 square miles or approximately 20 acres.	Regional
b. Saltwater			
Jordan River, Trenton	East side of Trenton	Tidal river flowing south between Trenton and Lamoine. Provides recreational and fishing boat access. Has large expanses of mud flats at low tide.	Local
Union River	West side of Trenton	River passes between Trenton and Surry. It is not visible from the byway. Ellsworth provides a public marina with a boat ramp.	Regional
b. Freshwater			
Crippens Brook	North-east Trenton	This seasonal brook is a natural feature that passes through the Acadia Gateway Center.	Local

Table 2. Natural Resources	Location	Description	Significance
Freshwater Ponds	Intersection with Route 204 and ½ mile south on left	Small ponds picturesque ponds with scenic background views	Local
c. Wetlands			
Crippens Creek (AGC)	Center of Trenton on Route 3	Seasonal stream	
Big Heath (AGC)			
f. Wildlife			
<ul style="list-style-type: none"> - 5 reptile species - marine mammals - many fresh/marine fish species - 59 animal species listed for status by the state - Acadia Gateway Center – access to birding, wildlife, fall colors - Trenton: Opportunity see moose in the interior. 	Data for greater Mount Desert Island region	<p>This region offers diverse ecological niches and supports a wide range of wildlife.</p> <p>Black bear, white tail deer, moose, small mammals</p> <p>Eagles, osprey, humming birds, song birds, ducks, geese, migratory birds, loons</p>	State
Source: Acadia National Park General Management Plan, 1992			

Archeological, Historic and Cultural Resources

Cultural resources include both historical and archaeological resources. Dominie and Jacobson define cultural resources as "sites, structures, districts, landscapes, and other tangibles valued by or representative of a group of people with a shared system of behaviors, values, ideologies, and social arrangements" (37). They further clarify by defining historical as things of the past while cultural resources are the present condition--what exists now.



No documented archeological resources were found along Route 3 in Trenton. However, most of the shore land along the Jordan River, Mount Desert Narrows and Union River has been designated as a sensitive area for pre-historic activities. These tidal zones are dotted with shell middens and other remnants of native American civilization. Specific sites are not identified to reduce trespass and illegal artifact theft.

Construction of the highway and bridge connection between Mount Desert Island and

Our Forefathers saw these mountains, forests, fields and shores in their raw, undeveloped, beautiful state. The residents of Trenton have carefully guarded these natural wonders and scenic vistas through the years. Having the National Scenic Byway status conferred on the main thoroughfare of Trenton will help us continue that guardianship and remind us all of the importance of this natural resource.

Dotty Young, President
Trenton Historical Society

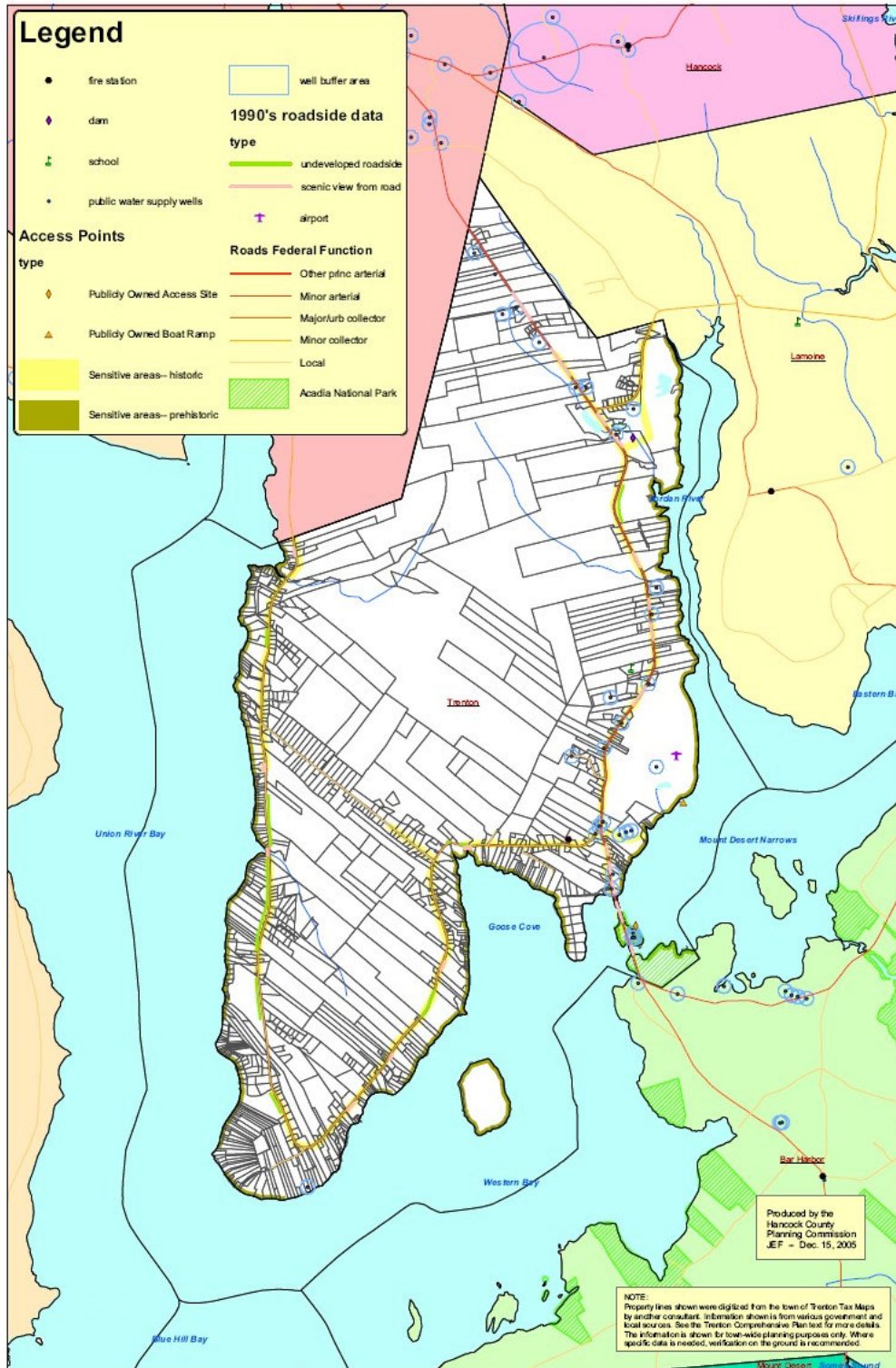


Town of Trenton COMPREHENSIVE PLAN

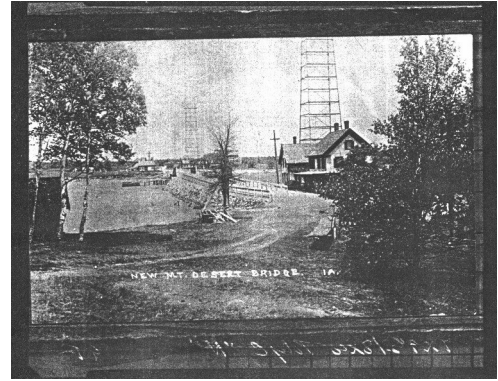
CULTURAL RESOURCES

MAP #4

1 inch equals 2,000 feet



Ellsworth through Trenton forever altered the landscape. Trenton’s evolution as an important wayside for travelers on their way to Mount Desert Island took another turn. The architecture built to provide dining, lodging and recreation retains some of the charm that makes this corridor unique.



Trenton’s historic role as a breadbasket for Mount Desert Island is a story worth telling. Some accounts suggest that indigenous Americans traveled through Trenton in seasonal migrations between Mount Desert Island and interior Hancock and Penobscot Counties.

Trenton’s natural resource base and proximity to Mount Desert Island provide an economic basis for numerous salt-water farms that provided fresh produce to Mount Desert Island, some of which continue to operate along the byway. The story of the Acadia Byway is incomplete without understanding the important role that this agriculture zone played in supplying the needs to residents and rusticators alike. This historic agricultural role led to the creation of the turn-of-the century Trenton Grange Hall, officially known as the Evergreen Hall. The original Grange Hall, built in the 1870s was replaced in 1935 after a devastating fire. The Trenton Grange continues to operate by hosting contra-dances and other cultural events attended by residents and visitors.

Trenton’s historic importance as a transportation corridor expanded with the expansion of the Bar Harbor Hancock County Airport located in Trenton right next to the byway. This regional airport serves as an important port for summer residents, international visitors and area businesses. Passengers disembark to panoramic views of Mount Desert Island, making this one of the most scenic airports on the east coast. The airport also protects some of Trenton’s most significant scenic view sheds. This airport originally served as a World War Two Navy training facility. Trenton’s role as a transportation center is soon to expand with the creation of the Acadia Gateway Center referenced below.

Table 3. Archeological, Historic and Cultural Resources	Location	Description	Significance
Route 3	Throughout Trenton	Constructed by the depression era Civilian Conservation Corps (CCC). At one time this was a toll road. It now carries a high volume of seasonal traffic.	Local
Archeological sites	Union River and Jordan River, MDI Narrows	Significant evidence of pre-European settlements, including shell middens.	Regional
American Legion Hall	Entrance north off of Route 3	Veterans Memorial with a Korean War tank (an “M60A3”, used from 1978 to 1990)	Local

Table 3. Archeological, Historic and Cultural Resources	Location	Description	Significance
Hancock County Bar Harbor Airport and Boat Ramp	Mile 5.3 BH/HC Airport on MDI Narrows	Sea plane and boat ramp with public access to MDI Narrows. The largest boat ramp in this region. First Runways were constructed by the CCC and WPA, then taken over by the Navy.	Regional
Trenton Grange	Mile 5.3 Route 3 east side, near intersection Route 230.	Part of Maine’s historic Grange movement. Provides a facility for contra-dances, musical performances and local meetings.	Regional
Lobster Pounds	Various	Historic restaurants along Route 3 boil lobsters in ocean water.	Regional
Trenton Bridge and Thompson Island Bridge	Mile 6.5	The current bridge was constructed in the 1960s. Historic role of bridges in creating a land link to Mount Desert Island.	Local

Recreational Resources

The Acadia Byway provides access to an array of recreational opportunities that are identified in the Acadia Byway Corridor Management Plan. Trenton adds to this with a variety of family oriented recreational opportunities, some of which are or will be park-like in character.

Public sector recreational opportunities for visitors to the region include cultural events at the Trenton Grange hall, picnic facilities on Thompson Island and the future Acadia Gateway Center.

There are many privately-run facilities in Trenton, ranging from scenic flights, gliders, a golf course, miniature golf, waterslides, a go cart track and so on.

- The Bar Harbor-Hancock County Regional Airport plays an important transportation role, but also provides a venue for the aerial tours and glide planes. The airport also sports an extra wide boat ramp, suitable for sea planes for launching craft into the Mount Desert Narrows.



- The Trenton Grange offers contra-dances, concerts and other cultural events.
- Visitors take part in educational and entertaining programs on logging offered at Timber Tina’s Great Maine Lumberjack Show (mainelumberjack.com), the Kisma Wildlife Preserve, water parks, driving ranges, the Bar Harbor Golf Course all located in Trenton.
- Thompson Island - the southern tip. Thompson Island offers a small park information facility and a larger public rest area with parking, picnic facilities and close proximity to the water. The Corridor Management Plan adopted in 2000 recognized the important role that the Thompson Island Facility has played in providing visitors with a first opportunity to learn about the region’s natural resources, and to begin the process of interpreting Mount Desert Island and Acadia National Park.



Quote for Acadia Byway extension:

The National Park Service enthusiastically endorses the extension of the Acadia Byway on Route 3 through the Town of Trenton. The extension of the Acadia Byway will recognize and help preserve the extraordinary views of the mountains of Mount Desert Island. These scenic views provide motorists with their first connection to Acadia National Park’s distinct landscape. The extension will also complete the link between the proposed Acadia Gateway Center in Trenton and the rest of the Acadia Byway, which will enhance and provide continuity to the travel experience.

Sheridan Steele, Superintendent
Acadia National Park



Acadia Gateway Center

The Acadia Gateway Center (www.acadiagatewaycenter.com) will be constructed in stages beginning in 2009. The facility will be the operations center for Downeast Transit’s Island Explorer bus system offering frequent service to Mount Desert Island as well as transit connections to Ellsworth, Bangor and beyond. The center will greet visitors with seasonal staff representing Acadia National Park and the MDI Regional Chambers of Commerce. Walking trails will allow visitors to explore some of the 300+ acres, with



opportunities to see birds and wildlife, including beavers, deer, moose, black bear, coyote and many species of birds.

The proposed Acadia Gateway Center (AGC) will far surpass Thompson Island in providing visitors with more interpretive information, way finding assistance and nature trails. Interpretive information at the AGC will enhance visitors' ability to turn their subsequent drive onto Mount Desert Island into an educational visit. The proposed AGC trails will offer visitors and residents with close up views of freshwater wetlands, native flora and highlight local features including beaver habitat, deer, moose, and waterfowl. The trail system may one day be linked to utility corridors, permitting off-road walking and bicycling through Trenton's wooded interior from the Acadia Gateway Center to the Thompson Island Bridge and Mount Desert Island.

Table 4. Recreational Resources	Location	Description	Significance
Route 3	Throughout Trenton	Constructed by the depression era Civilian Conservation Corps. At one time this was a toll road. It now carries a high volume of seasonal traffic.	Local
Acadia Gateway Center	Mile 3.15	Transit center, park and regional information, nature trails (estimated completion 2012)	Regional
Hancock County Bar Harbor Airport and Boat Facility	Mile 5.3	Regional airport with sea plane ramp and transit services.	Regional
Private Recreational Facilities	Throughout	Mix of golf, disc golf, water parks, scenic air tours, go carts and family activities	Local and Regional
Thompson Island Picnic Area	Mile 6.35	Picnic tables, grills, restroom in a very scenic location.	Local and Regional

CURRENT CONDITIONS

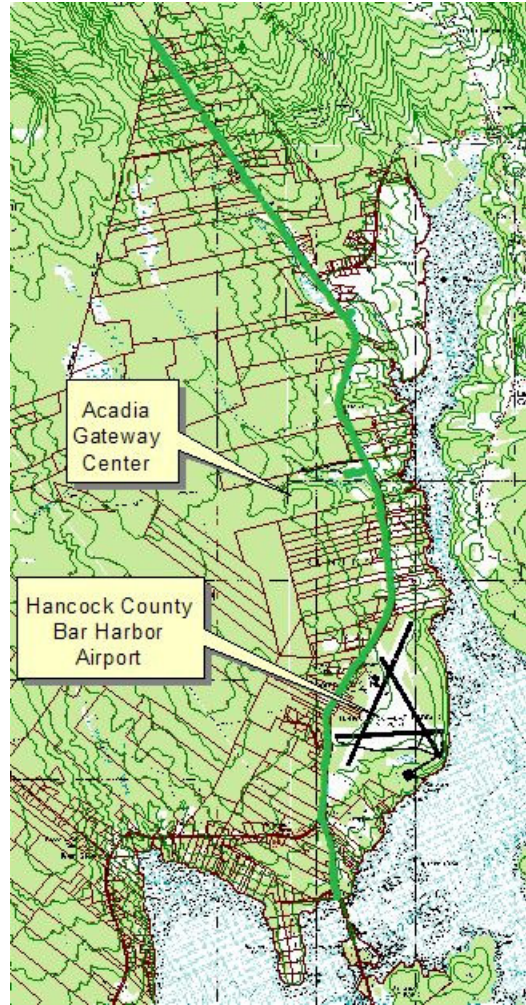
This section provides a very quick overview the proposed extension as seen through transportation maps.

Topographic Overview of Trenton

The Acadia Byway has distinct sections. Route 3 is a two lane arterial highway from the Trenton – Ellsworth town line through Bar Harbor. This highway serves as the primary transportation connection between Mount Desert Island and Ellsworth. As an arterial highway, highway improvements are the responsibility of the Maine Department of Transportation.

The byway enters the Park Loop Road in Bar Harbor and follows the entire loop. The Park Loop Road is primarily a scenic corridor serving tourists and residents seeking recreational activities. The park loop road closes during the height of winter once snow covers the roadway. The National Park Service is responsible for maintenance of the Park Loop Road.

The Route 3 corridor in Trenton is characterized by alternating areas of commercial development, residences and open space.

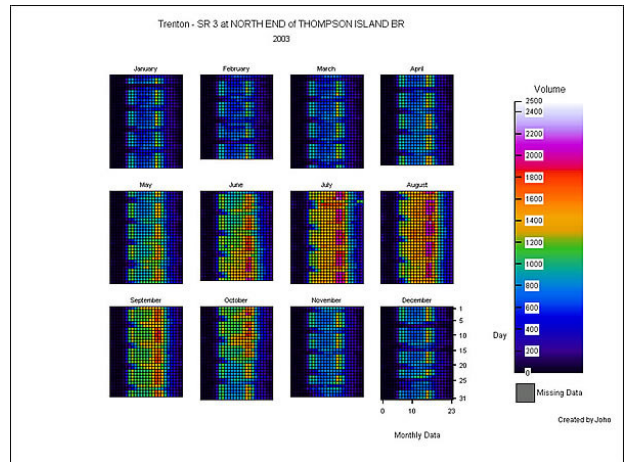


Traffic Volume

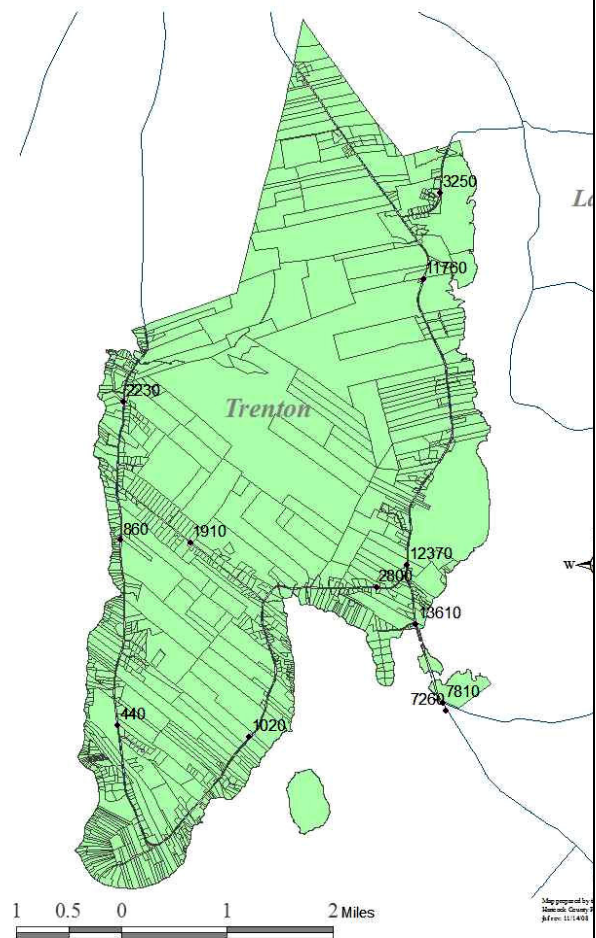
The accompanying graphic depicts hourly traffic volumes for the entire year of 2003 crossing the Thomson Island Bridge. Each cell in the grid represents on month, with each row being a particular day and each column an hour of the day. As such, each small cell represents the number of cars that pass over the bridge during a particular hour.

The Trenton corridor carries a high volume of traffic, particularly during the coincident peaks of summer tourists and the afternoon commute from employment on the island to residences off the island. Traffic peaks during July and August in the mid-afternoon. Volumes are lowest in the winter and during overnight hours, as illustrated in the top row months of January – April.

Average annual traffic volumes are fairly consistent though Trenton, with more than 11,000 cars per day. Summer seasonal levels are much higher. A combination of Route 230 and the Goose Cove Road has emerged as a popular alternative to Route 3, with average volumes reach 2,000 cars per day and increasing.



2006 Average Annual Daily Traffic



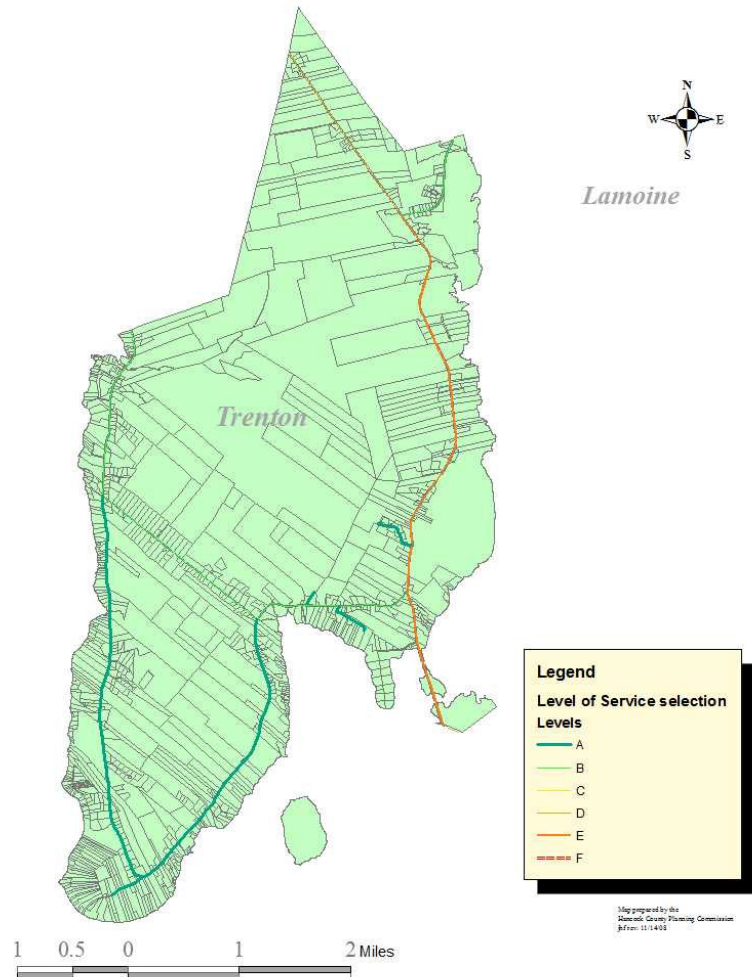
Level of Service

Route 3 is clearly pushing the limits of a two-lane highway through Ellsworth, Trenton and Bar Harbor. The level of service through the northern portion of Trenton is assessed as a D, but declines to an E south of the intersection carrying traffic from Lamoine on Route 204. An E indicates significant delays are a routine problem.

Level of service on Route 230 is much higher, but fails to account for the challenge of getting onto and off of Route 230 from Route 3, particularly left turning movements.

Route 3 has wide paved shoulders through the length of Trenton while Route 230 and Route 204 have gravel shoulders.

2006 Level of Service

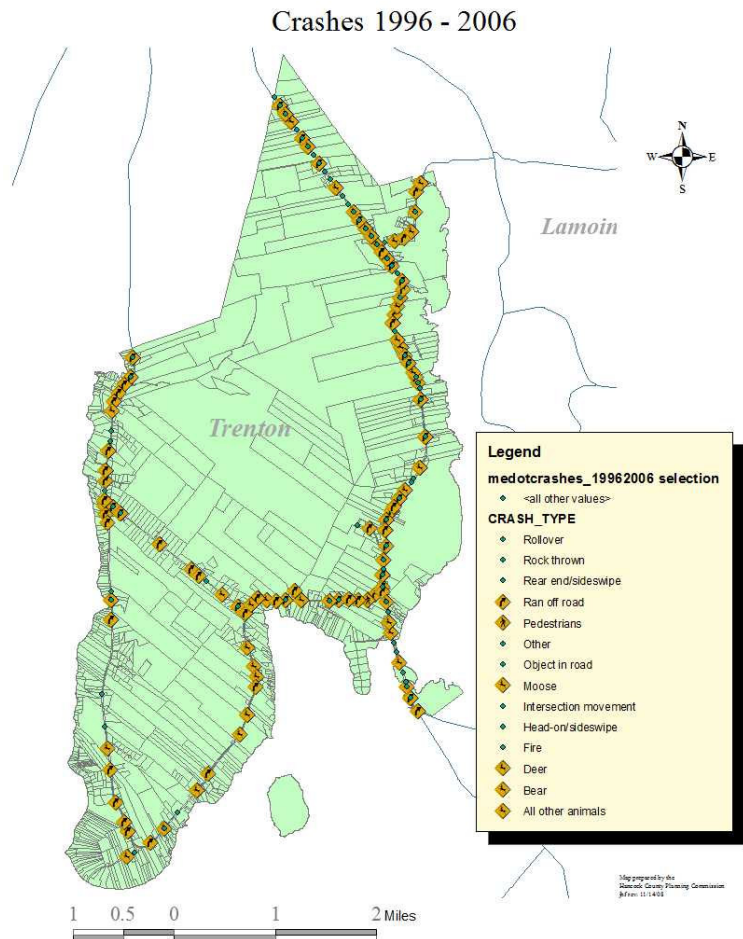


Safety and Vehicular Crashes

Route 3 has a mixture of safety concerns. In Ellsworth traffic congestion and a high density of access points has contributed to numerous fender-bender crashes. Speeds increase somewhat in Trenton, but access is somewhat better regulated. The more rural environment contributes to a higher level of vehicle-animal crashes.

Only one vehicle pedestrian crash is reported between 1996 and 2006 and no vehicle-bicycle crashes are reported. Shoulder paving along Route 3 provides ample space for walking and biking, though the volume of traffic and use of the shoulder as a pull-around lane when left-turning cars block the through-lane, make this a less than ideal experience.

Two fatalities have occurred in automobile crashes, one at the location that will become the entrance to the Acadia Gateway Center and the other at the intersection of Route 3 and Route 230, a notoriously difficult intersection. Both involved vehicle-vehicle crashes. Twenty-three serious injuries have resulted from crashes, with all but two occurring on or near Route 3. A much larger number of crashes resulted in less threatening injuries. Injury inducing crashes on Route 3 were associated with intersection movement, running off the road, hitting deer and a variety of other circumstances. Despite these many problems, this section of Route 3 is not designated by the MaineDOT as a high crash area. The high volume of traffic results in a low proportion of crashes.



VISION, GOALS AND OBJECTIVES



Vision

The Acadia Byway is the principle artery connecting Trenton, Bar Harbor, and Acadia National Park, one of the nation's best-recognized National Parks with a long history. The National Park and Byway communities are seamless with residents and visitors enjoying the mix of natural landscape and historic villages.

Acadia National Park continues to be an important economic base for the region. ANP and town governments have learned to balance growth of tourism with preservation of the quality of the environment, health, and safety for residents and visitors. The Scenic Byway program is an opportunity for the towns to work together and with the National Park Service, the Department of Transportation, and community organizations to preserve the historic, cultural, and natural assets of the region. The Department of Transportation will work closely with town governments in planning future enhancements to the Byway.

As a result of the Byway, the volume of traffic should be reduced through promoting transit alternatives like the Island Explorer and providing safe trails for pedestrians and cyclists. Driving speed and automobile accidents should be reduced through a combined strategy of better law enforcement and improvements in road design and landscaping that should create a more-relaxed atmosphere. The quality of life for residents should be improved through a balanced strategy seeking to protect historic and scenic resources, protecting the property rights of landowners, and modifying the transportation infrastructure.

To make the Byway an educational center, local community organizations are actively researching the history and natural resources of the Byway. Visitors and residents will learn about historic buildings and vistas through informational brochures and interpretive signs.

Goals, Objectives and Strategies

Goal 1. Protect and Enhance Scenic, Historical, and Natural Resources.

Scenic vistas and historic landmarks are essential to the Acadia Byway identity. The objectives listed here are part of a balanced strategy seeking to protect historic and scenic resources, property rights of landowners, and quality of life for residents.

- A) Improve quality of existing views
 - 1) Investigate options for tree-growth management to keep views open in collaboration with property owners and within existing zoning requirements.
 - 2) Bar Harbor, Trenton, and Acadia National Park will work together to identify valuable viewsheds and develop policies for their protection.
 - 3) Reduce the impact of all forms of signage
 - 4) Encourage building improvements

- B) Protect and improve road shoulders and bluffs
 - 1) Employ context sensitive design to protect historic and environmental character of corridors while promoting safety.
 - 2) Upgrade existing parking areas and pullouts to reduce erosion.
 - 3) Manage saplings, dead limbs and brush that obstruct scenic views.

- C) Incentives for preservation
 - 1) Pursue voluntary agreements with property owners for aesthetic construction
 - 2) Investigate land acquisition and easements as a means to preserve views

- D) Infrastructure changes
 - 1) Encourage the relocation of wires, poles, and signs from the scenic side to the less scenic sides or underground (e.g. Thompson Island Bridge). Combine all utilities on one pole as possible.
 - 2) Return to stone walls, wood guardrails, and other historic details. Where metal guardrails are required, use non-galvanized treatments.
 - 3) Prepare landscaping plans to preserve viewsheds

- E) Maintain distinction between villages, promote green buffers
 - 1) Maintain existing land-use regulations that favor cluster developments over sprawl and support the scenic Byway
 - 2) Investigate new incentives for central location for commercial development such as cluster zoning and density bonuses
 - 3) Continually monitor impacts of setback and design standards

- F) Protect the night sky from light pollution
 - 1) Work with Acadia National Park and the Island Astronomy Institute to identify sources of light pollution.
 - 2) Develop programs to educate and assist in the conversion of outdoor lighting to meet fully shielded lighting standards.
 - 3) Enact local ordinances that discourage light pollution.

Due to its expansive nature, light pollution is a regional issue.

Acadia National Park & the Island Astronomy Institute have identified Trenton as one of the five towns critical to the "The Night Sky Initiative." The initiative's purpose is to "Measure, Promote and Protect" one of the last star filled skies on the east coast. Recent surveys the darkest parts of Acadia national Park conducted for the Acadia All American road reveal significant intrusions of light pollution from as far away as Ellsworth and Bangor. Concentrated sources of business and roadway are known to generate much of this light. A survey conducted on this proposed byway extension (at the Acadia Gateway Center site) document that the night sky is beginning to transition from rural to urban conditions.

- G) Improve quality of life
 - 1) Seek solutions to access problems in existing built-up areas
 - 2) Identify and alter infrastructure that contributes to excessive transportation noise and explore the use of sound buffers such as vegetation and low-profile rock walls to reduce road noise in adjacent properties.

Performance Measures

- Improvements in scenic vistas such as removal of utility infrastructure.
- Prioritization of viewsheds for future protection and related policy proposals
- Reductions in erosion and other degradation to bluffs and other sensitive areas on Byway
- Adherence to architectural design during future road renovation
- Landscaping plans for viewshed preservation
- Reduction in light pollution and improved visibility of stars
- Reduction in road noise

Goal 2. Insure Health and Safety for Movement Along the Byway

Health and safety are very important aspects of living and visiting Acadia and were repeatedly stressed in public meetings. In order for the Byway program to be considered successful it must increase health and safety for residents and visitors by reducing the risk to all persons using the byway. In addition, protecting health involves reducing pollution to air and water, reducing stress for residents and visitors, and other reducing other health risk factors.

In Trenton, safety concerns were particularly noted at the intersection with Route 204, Route 230 and Route 102. The Maine Department of Transportation plans to undertake major redesign and reconstruction of the intersection of Route 3 and Route 102 in 2009. Plans for improvements to the other two intersections have been postponed.

Throughout Trenton there is the added concern of safe access to Route 3 during times of heavy

traffic volumes. In the absence of paved scenic turnouts, visitors often park along the road's shoulders creating significant problems with safety and increasing friction along the road way.

Input from public forums included concerns about traffic congestion throughout Route 3, increasing traffic on Route 230 as a back-route to MDI, discomfort for bicycles and pedestrians, hazards for tourists stopping to see and photograph scenic vistas without sufficient space, drivers exceeding posted speed limits, and road features that increase noise, pollution, and reduce safety. These objectives seek to mitigate existing problems and prevent further deterioration of health and safety.

- A) Change road infrastructure to increase safety and reduce congestion
 - 1) Implement basic improvements to the road infrastructure, including reconstruction of roadbed, turning lanes, pullout lanes, resurfacing and improvements to drainage systems. However, road widening is generally not encouraged unless necessary to protect health and safety.
 - 2) Implement traffic calming measures – including speed limit postings, vegetation management and attractive scenic vistas.
 - 3) Reduce nighttime glare through shielded lighting.

- B) Streamline signage to increase safety, but reduce roadside clutter and driver distraction
 - 1) Remove unnecessary signage. Consider use of painted symbols on shoulders as an alternative.
 - 2) Resolve dangerous parking practices close to the Thompson Island Bridge.
 - 3) Maintain signs advising drivers about bicycle and pedestrian use along the Byway.
 - 4) Create a new gateway sign at the Trenton/Ellsworth town line to build awareness of the Acadia Scenic Byway.

- C) Encourage law enforcement
 - 1) Enforce existing traffic laws
 - 2) Increase enforcement of parking laws along the Byway.

- D) Increase opportunities for alternative transportation
 - 1) Promote intermodal transportation facilities serving ridesharing, buses, air, water, bicycles and pedestrians.
 - 2) Support Island Explorer bus service connecting Ellsworth
 - 3) Improve infrastructure for the Island Explorer such as bus stops, pull off lanes, and waiting areas with transportation information systems.
 - 4) Promote bikeways and pedestrian paths with adequate travel lanes
 - (a) Consider design standards for bike lanes
 - (b) Identify alternative trail alignments connecting Down East Sunrise Trail, Acadia Gateway Center, Trenton School, Trenton Business and Thompson Island Bridge incorporating Route 3 and transmission corridors.
 - (c) Study alternatives to paved shoulders, such as separate trails (with landowner permission - following Maine Coast Heritage Trust example)
 - (d) Assure that all drainage grates are bicycle-safe.

Performance Measures

- Road redesign, reconstruction and resurfacing (primarily through six-year planning process) limited in width and impact on scenic and historic values.
- Shoulder paving and other trail construction for bicyclists and pedestrians
- Improve scenic turnouts
- Park-and-ride and intermodal facilities
- Reductions in crashes relative to daily volume of traffic

Goal 3: Promote Community Support and Participation in the Acadia Byway

Trenton and the towns of Mount Desert Island have a tradition of inter-municipal cooperation. The MDI League of Towns brings together regional elected leaders and town managers and Acadia National Park representatives monthly to identify regional priorities, adopt consistent policies and coordinate services. The remarkable achievements in and around Acadia National Park are testimony to the commitment and resources that are available for planning on Mount Desert Island and Trenton.

Many efforts within the park and surrounding communities have succeeded through strong local commitment and support from local families, businesses and non-profit organizations. The Island Explorer bus system is now one of the largest in the state. Friends of Acadia has organized a base of local support for the park and sponsors numerous community works and educational projects. In this spirit, the Acadia Byway Corridor Committee has endeavored to maintain an open and participatory planning and implementation program.

- A) Use the print and broadcast media to keep the public informed of byway initiatives
 - 1) Corridor Management Committee should issue press releases about byway activities
 - 2) Encourage local newspapers to attend public events
 - 3) Maintain www.acadiabyway.org as an information resources for planning, public events, with links to town Internet sites
- B) Sponsor public meetings and events for the byway
 - 1) Arrange meetings with Corridor Management Committee, MaineDOT, Hancock County Planning Commission, and local community organizations
 - 2) Invite guest speakers to open forums and meetings
 - 3) Hold public design review meetings prior to implementation of byway improvements
 - 4) Seek participation of community organizations in the Corridor Management Committee
 - 5) Support annual road-side cleanup each spring
- C) Make special efforts to involve property owners in the planning process
 - 1) Target mailings and invitations to abutting property owners
 - 2) Encourage programs, such as road side beautification that will engage landowner participation

- D) Promote partnerships between community organizations, businesses, and local government to enhance the Byway
- 1) Encourage local organizations to participate in byway public events and meetings
 - 2) Collaborate with area historical societies, charitable organizations, local governments and schools to celebrate local identity and events.

Performance Measures

- Publications and media presentations about the byway
- Attendance at public meetings, public hearings, and other events
- Commitments of local support for completion of byway objectives

Goal 4: Promote Education on the Need for Resource Protection and Preservation

There are many opportunities for educating residents and visitors about the scenic, natural, historical, and cultural resources of this region. Of the five goals in this plan, education is the most amenable to new ideas and applications. The objectives listed in this plan are suggestive rather than comprehensive.

There are several partner organizations with strong track records in promoting education on historical, natural, and scenic values in the region. Acadia National Park has numerous educational programs in place promoting "Acadia's Classroom." Participants learn about the Acadia philosophy, explore a virtual watershed, use the resource library, watch videos, and attend workshops. Out on the trails, park rangers offer numerous educational lectures, hikes, and restoration activities.

Light pollution has gained increasing attention as a threat to our night sky. The health, safety and aesthetic benefits of a dark night sky translate into tangible economic benefits. The byway committee should encourage shielded lighting technologies that reduce light pollution, conserve energy and reduce glare in drivers eyes.

Local organizations also celebrate the intrinsic qualities of the byway region. Area historical societies, including Trenton, MDI and Bar Harbor Historical Societies, the Abbe Museum, the Trenton Grange, the College of the Atlantic, Friends of Acadia, and area chambers of commerce lead and underwrite a variety of educational events. Outdoor excursion companies feature touring, kayaking, cycling, canoeing, and other low-impact, outdoor educational activities.

- A) Identify historical, cultural and natural landmarks in collaboration with the Trenton Historical Society, MDI Historical Society, Bar Harbor Historical Society and the Abbe Museum, Friends of Acadia and other partners.
 - 1) Update inventories of historical, cultural and natural resources
 - 2) Develop and interpretive plan for the region

- B) Provide interpretive information at scenic turnouts on scenic, historic, and cultural assets
 - 1) Design and install interpretive signage
 - 2) Create a downloadable audio tour for personal use while traveling the Byway

- 3) Provide interpretive information to meet the needs of foreign language speakers.
- C) Assure that travelers have opportunities to learn about the Acadia All American road in multiple languages
 - 1) Provide translation tools on all web-pages in www.acadiabyway.org
 - 2) Provide bi-lingual interpretive signage in French and English whenever practical
 - 3) Provide foreign language documents at public information facilities in Trenton and Bar Harbor (this is already occurring, but can be enhanced)
 - 4) Explore opportunities for multilingual audio interpretation through podcasting and recorded tours.

Performance Measures

- Completed inventory of historic assets
- Visitors to the byway feel well informed about opportunities for education and recreation
- Interpretive information to meet the needs of foreign language speakers.
- Additional structures listed on the National Register
- Passage of new policies at state and local levels to protect scenic and historic properties
- Private and public funds devoted to historic preservation
- Additions to accessible scenic overlooks, turnouts, and park areas
- Increasing access to multi-lingual interpretative materials, including website, printed materials and interpretive signage.

Education must also be directed toward future development along the corridor as well as promoting safe transportation systems.

D) Driver Education and Behavior

- 1) Use signs and traffic-calming efforts that encourage a slower pace for drivers
- 2) Communicate safe driving techniques -- especially to teens and truck drivers
- 3) Enforce traffic regulations
- 4) Increase sensitivity of RV drivers to their impact on communities and fellow travelers
- 5) Identify ways to mitigate problems associated with larger vehicles, including excess road noise and traffic congestion.

E) Advocating context sensitive design techniques

- 1) Work with MaineDOT to follow context sensitive design standards and to reach out to towns for project consultation.
- 2) Provide recommendations to towns for utility policies
- 3) Review utility construction proposals along the byway and make recommendations to minimized negative impacts on viewsheds and quality of life.

F) Encourage businesses participation in byway preservation

- 1) Provide collaborative training for property owners and businesses encouraging voluntary agreements and designing structures that are consistent with natural and historic environments
- 2) Work with businesses to create signage that enhances rather than detracts from the visitor experience.

Performance Measures

- Use of educational materials on local natural resources by residents and visitors
- Lower incidence of speeding, illegal parking.
- Reductions in intrusion of utility infrastructure
- Reductions in littering, damage to wildlife habitat, damage to archeological sites, and other harm to natural and cultural resources

Goal 5: Promote Sustainable Economic Development and Tourism Management

Development has been brisk in Trenton and Mount Desert Island during the 1990's to present. Tourism has fluctuated, but is increasing in number of people visiting, length of the tourist season and the number of dollars spent. Some changes in the character of visitation have occurred. The average length of visits appears to be declining. International visitation is increasing. Car-free visitation is also increasing, but is limited by infrequent intercity and regional bus services. Marketing programs sponsored through the local and regional chambers of commerce and other business coalitions have been strong and national name recognition for Acadia National Park and Bar Harbor is high.

Having the “National Scenic Byway” traversing Trenton is a win/win for everyone. It increases the awareness of the natural beauty of Trenton; informing visitors that choosing Downeast Maine as a destination, and particularly Trenton, comes with aesthetic benefits along the path they travel; it also increases the pride that local residents have in their community. Everyone gains!

Susan Starr, Vice President
Trenton Chamber of Commerce

The regional economy has diversified significantly with The Jackson Laboratory, College of the Atlantic, Mount Desert Island Biological Laboratory and the MDI Hospital creating a strong employment base. Other businesses on the island and in Trenton include other forms of light manufacturing, marine-based employment, and retail and service enterprises. A larger share of retail and service activity, particularly food and lodging are seasonal.

The towns of Trenton and Bar Harbor and Acadia National Park have adopted policies to encourage a year round economy that includes sustainable tourism and economic diversification. In the 1990s Trenton created a business park which has become an important location for boat building. Bar Harbor has encouraged expansion of biotechnology enterprises that are now among the largest employers in Hancock County.

Given the strong track record of the region for attracting diversified economic growth, this plan emphasizes sustainable development and sustainable tourism, to encourage change that enhances the historical and natural assets of the region and improves the quality of life for residents.

- A) Support sustainable tourism activities of local business, chambers of commerce and tourist information offices.

- 1) Provide the local organizations and businesses with information about the byway to be incorporated in their educational materials
 - 2) Encourage local businesses to invest in low impact and educational tourism in the region such as ecotourism, heritage tourism and geo-tourism.
 - 3) Provide information to businesses interested in locating or expanding on the Byway with information about low-impact design options
- B) Support education around historical and natural resource assets to encourage ecological awareness among residents, tourists, and investors
- 1) Develop interpretive signage along the Byway describing historical and natural resources and educating readers about the ways to help preserve these assets
 - 2) Provide paper-free interpretive information through the byway website and innovative text, audio, image and video dissemination.
- C) Advocate for transportation alternatives for visitors and residents to reduce automobile congestion
- 1) Support construction of infrastructure and operations of the Island Explorer bus system and promote intermodal facilities.
 - 2) Support Hancock County-Bar Harbor Airport
 - 3) Work with the towns and the Mount Desert Island Bicycle Association to design and market safe bicycle tours on the byway and connected roads.
- D) Support shoulder season and off season activities along the byway
- 1) Fall colors tours
 - 2) Autumn and Spring cruise ship tours
 - 3) November no-hunting hikes in Acadia National Park
 - 4) Holiday season shopping tours
 - 5) Winter activities including cross country skiing on the Carriage Road and Loop Road and winter trails through Trenton.

Performance Measures

- Reduction in traffic congestion and auto emissions during the peak season and shifting of tourism to shoulder season
- Placement of signage and educational materials instructing visitors how to minimize their impact on the environment
- Provision of informational materials for low-impact alternatives for site design of new businesses
- Increase in alternative transportation modes in the region such as bus, train, and ferry transportation
- Monitoring economic activity through tracking monthly employment and sales tax revenues

PUBLIC PARTICIPATION

Public Participation Program

The Scenic Byway Program depends upon significant, grass roots participation. In its design, it is a local program with the opportunity for national and state recognition and support. This section documents how volunteers from Bar Harbor and Trenton worked together to create a corridor management plan.

The Acadia Byway Community Participation Program was designed to:

- Heighten awareness in the communities of the byway program and how they can participate
- Foster public participation in the planning and implementation of byway projects

The Acadia Byway journey has passed its first decade. Since the time of the granting of eligibility for the Acadia Byway, the community has been busy with meetings, presentations, and correspondence geared toward writing this corridor management plan. The table below lists the most active community participants in the Corridor Extension Planning Committee.

Table 5. Participants in the Trenton Corridor Planning Group (CPG)

Full Name	Affiliation
Peter Lazas, Chair	Trenton Historical Society, Trenton Chamber of Commerce
Michael Hodgkins	Trenton Select Board
Kim Murphy	Trenton Chamber of Commerce
Bill Haefele	Thompson Island Information Center, Trenton
George Hopkins	Trenton Signage Warden
Michelle Woodbury	Trenton Resident
John Kelly	Acadia National Park
Stephanie Clement	Friends of Acadia
Jim Fisher, Planning Consultant	Planner, Hancock County Planning Commission

Activities

The plan to seek extension of the byway through Trenton was noted in the original corridor management plan. The effort to press ahead with a corridor management plan took route in 2006, and has progressed steadily for two years. Public outreach has included:

Committee Meetings: Trenton extension meetings have been held approximately every other month for two years. Acadia Byway meetings have been held monthly and the Trenton project has been a standing agenda item.

Public Meetings: Public meetings in Trenton have taken several forms, including stand-alone meetings for public input, presentations to local groups like the Trenton Chamber of Commerce and Trenton Selectboard, and coincidental public meetings such as a series of public meetings for the Acadia Gateway Center in which the byway extension was discussed. Public notification about many of these meetings has included web postings, press releases and household mailings. Three public newsletters have been mailed for the Acadia Gateway Center that included limited information about the byway extension concept.

Press: We have had frequent contact with local newspapers and have had a number of press articles about transportation in Trenton, the byway extension and the Acadia Gateway Center. These articles are archived at HCPC.

- The November, 2008 edition of National Geographic front page article “The End of Night” has links to the Acadia Byway and an important initiative of this plan to protect Trenton’s night sky from light pollution.
- Channel 5 also television recently interviewed HCPC planner Jim Fisher about transportation plans, including the byway extension.
- Local newspapers have covered several public meetings.

Web Site: www.acadiabyway.org has been available throughout this planning phase, with draft documents, meeting agenda and minutes posted.

THE ROLE OF LOCAL COMMUNITIES

Town Council (Bar Harbor) and Board of Selectmen (Trenton) and Acadia National Park

The Town Council, Select Board, and Acadia National Park will have the primary responsibility for implementation of the Corridor Management Plan within their jurisdictional boundaries. The Town Council, Select Board, and Park will develop proposals for improvements to the Byway and provide direction to the Corridor Management Committee regarding priority projects for the corridor. These bodies will also have the ultimate authority within their jurisdictional boundaries to decide to participate in or pull out of the Byway program. Furthermore, while the current funding formula for Byway grants does not require a local match, the Town Council and Select Board may make recommendations for local contributions for Byway development. Recommendations involving expenditure of local funds will be voted on at annual town meetings.

Planning Boards

The Planning Boards will play a significant role in the implementation of the corridor management plan. The Planning Board will routinely review the plan, indicating any inconsistencies with the existing comprehensive plan, zoning, or ordinances. The Planning Boards will assist in preparation of grant proposals for Byway improvements. One member or designee of each Planning Board should serve on the Corridor Management Committee and act as liaisons to their Board. The Planning Boards will assist in interpreting the CMP and related ordinances for persons’ seeking to change activities located on the Byway.

Local Law Enforcement and Emergency Responders

Local law enforcement and emergency responders will help the CMC to identify safety issues related to proposed projects. The local police and constables provide routine enforcement of traffic safety laws and can assist the CMC in determining which Byway enhancements will provide significant benefits for health and safety.

THE ROLE OF PUBLIC AGENCIES / INSTITUTIONS

Federal

Federal Highway Administration (FHWA)

The FHWA manages the National Scenic Byway Program. It will continue to provide standards and technical support for creation and maintenance of the Byway, marketing assistance for the Byway, and financial support for approved Byway enhancements.

National Park Service - Acadia National Park

Some of the Byway is in Acadia National Park (ANP). ANP will continue to make improvements that affect park resources. ANP will also contribute to development of interpretive signage for areas within and outside of ANP land by providing suggestions for content, style, technical information, and location. ANP will continue to lead in the area of environmental and recreation education and will promote educational opportunities in collaboration with Byway promotional activities. ANP will help to oversee the Island Explorer bus system.

State

Department of Transportation (MDOT)

The Maine Department of Transportation will work with town and county government to support the Byway with improvements that are consistent with the corridor management plan and consistent with town preferences. MDOT will provide technical assistance to town governments on matters such as road construction standards, safety, parking facilities, and alternative modes. MDOT will assist in writing federal grant applications for Byway improvements and will seek to provide state matching funds whenever possible. The CMC will work through the County Transportation Advisory Committee to communicate Byway needs and future plans.

State Planning Office (SPO)

When needed, the State Planning Office (SPO) will provide financial and technical support for land use and transportation planning along the Byway corridor. SPO will assist the towns in determining whether specific development proposals are consistent with the town comprehensive plans and with Byway goals and objectives.

Department of Environmental Protection (DEP)

The Department of Environmental Protection will provide towns with technical support to determine appropriate design of Byway improvements to minimize negative environmental impacts. DEP will provide financial assistance, whenever possible, to towns for mitigation of existing environmental problems along the Byway.

Maine Department of Public Safety

When needed, the Maine Department of Public Safety will provide back-up law enforcement services along the Byway to control illegal activities such as speeding, operating under the influence, and reckless operation. The Maine Department of Public Safety will provide technical assistance to the towns to determine traffic calming and driver education measures to improve safety for persons traveling and living along the Byway. State Police service for Hancock County is administered through the East Machias headquarters. Contact: State Police Troop J Headquarters, P.O. Box 250, East Machias, Maine 04976, Phone: (207) 255-6125, Fax: (207) 255-6113.

County

Hancock County Planning Commission (HCPC)

As designated, the Hancock County Planning Commission will act as a liaison between the towns and state government. The HCPC will provide technical assistance in transportation, land use, environmental, and other planning. The HCPC will assist towns and the CMC in submitting and implementing federal and state Byway improvement grants.

Office of the County Sheriff

The County Sheriff will provide back-up law enforcement services along the Byway to control illegal activities such as speeding, operating under the influence and reckless operation. The Sheriff will work with the State Police, local police and constables and town leaders to determine how to reduce incidence of speeding, operating under the influence, reckless operation, and other violations. The County Sheriff's office provides dispatch services and call sharing in which the county is divided into slots serviced by State and County law enforcement at different times. The Hancock County Sheriff's Office is located in Ellsworth, Maine 04605, phone: 667-7576 or 667-1404.

THE ROLE OF PRIVATE ORGANIZATIONS

The Corridor Management Committee will seek memorandums of understanding (MOU) from utilities, including Bangor Hydro-Electric Corporation, Fairpoint Communications, and Time Warner, asking them to inform the towns of significant changes in distribution networks, including location of poles, wires, transformers, and other structures and work with CMC and planning boards to avoid construction within the identified scenic vistas. The MOU will also request that these businesses collaborate with the towns to identify opportunities for relocating infrastructure away from scenic areas, including future underground cabling through downtown areas.

THE ROLE OF COMMUNITY ORGANIZATIONS

Hancock County Airport Advisory Committee – will provide input on the needs of the airport and ways to coordinate intermodal transportation in Trenton.

Bar Harbor Historical Society – will consult in producing a detailed inventory of historic resources, identify important landmarks for preservation, and consult in development of interpretive signage.

Bar Harbor Chamber of Commerce – will represent local businesses in CMC activities, provide information on current levels of tourism, and methods for improving tourism management

Friends of Acadia – is expected to play a significant role in advocating for Acadia National Park and park users. FOA will leverage private donations and matching funds for improvements in the park and the border communities. FOA will promote volunteerism in the park for projects such as trail maintenance and connector trail planning. FOA will help to plan and implement public transportation and trail development projects along the corridor.

Maine Coast Heritage Trust - will consult in preservation of scenic vistas and landscapes, particularly through voluntary agreements.

MDI Regional Chambers of Commerce – will represent local businesses in Corridor Management Committee activities, provide information on current levels of tourism, and methods for improving tourism management, will play an active role in providing information to visitors about the entire region through the Thompson Island information center and the future Acadia Gateway Center.

MDI Historical Society – will consult in producing an inventory of historic resources, identify important landmarks for preservation, and consult in development of interpretive signage.

MDI League of Towns - will provide regional input for the corridor management team, coordinate communications for multi-town projects, and provide support in seeking project grants. MDI League will also help to plan and implement public transportation in the region.

Trenton Chamber of Commerce – will represent local businesses in Corridor Management Committee planning activities, provide information on current levels of tourism, and methods for improving tourism management

Trenton Grange – cooperate in promoting cultural events in Trenton.

Trenton Historical Society – will consult in producing an inventory of historic resources, identify important landmarks for preservation, and consult in development of interpretive signage.

PROTECTION TECHNIQUES

Many techniques exist for protecting Scenic Byways, but each is limited either by insufficient public acceptance, impracticality, or low effectiveness. One means for categorizing protection techniques is the degree to which they rely on top-down control, generally exerted by a governmental body, versus economic incentives that may be publicly or privately sponsored.

For instance, protecting a scenic view on the Acadia Byway might be achieved through control techniques such as zoning, development ordinances, and eminent domain. Control techniques have the advantage of being explicit, effective, and, barring court challenges, relatively inexpensive. However, control mechanisms are very difficult to enact when the benefits do not include high priority public goods such as safety and security. A frequent criticism of control techniques is that they do not respect private-property rights and act to reduce the market value of specific parcels of land. Public opinion gathered during the process of writing this Corridor Management Plan indicates great concern for protecting the property rights of adjacent landowners. Thus, the plan recommends that eminent domain powers not be used for the purpose of implementing the Corridor Management Plan unless these improvements are necessary for increasing health and safety along the Byway. This recommendation should be further reviewed by each of the towns' Planning Boards and adapted to be consistent with current comprehensive plans.

Economic measures to protect a scenic view include charging developer fees, purchase of development rights or easements, development bonuses such as permits for higher density development when performance criteria are met, and outright purchase of property. Economic measures attempt to reimburse landowners for preserving or enhancing a public good such as a scenic view. Economic measures are generally more palatable for property owners, but can be costly and complex.

The third avenue for protecting scenic Byways is education and voluntary participation. This approach relies heavily on the persuasive power of local leaders and the soundness of their arguments for protecting the scenic Byway. Education and voluntary action are not alternatives to control or economic strategies, but are required components of all strategies.

Bar Harbor and Trenton have adopted town-wide zoning for preserving their landscape and quality of life. In addition to local controls, towns are affected by state regulations for development in shoreland as well as other areas that are environmentally sensitive. The towns regulate new construction through their planning boards, boards of appeal, town managers, and code enforcement officers.

This section describes measures already in place to support the scenic Byway's designation and assesses their effectiveness. The focus here is on municipal protection measures. These include comprehensive plans, land use ordinances, and other regulations or restrictions. This is done on a town-by-town basis.

Trenton updated their comprehensive plan in 2006. The update was found consistent by the State Planning Office in its first draft and was adopted at town meeting in 2006.

Amendment to the Comprehensive Plan

Trenton has embraced core byway values through a variety of local plans and ordinances. Recent examples of local support include adopting signage standards that advocate shielded lighting to reduce light pollution, increasing frontage requirements for commercial development and adopting contract zoning to increase flexibility in future development review.

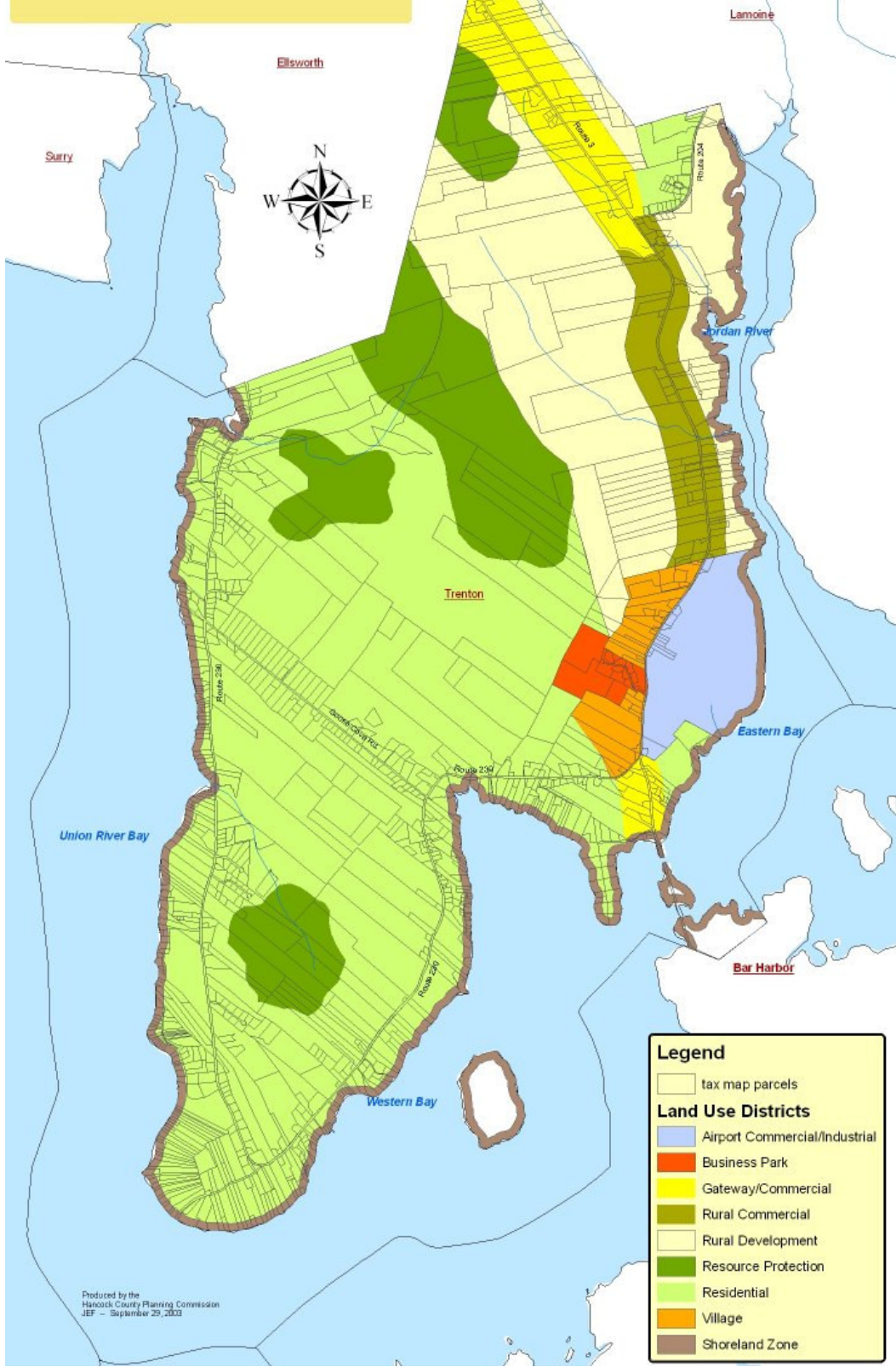
Newly Enacted Ordinances

In 2008 the town of Trenton adopted an updated land use ordinances that are consistent with the 2006 Trenton Comprehensive Plan. These ordinances increase public land use controls over development along the corridor.

Trenton also updated their signage ordinances in 2008 to include better protection of identified viewsheds. These ordinances are available online at www.hpcme.org/trenton.

Town of Trenton OFFICIAL LAND USE MAP

1 inch equals 2,000 feet
 0 1000 2000 3000 4000 5000 feet



Legend

- tax map parcels
- Land Use Districts**
- Airport Commercial/Industrial
- Business Park
- Gateway/Commercial
- Rural Commercial
- Rural Development
- Resource Protection
- Residential
- Village
- Shoreland Zone

Produced by the
Hancock County Planning Commission
JEF - September 29, 2003

PRELUDE TO A MARKETING PLAN

The Acadia All American Road has attracted visitors for more than a century. The combination of cool summer weather, mountains abutting the ocean, scenic beauty and relaxed rural character will continue to be a tremendous tourism asset. Local businesses, individually and through their Chambers of Commerce, have mounted very successful promotional campaigns and sustained a high level of seasonal visitation to the region.

This corridor plan in no way replaces these private sector initiatives. Rather, the Acadia All American Road can provide information and technical resources to local organizations and businesses to recognize, preserve and celebrate our unique resources, or intrinsic values.

Trenton serves as the gateway to Mount Desert Island, providing opportunities to meet tourists on route and provide services including food, lodging, recreation and retail sales. The challenge for gateway communities is to provide these services without creating an environment that detracts from the overall visitor experience. Trenton can be the gauntlet through which visitors must pass to get to their destination, or Trenton can be a part of the destination. Public input in the byway planning process suggests that Trenton wants to be part of the destination.

The Maine Department of Transportation, Acadia National Park and other partner organizations are investing more than \$20 million to create the Acadia Gateway Center in Trenton. This new facility gives new impetus to Trenton to sustain and improve the local streetscape, create new recreational opportunities and encourage business to contribute to a park-like atmosphere, giving visitors the sense that they have arrived.

The byway plan promotes management of visitation so that Acadia National Park and the towns of Mount Desert Island and Trenton maintain a high quality of life and a high quality of visitor experience. Accordingly, a marketing strategy for the Acadia Byway should support better tourism management. Examples of tourism management include reducing the impact of automobiles, particularly large recreational vehicles on quality of life, encouraging users to travel on the Island Explorer buses, promoting visitation during the shoulder and off-seasons, and buffering residential areas from traffic.

Research

The purpose of conducting research is to assure that implementation of the Corridor Management Plan will not lead to unintended outcomes. For instance, placement of bus stops for the Island Explorer should not result in increases in illegal parking, signage along the Byway should not increase crash rates and improvements in scenic vistas should not result in loss of privacy for property owners. These unintended impacts can be avoided with careful research.

A considerable body of research already exists on tourism and transportation in this region. These studies include visitor research for Acadia National Park, evaluations of the Island Explorer bus system, and regional transportation analyses. These studies should be reviewed in light of the

potential impacts of byway improvements on the level, timing, and travel modality of tourism to the region.

Future research should identify new and emerging opportunities for tourism in Trenton, including access to natural areas, interpretive planning, landscape and streetscape design, integrated passenger transportation systems and business opportunities. Several key indicators can be monitored on an ongoing basis in Trenton, including economic measures such as business startup, expansions and closings, restaurant seats, hotel beds, employment trends, sales tax revenues, traffic counts and visitor evaluations.

Communications

The Acadia All American Road should be a source and a conduit of information about the corridor's intrinsic values, recreational and educational opportunities, events, transportation information and more. The byway can communicate directly with residents, businesses and visitors, but will probably continue to play a more significant role by providing information through local organizations rather than through direct promotions.

Local Informational Meetings

The Acadia All American Road will continue to hold regular monthly or bi-monthly planning meetings. These meetings are open to the public and encourage participation of local chambers of commerce, businesses, non-profit organizations and citizens. Annual public forums are encouraged to provide information to residents and businesses about byway events, plans and to gather local input for future byway priorities. These public meetings should be held at convenient times and at various locations along the byway to encourage broad participation.

In addition to free-standing public meetings about the byway, members of the Corridor Management Committee are encouraged to be byway ambassadors at local events, including tourism fairs, town meetings and meetings of local philanthropic organizations. The byway should maintain a presentation package and press kit for these occasions. Presentation equipment, including posters and projectors should be available for byway presentations.

Coordination with other Local Organizations

This Corridor Management Plan advocates partnerships among byway representatives and local and regional organizations, such as chambers of commerce and local government. The All American Road can assist local chambers of commerce and other non-profit organizations providing them with maps, interpretive information and photographs. The byway website will maintain information that other organizations can use at no charge to incorporate the byway in their promotional materials.

Press Communications

The Acadia All American Road should provide local news organizations with a steady flow of information about byway events and initiatives. Recent initiatives, such as the night-sky monitoring and preservation, transportation enhancements and public informational meetings have benefited from consistent communications with local press organizations. Members of the Corridor Management Committee are encouraged to coordinate all press releases with town leaders and the Acadia National Park to avoid creating confusing or conflicting information. The Acadia All American Road can also serve as ambassadors to national scenic byway organizations, providing press releases and articles to publications like Vista and American Road that emphasize scenic byway management and visitation.

Maps and Brochures

The Acadia All American Road should make available maps and brochures that will assist visitors to navigate the byway and discover our intrinsic values. These documents can be provided a little cost on the byway website. As funds permit, the corridor committee should explore opportunities to create printed documents that can be distributed at area information centers and local businesses. Partnerships with area organizations and businesses can help to defray printing costs.

Website

The website www.acadiabyway.org has provided a place for posting a variety of documents including the corridor management plan, byway event announcements, press releases and seasonal photographs. The website should be expanded in the future, with more information about our intrinsic values, links to area organizations, interactive maps, local histories, podcasts and other tools that will build a sustainable presence for this region.

A SIX-YEAR ACTION PLAN

The time has arrived to layout our most concrete ideas about where we are heading and what we want to do over the next six years to get there. This action plan describes a number of short-term (one to two years), medium term (three to four years), and long term (five to six years) projects that offer significant benefits for people using the Byway. The initiatives recommended here are particularly salient for the Trenton portion of the byway.

The objectives breakout over the three time periods as follows:

Symbol	Period	Years	Examples of Anticipated Activities
❶	Short-term	1-2	Implementation planning, creating support services, production of informational materials, local organizing
❷	Mid-term	3-4	Placement of interpretive signage, traffic calming measures
❸	Long-term	5-6	Safety improvements, turnouts and overlooks, bikeways

The action plan also includes citizen participation in and education about the planning process and long-term objectives.

Five goals are identified in this plan: scenic and historical enhancement, safety, education, public participation, and economic development. These five are not immediately achievable and refer as much to the process of planning and implementation as they do to the ends that are sought. The objectives for each goal are more concrete and achievable, though many are long term or process oriented.

Priorities for Action

Goal 1. Protect and Enhance Scenic, Historical, and Natural Resources.

Scenic Turnouts

- ❷, ❸ Create scenic opportunities in Trenton, such as local farms, the Acadia Gateway Center, and the Hancock County Bar Harbor Airport and boat ramp

Historic Preservation

- ❶ Survey historic resources to identify structures, landscapes and other historic locations along the byway. This research would add to the existing body of knowledge and be used to produce content for historic interpretive signage and other instructional materials.
- ❷ Identify programs and resource for preservation of Trenton’s historic farms and buildings. Work with property owners and organizations like the Maine Historic Preservation Commission and the Trenton Historical Society to place qualified structures on the Register of Historic Places.

- ❷ Assist local historic organizations, such as the Trenton Grange, to sustain their organizations.

Goal 2. Insure Health and Safety for Movement Along the Byway

Bicycle and Pedestrian planning

- ❶ The Maine Department of Transportation is encouraged to conduct research on bicycle and pedestrian trail options for the Route 3 corridor. This research should be focused on methods for increasing safe access for bicycles and pedestrians.
- ❶ Conduct a feasibility study for an off-road trail connecting the Down East Sunrise Trail to Thompson Island, including connections to the Acadia Gateway Center, the Trenton School and local businesses.
- ❷ Prepare preliminary concepts for walking trails connecting to the Acadia All American Road, such as nature trails emanating from the Acadia Gateway Center.
- ❸ Advocate improvement of the existing bike lanes. Remove utility poles located in the lanes and improve drainage systems to reduce risk of accidents.

Safe Access

- ❸ Encourage access management along the byway, removing unnecessary and unsafe curb-cuts and providing easier access for preferred driveways and entrances.
- ❸ Ensure that RV's and tractor trailers have safe and efficient access to area businesses from Route 3.

Transit Alternatives

- ❶ ❷ ❸ Support the Island Explorer Bus System - through support for capital projects and operations as possible through Scenic Byway grants.

Traffic Calming

- ❷ Encourage efforts to create a sense of arrival throughout the Byway. Strategies may include landscaping, scenic turnouts, and interpretive signs. Trenton should be part of the destination.

Goal 3: Promote Community Support and Participation in the Acadia Byway

- ❶ Encourage membership in the Corridor Management Committee with members or designees of the Town Planning Boards.
- ❶ ❷ ❸ Host public informational meetings annually and provide presentations about the byway at area organizational meetings such as Rotary Clubs, Chambers of Commerce, Historical Societies and town committee meetings.
- ❶ Sponsor a ribbon cutting ceremony for the inauguration of the Trenton extension to the Acadia Byway
- ❶ ❷ ❸ Continue the process of public outreach, promotion and planning throughout the implementation phase.

Goal 4: Promote Education on the Need for Resource Protection and Preservation

- ❶ Create educational documents about the byway based on local resource inventories.
- ❷ Use the Acadia Gateway Center to provide visitors with information about the Acadia All American Road and host communities. A small brochure about the Acadia All American Road should be prepared for distribution at this facility.
- ❶ Develop an interpretive plan, indicating themes, styles and content for signage along the byway. Possible themes include:
 - **Scenic Vistas** - Trenton School - Description of the mountains of Acadia National Park
 - **Local History** – such as the Trenton Grange and describing Trenton’s historic villages and history of the Toll House
 - **Working Landscapes**
 - Local farms - the history of agriculture and Trenton’s role as the breadbasket for MDI
 - Trenton Boat Ramp – historic role in transportation and commercial fisheries
 - **Natural Resources**
 - Acadia Gateway Center – natural areas and wetlands, overview of the downeast and Acadia region
 - Thompson Island - sea life in tidal zones

Goal 5: Promote Sustainable Economic Development and Tourism Management.

- ❶ Design criteria for evaluating the economic and environmental impacts of specific Byway implementation objectives

- **1 2 3** Support initiatives that increase transportation choices and reduce automobile congestion on the byway, including park-and-ride lots, extending the Island Explorer bus network and creating bicycle/pedestrian trails.
- **1 2 3** Support "Intelligent Transportation Systems" for providing tourists and residents with better information and instructions to reduce traffic congestion and accidents.
- **1 2 3** Support shoulder season and off season tourism through the byway website, press releases and other communications.

Summary of Action Plan

Within Six Months		
1	Hold inaugural event celebrating extension of the byway through Trenton	CMC, FOA, MDOT, HCPC*
2	Complete a biennial work plan. Identify significant opportunities for projects in the MaineDOT strategic transportation investment program (STIP).	CMC, Towns, FOA, ANP, MDOT, HCPC
3	Begin the interpretive planning process to identify locations and themes for interpretive stations.	CMC, Towns, ANP
Within One Year		
1	Complete survey of historic places and establish priorities for historic and cultural preservation, protection measures. Hold public meetings to discuss alternatives.	CMC, HS, HPC, HCPC
2	Complete interpretive plan for the Trenton extension. Propose funding for design and construction of scenic turnouts and interpretive signs.	CMC, ANP, HS, FOA, HPC, HCPC
3	Nominate priorities for scenic resource preservation. Prepare proposals for protective policies. Hold public meetings to consider alternatives and identify course of action.	CMC, SPO, DEP, ANP, HCPC
4	Begin feasibility analysis of off road trails connecting the Sunrise Trail though Trenton to Thompson Island.	CMC, FOA, MDOT, HCPC, Sunrise Trail Coalition
5	Enhance www.acadiabyway.org with new interpretive information and links to resources	CMC, HCPC
6	Prepare <u>Annual Report</u> for Town of Trenton and MDOT (Repeat this every year)	CMC, HCPC
Within Two Years		
1	Design scenic turnouts and park-and-ride lots.	CMC, MDOT, HCPC
2	Identify priorities for byway safety improvements	CMC, MDOT, HCPC
3	Complete feasibility analysis and conceptual design (if applicable) for off road connector trails.	CMC, Towns, SPO, HCPC

4	Develop byway marketing plan for off season and shoulder season visitation	CMC, FOA, MDOT, COC
Within Three Years		
1	Provide RV and other large vehicle drivers with information on parking, accommodations with adequate parking and other needed facilities.	CMC, FOA, ANP, MDOT, HCPC
2	Continue effort on off-road connector trails in Trenton	CMC, FOA, MDOT, HCPC
3	Establish a byway presence at the Acadia Gateway Center and other local information centers	CMC
4	Develop strategies for reducing the impact of utility poles and wires on scenic vistas throughout the Byway.	CMC, Utilities, SPO
With Four Years		
1	Place remaining interpretive signage for historical, cultural, natural resources and scenic locations.	CMC, MDOT, ANP
2	Continue effort on off-road connector trails in Trenton	CMC, FOA, MDOT, HCPC
3	Complete streetscape plan for Route 3 through Trenton with recommendations for lighting, signage, landscaping, driveways and entrances.	CMC, MDOT, Town of Trenton, COC, HCPC
With Five Years		
1	Identify additional access management strategies to maintain level of services and scenic appearance of the Byway.	CMC, HCPC, MDOT
2	Complete remaining scenic turnout improvements	CMC, MDOT, HCPC, ANP
3	Begin implementation of streetscape program with voluntary measures.	Town of Trenton, MDOT, CMC, HCPC
With Six Years		
1	Complete off road trail project (as established in earlier years)	CMC, MDOT, FOA, HCPC
2	Continue Streetscape program with voluntary measures and grant support.	CMC, HCPC, MDOT
3	Prepare new Acadia Byway Six Year Plan	CMC, HCPC

Abbr.	Organization	Abbr.	Organization
ANP	Acadia National Park, National Park Service	FOA	Friends of Acadia
CMC	Corridor Management Committee	HPC	Historic Preservation Commission
COC	Chambers of Commerce	HS	Trenton, Bar Harbor and Mount Desert Historic Society

Abbr.	Organization	Abbr.	Organization
DEP	Department of Environmental Protection	HCPC	Hancock County Planning Commission
DMR	Department of Marine Resources	MDO T	Maine Department of Transportation

ACKNOWLEDGMENTS

Participating Organizations

The Corridor Advisory Committee wishes to acknowledge the valuable input and feedback of numerous local organizations, including Acadia National Park, Friends of Acadia, MDI Regional Chambers of Commerce, Trenton Historical Society, Trenton Chamber of Commerce, Bar Harbor Chamber of Commerce, Maine Department of Transportation and several town-sponsored committees involved in planning their communities.