



# 2008 National Scenic Byways Nomination

## Acadia All American Road - Trenton Extension

State

State Submission Date

Division Submission Date

This nomination must be completed online at <http://www.bywaysonline.org/nominations/>, and submitted electronically and in printed form.

<b>Desired Designation</b>	Extension to an existing All-American Road
<b>Submitting Agency</b>	State scenic byways agency

### SECTION 1: ESSENTIAL INFORMATION

#### Location

Provide a brief description of the location of the byway within the State. Use cardinal directions (e.g., north) and reference major cities, regions, and/or landmarks.

The current designated portion of the Acadia All American Road begins in the southern end of the Town of Trenton, Maine, at the Trenton Bridge on Maine State Route 3 (Lat 44.43014 / Lon -68.36737). The byway follows Route 3 south into Bar Harbor and along the Acadia National Park Loop Road.

The Trenton Extension proceeds north six miles from the current north end of the currently designated byway along Route 3 through the town of Trenton to the Trenton-Ellsworth Town Line (Lat 44.51000 / Lon -68.39164). A map is provided at [www.acadiabyway.org](http://www.acadiabyway.org).

#### Existing Designations

List the designating agency(s) and date(s) of designation for the route being nominated:

Maine Department of Transportation

#### Intrinsic Qualities

For All-American Road designation, select the two (2) [Intrinsic Qualities](#) that are most evident along the road and that you will demonstrate are nationally significant and contribute to the byway being considered a "destination unto itself."

- Archaeological
- Cultural
- Historic
- Natural
- Recreational
- Scenic

## Primary Photo

Provide a single image that you feel best represents the experience along your byway. A photograph can provide both an instant first impression and a lasting mental image of your byway. Please select this image carefully as it will introduce the reviewers to your byway.



### **MDI View over the Narrows**

[MDI view over the narrows.JPG](#) (1.4 MB)

View from Trenton over the tidal Mount Desert Narrows of the Mount Desert Island shoreline and the Mountains of Acadia National Park.

Photograph by Edwin Chase

## SECTION 2: STATEMENT OF QUALIFICATION

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This section will introduce the reviewers to your byway. Provide a description of your byway from the “big picture” point of view and within the context of your description, include information on the elements listed in the [Nomination Guide](#).

Enter your Statement of Qualification here: (Limit 4000 characters, about 667 words.)

The Acadia All American Road received national designation in the year 2000. This byway includes famous downeast Maine landmarks such as Acadia National Park. This, the nation’s eastern most national park receives approximately 3,000 visits per year with popular sites including Cadillac Mountain, a network of hiking trails and the Carriage Roads built by the Rockefellers for non-motorized recreation and transportation. Another popular destination is Bar Harbor, perhaps Maine’s best known small town. Bar Harbor receives visitors from around the globe and increasingly has become a favored destination by major cruise lines.

This proposal seeks to extend national designation an additional six miles north through the gateway community of Trenton. This application and the Extension Corridor Plan offer several benefits to the Town of Trenton, the Acadia All American Road and visitors to the region.

The 2000 Corridor Management Plan for the Acadia All American Road identifies a broad range of intrinsic values, unique to this region and powerful enough to draw an international stream of visitors and seasonal residents. These intrinsic values included spectacular scenery, with blueberry topped mountains descending to the sea, recreational opportunities from sea kayaking to cycling on the Carriage Roads, a natural resource base formed over the centuries by glaciations and the Atlantic Ocean, and history formed of early native American settlements, rusticators, Yankee craftsmen and fishermen.

Trenton helps to complete this moving picture of cultural, natural, recreational and scenic evolution. As the only land bridge to Mount Desert Island, Trenton has played a critical role in the connecting Mount Desert Island with the rest of the world. Trenton once served as an important land base for island visitors, from early native American settlements to modern day tourists. While Mount Desert filled with turn of the century rusticators, Trenton’s farmers became an important source of food and fodder for draft animals, wood for cook stoves and workers in a variety of service occupations.

Visitors get their first scenic views of Mount Desert shortly after crossing into Trenton. In the words of one byway advocate,

“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)

Trenton has also grown as a place for public information and recreation. The Acadia All American Road currently begins in Trenton on Thompson Island where the National Park Service operates a visitor information center and sea-side picnic area. A major initiative is underway by the National Park Service and Maine Department of Transportation to construct the Acadia Gateway Center, a new multimodal transportation and visitor information center in the heart of Trenton that will feature a National Park Service information, multimodal transportation facilities and local features such as nature walks and interpretive kiosks.

Support for extending the byway through Trenton, in conjunction with the creation of the Acadia Gateway Center, is widespread. Endorsements for this designation include the Acadia All American Road Corridor Committee, the Town of Trenton, Acadia National Park and the Mount Desert Island League of Towns.

## SECTION 3: ROUTE INFORMATION

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### Route Description

Enter the total byway length from end to end (including road gaps that aren't included in the nomination but must be traveled).

6 miles

Please provide a complete, sequential route description that documents all road segments including any gaps and/or intrusions. Include all of the road segments which, when linked together, match the legal description used by your State/Indian tribe/Federal land management agency to officially designate the road. Please work with your State/Indian tribe/Federal land management agency Scenic Byway Coordinator to develop this section so that you accurately reflect State/Indian tribe/Federal land management agency records for the designated route. To assist review of your nomination, please provide the addresses/intersections and the GPS coordinates for the beginning and end points of the byway, as well as for other key points/features along the byway.

The total Length of the currently designated Acadia All American Road is 35 miles. The Trenton extension will extend the northern end of the byway by 6 miles. The total length of the byway, then, will be 41 miles. There are and will be no gaps.

The six mile extension begins at the Ellsworth-Trenton Town Line on Maine State Route 3 (Lat 44.51000 / Lon -68.39164). It follows Route 3 south, connecting with the currently designated Acadia All American Road at the Trenton Bridge (Lat 44.43014 / Lon -68.36737). This junction is in the southern end of Route 3 in Trenton. After crossing the Trenton Bridge to Thompson Island and the Thompson Island Bridge onto Mount Desert Island one enters the town of Bar Harbor. Thompson Island itself is a part of Acadia National Park.

### Federal Lands

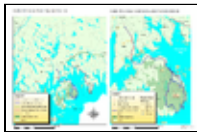
When appropriate, check the boxes for agencies whose lands occur along the byway.

- Bureau of Indian Affairs
- Bureau of Land Management
- Fish and Wildlife Service
- National Park Service
- USDA Forest Service

## Route Map

Please provide the following information on a single map which will be used as a central reference point with the other materials you include in your nomination application. The scale and size of the map will be relative to the location and length of your nominated byway. In some cases, this may require two or more pages. To facilitate review, route maps should be submitted in electronic form. The map and supporting legend should clearly show:

- The location of the byway within the State, Indian lands, or Federal lands
- The location of the byway in relation to other State, Indian tribe, and Federal land management agency byways; and America's Byways in your region
- Each end point of the byway
- Location of gaps and/or intrusions
- The location of each community along the route
- Boundaries and/or management areas of major entities (e.g., parks, forests, reserves)
- Locations of critical directional signage, if any
- Locations of existing interpretive panels/information
- Locations of public visitor centers and/or other visitor amenities (e.g., public restroom facilities)
- Locations of the features detailed in the Visitor Experience section of the nomination



### Route Map

[AcadiaTrentonMasterMap.jpg](#) (3.2 MB)

## Continuity of the Route

The continuity of your byway route is an essential requirement for designation as it directly impacts the travel experience and can reflect community support. The Interim Policy states that *“Neither [National Scenic Byways nor All-American Roads] should have too many gaps but rather should be as continuous as possible and should minimize intrusions on the visitor’s experience.”*

If you have included a list of gaps and/or intrusions in your official route description, please use this section to provide explanations for any gaps and/or intrusions in your route that interrupt the continuity of the traveler experience (e.g., local zoning decisions, lack of community support, etc.)

Not applicable

## SECTION 4: ROUTE CONDITIONS

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### Vehicle Accommodation

Confirm that two-wheel-drive passenger vehicles are accommodated along the entire route, and describe how this is facilitated if segments of the road are not paved. (Limit 600 characters, about 100 words.)

All segments of the Acadia All American Road are paved and can accommodate two-wheel drive vehicles. However, the Acadia Park Loop Road is closed to all motor vehicles during the winter months, particularly once snow falls. This is a particularly good time for cross country skiing. Route 3 remains open and well maintained year round.

Discuss the accommodation of conventional tour buses along the route. (required for All-American Road designation) (Limit 600 characters, about 100 words.)

Tour buses are a common sight along the Acadia All American Road. The major hotels in Ellsworth and Bar Harbor accommodate tour bus customers frequently. Some tour bus customers prefer to switch to the free Island Explorer shuttle bus system. Acadia National Park provides information for buses at the Hulls Cove Visitor Center and several major

destinations such as the Jordon Pond House. This shuttle bus system has managed the simultaneous arrival of two cruise ships and all the buses they require. The new Acadia Gateway Center in Trenton will be a full multimodal facility.

Describe the accommodation of bicycle and pedestrian travel along the byway, if applicable. (Limit 600 characters, about 100 words.)

Bicycle tourists flock to Mount Desert Island. The Rockefeller Carriage Roads are a particularly popular ride. The Acadia Byway extension in Trenton has wide, paved shoulders and while not as relaxed as the carriage roads, is safe. There is one section of the existing byway that is not safe for cyclists and is listed as a priority for improvements. In the interim and alternative Bike Route has been designated. The Island Explorer shuttle buses feature front and back bike racks. The system also operates to vans with bike trailers with continual service to popular bike trails.

## Travel Restrictions

Describe any restrictions to the types of vehicles that are allowed along the route. (Limit 300 characters, about 50 words.)

There are no vehicle restrictions on the Trenton Extension of the Acadia All American Road.

Describe any seasonal closures or other restrictions along the route (Limit 300 characters, about 50 words.)

The Trenton Extension and Route 3 in Bar Harbor remain open year round. There are no restrictions. The Acadia Park Loop Road closes to motorized vehicles during the winter months.

## Seasons

In one sentence, describe the best time during the year, to drive the byway and experience the Intrinsic Qualities identified in this application. (Limit 150 characters, about 25 words.)

Families prefer to visit during the months of July and August, while seniors are particularly fond of the autumn colors in September and October.

In one sentence, describe any travel concentrations or high seasons when byway visitors might be more likely to encounter crowds or extra traffic. (Limit 150 characters, about 25 words.)

Traffic congestion can occur in late July and August, primarily in the neighboring town of Ellsworth and in some Acadia National Park venues.

## Safety

Describe all of the factors of your roadway that contribute to its safety for travelers. (Limit 600 characters, about 100 words.)

The Trenton Extension has no identified high crash locations. Traffic moves at a moderate pace along this section of the corridor which features ample paved shoulders. The Island Explorer system features an intelligent transportation system (ITS) that aids in monitoring traffic movement patterns. Bus drivers are equipped with two-way radios. Park information is provided on a low-wattage radio signal. Cell phones do not work in some parts of the existing byway, but function well in Trenton.

## SECTION 5: TRAVELER EXPERIENCE

### Getting to the Byway

#### Transportation Hubs and Cities

When travelers are planning trips to your byway, they are likely to need directions from major transportation hubs or cities. Provide directions from at least one nearby large city, airport, or other location that would be pertinent to the traveler.

Location	Distance	Average drive time	Driving directions
Bangor International Airport	35 miles	50	Depart Bangor International Airport (South-West) 0.4 mi Keep RIGHT onto Godfrey Blvd [Bangor International Airport] 0.4 mi Bear RIGHT (North) onto Godfrey Blvd 0.2 mi Turn RIGHT (South-East) onto SR-222 [Union St] 1.1 mi Take Ramp (RIGHT) onto I-95 1.8 mi At exit 45AB, take Ramp (RIGHT) onto I-395 4.7 mi At exit 6, turn RIGHT onto Ramp 0.4 mi Bear RIGHT (East) onto US-1A [Main Rd] 21.9 mi Turn LEFT (East) onto US-1A [Oak St] 1.0 mi Keep STRAIGHT onto US-1/3 [High St] 1.0 mi Keep RIGHT onto SR-3 [Bar Harbor Rd] 1.9 mi Arrive at Trenton Town Line.
Bangor, Maine	31 miles	50 minutes	Cross the Penobscot River by any of the three bridges into the City of Brewer. Proceed south on Route 1A for 25 miles to the City of Ellsworth. Continue straight onto Route 3 South 3 miles to the Trenton Town line and proposed new start of the Acadia All American Road.
Bar Harbor Marine Facility	0 miles	0 minutes	This port of entry is popular with cruise ships from small to enormous. The Harbor is just two blocks from the Acadia All American Road.
Hancock County Bar Harbor Airport	0 miles	0 minutes	The Hancock County Bar Harbor Airport is located in Trenton on the byway. Travelers can exit the airport heading south (left) into Bar Harbor or north (right) to Ellsworth and points north, east and west.

#### Gateways

List the gateway communities near your byway. Gateways can be major cities with commercial airports, or locations on the major roadways in your area that a traveler is most likely to use to drive to the byway.

Location	Distance	Average drive time	Driving directions
Ellsworth, Maine	3 miles	8 minutes	Ellsworth is the commercial cross roads for Hancock County. All ground transportation to Trenton and Mount Desert Island passes through Ellsworth. Starting in the center of Ellsworth on High Street, follow Route 3 south for 3 miles to the Trenton Town Line.

## Traveler Services

List the locations of public visitor/welcome centers on the byway and provide a short description of services and hours of operation at each. (Limit 480 characters, about 80 words.)

Bar Harbor Chamber of Commerce [www.acadiainfo.com](http://www.acadiainfo.com) - Trenton Info Center Open year round M-F 8:00 - 5:00 + extended summer/autumn hours

Acadia National Park (ANP)/MDI Chambers information Center – Thompson Island, Trenton Open mid-May to mid-October

ANP Hulls Cove Information Center – Bar Harbor, Open mid-May to mid-October.

ANP HQ - Year Round Business Hours

Future Acadia Gateway Center – Trenton Proposed year round operation with extended summer/autumn hours.

Describe any universal access accommodations to assist travelers of varying abilities. (Limit 480 characters, about 80 words.)

All of the information centers meet ADA requirements, but the Hulls Cove Visitor Center has 52 steps at the front entrance. An ADA compliant rear entrance is available. The Island Explorer buses feature wheel chair lifts and automatic enunciators. Most major of the accommodations are ADA compliant.

Describe any gaps on the byway of 50 miles or more where no traveler services (food, fuel or restrooms) are available. (Limit 480 characters, about 80 words.)

Services are available throughout the byway. The Acadia Park Loop Road is non-commercial, but exits are not far apart and the towns all have robust service economies.

Describe any special accommodations made for international, non-English speaking visitors. Note that All-American Road nominees are required to include a plan for addressing multi-lingual information needs in the Planning/Sustainability section of the nomination under Corridor Management Plan. (Limit 600 characters, about 100 words.)

Acadia National Park provides park information in multiple languages including French, German and Spanish (see examples in CMP). The Maine Department of Transportation has established bi-lingual standards for interpretive signage along scenic byways. Due to our proximity to Canada, the predominant foreign language is French. The official website of the Acadia Byway [www.acadiabyway.org](http://www.acadiabyway.org) includes translation utilities for French, German, Japanese, Spanish and other major languages.

## Directional Signage

Please describe directional signage, if any, that currently exists that would help travelers access and navigate the byway as well as find their way back to major routes. (Limit 900 characters, about 150 words.)

The Acadia Byway, including the extension, follows two roads, Route 3 and the Acadia Park Loop Road. This eases wayfinding. Route 3 is marked by the standardized Maine Scenic Byway signs (image attached). Discussion are ongoing at the state level about adding the word “Acadia” to the bottom of the State Byway Signs. The Acadia Loop Road is signed using standard National Park Service directional signage.

The Trenton Extension will be very easy to follow and will require a small number of signs, at the northern entry and potentially intersections with Route 204 and Route 230. Extending the byway through Trenton will facilitate visitor orientation, assuring them that they are on the right track sooner.

## Referenced Photos



### Maine Scenic Byway Sign

[MSB Logo\\_Color\\_Master.jpg](#) (213.3 KB)

This image depicts the standard Maine Scenic Byway road sign. It consists of a tan road passing by a pine tree and green hill on the left and blue water on the right. There is a yellow sun in the sky. The words under the sign read Maine Scenic Byways.

## Wayfinding

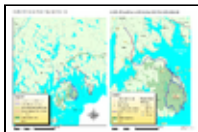
Describe how travelers will know they are on the byway and list tools such as maps, signs and brochures. (Limit 400 characters, about 67 words.)

Maine Scenic Byway signs are posted periodically on the existing designated route. Many maps, AAA trip-tics and GPS units now indicate Maine Scenic Byways. Travel maps are posted on [acadiabyway.org](http://acadiabyway.org). The information centers in Ellsworth, Trenton and Bar Harbor also provide information visitors with maps. MaineDOT has created a state byways brochure with maps that is also distributed.

Describe how travelers will find their way back to the byway if they turn off the byway to visit an attraction. (Limit 400 characters, about 67 words.)

This is a rural part of a rural state. The Trenton extension follows Route 3, the only primary arterial connecting Bar Harbor to Bangor. There is a tradition of coming to Maine to eat lobster and ask for directions. We are working with local business to build awareness of the byway so that they can better assist visitors with way-finding.

## Referenced Photos



### Scenic Byway Regional and Local Map

[SB3TrentonMaster\\_HR.jpg](#) (3.2 MB)

Two maps are displayed. The regional map shows the location of the Acadia All American road relative to Bangor, Ellsworth, Bar Harbor and surrounding towns. The local map shows more precisely where the byway is located and some of the byways intrinsic values.

Map Prepared by the Hancock County Planning Commission



### Maine Scenic Byway Sign

[MSB Logo\\_Color\\_Master.jpg](#) (213.3 KB)

This image depicts the standard Maine Scenic Byway road sign. It consists of a tan road passing by a pine tree and green hill on the left and blue water on the right. There is a yellow sun in the sky. The words under the sign read Maine Scenic Byways.



## Evidence of Intrinsic Qualities

Identify up to 15 features (i.e., points of interest, sites or events) along your byway that support the Intrinsic Qualities you have identified for nomination.

### 1. Acadia National Park and Acadia Gateway Center

Write a description of what is found at the feature. Explain how the feature supports the Intrinsic Qualities. (Limit 480 characters, about 80 words.)

Acadia National Park offers more than 30,000 acres of preserved landscape with trails, bike paths, interpretive centers and more. This is one of the most heavily visited national parks in the United States. The natural resource base provides many scenic and recreational opportunities. Trenton affords numerous scenic vantage points of Acadia National Park.

Provide dates and/or times on which the feature is available for traveler visits.

Acadia National Park is open year round for visitors, though park staff is reduced between mid-October and mid-May. It is a day-use park, though campgrounds and nearby hotels and restaurants offer night time activities.

Indicate the location of the feature along the byway. Include addresses, intersections, and/or GIS coordinates where applicable.

While the currently designated byway includes many parts of Acadia National Park, the future Acadia Gateway Center will be located midway through the Trenton extension. The Acadia Gateway Center will be constructed at (Latitude 44.46966 / Longitude -68.36440) at the intersection with Old Turnpike Road.

If this feature is not immediately adjacent to the byway route, indicate the one-way distance required to reach the feature from the byway.

0 miles

Provide directions and one-way travel time required to reach the feature from the byway. Indicate any existing signage.

Not applicable

Provide driving directions from the feature back to the byway:

Not applicable

- This location is marked on the route map provided with this nomination

When available, attach a photo that illustrates this feature.



#### **Acadia Gateway Center Front View**

[AcadiaGatewayCenterFront.JPG](#) (342.3 KB)

This picture is an artists conception of the proposed Acadia Gateway Center. It shows the front of the building with people walking about in the lawn.

## 2. Trenton Grange

Write a description of what is found at the feature. Explain how the feature supports the Intrinsic Qualities. (Limit 480 characters, about 80 words.)

The Trenton Grange is a small community center located right on the proposed byway extension. It represents the historic role of Trenton as the breadbasket for Mount Desert Island and offers cultural and recreation programming to this day.

Provide dates and/or times on which the feature is available for traveler visits.

The Grange opens for special events that are posted on the sign in front and in local newspapers and online cultural calendars.

Indicate the location of the feature along the byway. Include addresses, intersections, and/or GIS coordinates where applicable.

The Grange is located at the intersection of Route 3 and Route 230.

If this feature is not immediately adjacent to the byway route, indicate the one-way distance required to reach the feature from the byway.

0 miles

Provide directions and one-way travel time required to reach the feature from the byway. Indicate any existing signage.

Not applicable

Provide driving directions from the feature back to the byway:

Not applicable

- This location is marked on the route map provided with this nomination

When available, attach a photo that illustrates this feature.



### **Balkan Band Performing at the Trenton Grange**

[trentongrangeband.jpg](#) (31.1 KB)

This picture depicts a local Balkan music band that performed at the Trenton Grange. The colorfully dressed musicians and dancers are standing in the old wooden grange building.

## 3. Boat and Sea Plan Ramp

Write a description of what is found at the feature. Explain how the feature supports the Intrinsic Qualities. (Limit 480 characters, about 80 words.)

This is by far the largest boat and sea plane ramp in Hancock County. This simple structure offers boaters and aviators with a connection directly to the Acadia All American Road. 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.

Provide dates and/or times on which the feature is available for traveler visits.

Open year round, but primarily used in the summer and early autumn.

Indicate the location of the feature along the byway. Include addresses, intersections, and/or GIS coordinates where applicable.

Located on the southern end of the Hancock County Bar Harbor Airport at the end of Ramp Road (Latitude 44.44134 / Longitude -68.35956).

If this feature is not immediately adjacent to the byway route, indicate the one-way distance required to reach the feature from the byway.

0.5 miles

Provide directions and one-way travel time required to reach the feature from the byway. Indicate any existing signage.

Follow Caruso Drive, the Airport entrance Road, .25 miles then take a right onto Ramp Road.

Provide driving directions from the feature back to the byway:

Take Ramp road .25 miles to the end, then follow Caruso Drive .25 miles to the byway.

- This location is marked on the route map provided with this nomination

When available, attach a photo that illustrates this feature.



### **Trenton Boat and Seaplane Ramp**

[BoatRampIMG\\_0559a.JPG](#) (44.2 KB)

This aerial picture shows the extra-wide Trenton Boat and Seaplane ramp descending into the Mount Desert Narrows. A truck and boat trailer are part way down the ramp.

## **4. Thompson Island**

Write a description of what is found at the feature. Explain how the feature supports the Intrinsic Qualities. (Limit 480 characters, about 80 words.)

Thompson Island, located in southern Trenton, hosts an information center for the Acadia National Park and a scenic picnic area on the Mount Desert Narrows. It is a popular place for locals and tourists to hold picnics during the summer. Bathroom facilities are available seasonally.

Provide dates and/or times on which the feature is available for traveler visits.

Open mid-May to Mid-October

Indicate the location of the feature along the byway. Include addresses, intersections, and/or GIS coordinates where applicable.

Located on Thompson Island on the southern end of Trenton right on the Acadia Byway at (latitude 44.42678 / longitude -68.37479).

If this feature is not immediately adjacent to the byway route, indicate the one-way distance required to reach the feature from the byway.

0 miles

Provide directions and one-way travel time required to reach the feature from the byway. Indicate any existing signage.

Not applicable

Provide driving directions from the feature back to the byway:

Not applicable

- This location is marked on the route map provided with this nomination

When available, attach a photo that illustrates this feature.



### Thompson Island Information Center

[thompsonislandinfo.jpg](#) (32.1 KB)

This picture depicts the Thompson Island Information Center, across from the scenic picnic area. It is a cluster of small, weathered wood structures with an interpretive sign in front.

## 5. Trenton Interior

Write a description of what is found at the feature. Explain how the feature supports the Intrinsic Qualities. (Limit 480 characters, about 80 words.)

The Trenton interior is a largely undeveloped block of land that has few roads and a surprising diversity of wildlife. You will probably never see a moose on Mount Desert Island, but there are some walking the Trenton woods. The new Acadia Gateway Center will include nature trails that introduce visitors to beavers, moose and other Maine wildlife. In the month of November this area is still frequented by deer hunters.

Provide dates and/or times on which the feature is available for traveler visits.

Will be opened to visitors with the creation of Phase 3 of the Acadia Gateway Center.

Indicate the location of the feature along the byway. Include addresses, intersections, and/or GIS coordinates where applicable.

Trails will begin at the Acadia Gateway Center immediately off of Route 3 at Crippens Creek. (Latitude 44.46876 / Longitude -68.36940).

If this feature is not immediately adjacent to the byway route, indicate the one-way distance required to reach the feature from the byway.

0 miles

Provide directions and one-way travel time required to reach the feature from the byway. Indicate any existing signage.

Not applicable

Provide driving directions from the feature back to the byway:

Not applicable

- This location is marked on the route map provided with this nomination

When available, attach a photo that illustrates this feature.



### **Moose in the Maine Woods**

[File0004a.jpg](#) (73.3 KB)

This photo shows a mid-sized moose threading its way through damp, green woods in Trenton, Maine

Photography by Peter Lazas

## **6. Bar Harbor Village Green**

Write a description of what is found at the feature. Explain how the feature supports the Intrinsic Qualities. (Limit 480 characters, about 80 words.)

This site is not in Trenton, but the itinerary feature on this submission system requires this be added here. The Village Green is the hub of activity for the Island Explorer bus system. It is also a great place to walk about and see the harbor, local shops, restaurants and more.

Provide dates and/or times on which the feature is available for traveler visits.

Open year round, but bus service runs seasonally from June to Mid-October.

Indicate the location of the feature along the byway. Include addresses, intersections, and/or GIS coordinates where applicable.

The Village Green is at the intersection of Mount Desert Street and Main Street in Bar Harbor.

If this feature is not immediately adjacent to the byway route, indicate the one-way distance required to reach the feature from the byway.

0 miles

Provide directions and one-way travel time required to reach the feature from the byway. Indicate any existing signage.

Not applicable

Provide driving directions from the feature back to the byway:

Not applicable

- This location is marked on the route map provided with this nomination

When available, attach a photo that illustrates this feature.



### **Thumbnail photo of Island Explore at the Village Green**

[villagegreen.jpg](#) (4.8 KB)

This is a thumbnail photo of Island Explore buss at the Village Green in Bar Harbor. The white buses are parked along the side of a green village park.

## 7. Acadia Park Loop Road

Write a description of what is found at the feature. Explain how the feature supports the Intrinsic Qualities. (Limit 480 characters, about 80 words.)

This part of the Acadia All American Road is a destination for many visitors. This loop road is a feat of landscape engineering and road construction as it circumnavigates the mountains and coastline of Acadia National Park.

Provide dates and/or times on which the feature is available for traveler visits.

Open seasonally between mid spring, when the snow melts, and late autum, when the snow returns.

Indicate the location of the feature along the byway. Include addresses, intersections, and/or GIS coordinates where applicable.

This is a an approximately 20 mile route around and through Acadia National Park.

If this feature is not immediately adjacent to the byway route, indicate the one-way distance required to reach the feature from the byway.

0 miles

Provide directions and one-way travel time required to reach the feature from the byway. Indicate any existing signage.

Not applicable

Provide driving directions from the feature back to the byway:

Not applicable

- This location is marked on the route map provided with this nomination

When available, attach a photo that illustrates this feature.



### **Acadia Park Loop Road**

[AcadiaParkLoopRoad.JPG](#) (161.4 KB)

This map depicts the Acadia Park Loop Road and indicates some of the many trail heads, interpretive areas and the surrounding geography.

## Telling Your Story

An important part of supporting the America's Byways brand is providing travelers with information about the Intrinsic Qualities that form the essence of your byway. This part of the nomination gives you an opportunity to demonstrate the efforts you have made to tell your byway stories.

Describe the materials you use to tell your byway story and interpret its Intrinsic Qualities, e.g., maps, brochures, DVDs, etc.) (Limit 900 characters, about 150 words.)

The 2000 Corridor Plan and the 2008 Trenton Corridor Extension Plan and additional studies, such as bicycle pedestrian plans, park interpretive plans, visitor management studies, natural resource impact studies, and transportation studies provide baseline data.

Pre-visit resources include numerous websites, Office of Tourism call Centers, information packets, chambers of commerce. The MaineDOT provides a Scenic Byway brochure.

On Arrival, information centers in Ellsworth, Trenton and Bar Harbor, provide a variety of park and regional brochures.

On the byway: The Park Loop Road has numerous interpretive stations, trail heads and educational facilities. Acadia National Park maintains a year round staff of rangers, interpretive planners, biologists, and others.

Provide list websites where travelers and media can find information **specific to your byway** (other than byways.org.)

Our byway maintains a website: [www.acadiabyway.org](http://www.acadiabyway.org) with multilingual tools. This site has been largely devoted to the planning process, but supports and links to area tourism oriented sites.

Additional information about the Acadia Byway is hosted by:

The Maine Office of Tourism [www.visitmaine.com](http://www.visitmaine.com) The Maine Department of Transportation: [www.maine.gov/mdot](http://www.maine.gov/mdot)  
The National Park Service – Acadia National Park [www.nps.gov/acad](http://www.nps.gov/acad) The Friends of Acadia – [www.friendsofacadia.org](http://www.friendsofacadia.org)  
The Hancock County Planning Commission: [www.hcpcme.org](http://www.hcpcme.org) and [www.downeastexplorer.org](http://www.downeastexplorer.org) The Bar Harbor Chamber of Commerce: [www.barharborme.com](http://www.barharborme.com) The Trenton Chamber of Commerce: [www.trentonmaine.com](http://www.trentonmaine.com)

There are many additional websites created by business, individuals and park enthusiasts that include photography, itineraries, points of interest and more.

## Itinerary

Provide one sequential itinerary that offers a view of what it is like to travel along your road. This itinerary should not be viewed as a typical travel itinerary that lists unrelated stops along a route, but rather a series of related stops that collectively convey a sense of continuity directly related to the intrinsic qualities and tell your byway's story. Note: All-American Road nominees must speak to the road as being a destination unto itself and address both intrinsic qualities.

## Summary

Enter a name for this itinerary that characterizes the theme/story you wish to convey that will capture the traveler's attention.

Low Carbon Tour

Write a short description of the itinerary that would give potential travelers a good idea of what they can plan to experience during the trip. Also include details such as the amount of time required, suggested times of year to make the trip, and any special preparations required. (Limit 900 characters, about 150 words.)

One of the great aspects of the Acadia Byway is that you can see travel most of it on the free, propane powered Island Explorer buses. Your trip begins in Trenton at the Trenton Airport, or soon at the Acadia Gateway Center (Phase 1 opens in 2010). Leave your car behind and travel through Trenton taking in the views of the mountains and MDI Narrows. The bus will take you to Bar Harbor's Village Green and the hub for bus operations. Ride the bus around the scenic and historic Park Loop Road, or get off, hike across the mountains and catch a bus on the other side. It's a great day, and your carbon footprint is size 5 narrow.

An excellent itinerary is also available on the National Scenic Byways website at: [www.byways.org/explore/byways/13791/itinerary/4120](http://www.byways.org/explore/byways/13791/itinerary/4120)

### **Start: Acadia National Park and Acadia Gateway Center**

Provide a short description of this stop in the context of the itinerary that helps potential visitors understand why it was included in the itinerary and that helps make the itinerary a “whole” experience.

The Acadia Gateway Center, opening in 2010 will be the new jumping off point for eco-travel using the no-fare, propane powered Island Explorer bus system. An optional natural walk is planned for this site.

How long should visitors plan to stay at this stop?

30 minutes

If walking or hiking is involved, what is the typical distance traveled? (Enter zero if none.)

1 mile

If walking or hiking is involved, what is the degree of difficulty?

easy

### **Stop 1: Thompson Island**

Provide driving directions from the previous stop on the itinerary to this stop:

Ride the bus to Thompson Island, approximately 3 miles due south.

What is the driving distance between the previous stop and this stop?

3 miles

What is the average driving time between the previous stop and this stop?

7 minutes

Provide a short description of this stop in the context of the itinerary that helps potential visitors understand why it was included in the itinerary and that helps make the itinerary a “whole” experience.

Thompson Island comes up very quickly. Stop here if you want to have a pre-tour picnic. Buses come every thirty minutes. You will have great views of MDI Narrows and the kids can play on the rocky shore.

How long should visitors plan to stay at this stop?

30 minutes

If walking or hiking is involved, what is the typical distance traveled? (Enter zero if none.)

0.5 miles

If walking or hiking is involved, what is the degree of difficulty?

easy



## Stop 2: Bar Harbor Village Green

Provide driving directions from the previous stop on the itinerary to this stop:

Ride the Island Explorer bus or drive approximately 11 miles south on Route 3 from Thompson Island to the Village Green

What is the driving distance between the previous stop and this stop?

11 miles

What is the average driving time between the previous stop and this stop?

20 minutes

Provide a short description of this stop in the context of the itinerary that helps potential visitors understand why it was included in the itinerary and that helps make the itinerary a “whole” experience.

The Bar Harbor Village Green is a delightful center of activity, with small shops, restaurants, and a short walk to the port facility. It is also the hub for Island Explorer buses. You can travel from here around the Park Loop Road or rent a bicycle and pedal the Carriage Roads.

How long should visitors plan to stay at this stop?

1 hour

If walking or hiking is involved, what is the typical distance traveled? (Enter zero if none.)

1 mile

If walking or hiking is involved, what is the degree of difficulty?

easy

## End: Acadia Park Loop Road

Provide driving directions from the previous stop on the itinerary to this stop:

Ride the Island Explorer Park Loop Road bus or drive west from the village green on Mount Desert Street (Route 233) to the Jordan Pond Road. Turn left and continue until this road merges with the Park Loop Road. Be sure to buy a park pass while you are at the village green.

What is the driving distance between the previous stop and this stop?

20 miles

What is the average driving time between the previous stop and this stop?

1 hour

Provide a short description of this stop in the context of the itinerary that helps potential visitors understand why it was included in the itinerary and that helps make the itinerary a “whole” experience.

Ride the Island Explorer on the Acadia Park Loop Road, a great destination for sightseeing. You can ride all the way around in about an hour, or you can get off anywhere along the way and catch another bus to continue your journey. Some people like to hike up and over a mountain trail to catch a bus on the other side!

How long should visitors plan to stay at this stop?

1 hour

If walking or hiking is involved, what is the typical distance traveled? (Enter zero if none.)

0 miles

If walking or hiking is involved, what is the degree of difficulty?

N/A

## Itinerary Stop Details

If for any reason the stops included in your itinerary vary from the Features detailed previously, please provide additional information here.

## Photo Details



### MDI View over the Narrows

[MDI view over the narrows.JPG](#) (1.4 MB)

View from Trenton over the tidal Mount Desert Narrows of the Mount Desert Island shoreline and the Mountains of Acadia National Park.

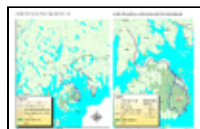
Photograph by Edwin Chase



### Maine Scenic Byway Sign

[MSB Logo\\_Color\\_Master.jpg](#) (213.3 KB)

This image depicts the standard Maine Scenic Byway road sign. It consists of a tan road passing by a pine tree and green hill on the left and blue water on the right. There is a yellow sun in the sky. The words under the sign read Maine Scenic Byways.



### Scenic Byway Regional and Local Map

[SB3TrentonMaster\\_HR.jpg](#) (3.2 MB)

Two maps are displayed. The regional map shows the location of the Acadia All American road relative to Bangor, Ellsworth, Bar Harbor and surrounding towns. The local map shows more precisely where the byway is located and some of the byways intrinsic values.

Map Prepared by the Hancock County Planning Commission



### View from the Future Acadia Gateway Center

[DSCF0374.JPG](#) (824.4 KB)

This photo depicts a view from the future Acadia Gateway Center of the Mountains in Acadia National Park. In the foreground are green fields and trees of Trenton.

Photograph by Jim Fisher



**Trenton Grange Hall**  
[DSCF0491.JPG](#) (827.1 KB)

This is a photograph of the exterior of the Trenton Grange Hall. This simple white clapboard building has a wooden sign advertising a craft fair and contradance in the near future.

Photograph by Jim Fisher



**Acadia Gateway Center Front View**  
[AcadiaGatewayCenterFront.JPG](#) (342.3 KB)

This picture is an artists conception of the proposed Acadia Gateway Center. It shows the front of the building with people walking about in the lawn.



**Balkan Band Performing at the Trenton Grange**  
[trentongrangeband.jpg](#) (31.1 KB)

This picture depicts a local Balkan music band that performed at the Trenton Grange. The colorfully dressed musicians and dancers are standing in the old wooden grange building.



**Trenton Boat and Seaplane Ramp**  
[BoatRampIMG\\_0559a.JPG](#) (44.2 KB)

This aerial picture shows the extra-wide Trenton Boat and Seaplane ramp descending into the Mount Desert Narrows. A truck and boat trailer are part way down the ramp.



**Thompson Island Information Center**  
[thompsonislandinfo.jpg](#) (32.1 KB)

This picture depicts the Thompson Island Information Center, across from the scenic picnic area. It is a cluster of small, weathered wood structures with an interpretive sign in front.



**Moose in the Maine Woods**  
[File0004a.jpg](#) (73.3 KB)

This photo shows a mid-sized moose threading its way through damp, green woods in Trenton, Maine

Photography by Peter Lazas



**Acadia Park Loop Road**  
[AcadiaParkLoopRoad.JPG](#) (161.4 KB)

This map depicts the Acadia Park Loop Road and indicates some of the many trail heads, interpretive areas and the surrounding geography.



**Thumbnail photo of Island Explore at the Village Green**

[villagegreen.jpg](#) (4.8 KB)

This is a thumbnail photo of Island Explore buss at the Village Green in Bar Harbor. The white buses are parked along the side of a green village park.

## SECTION 6: PLANNING/SUSTAINABILITY

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### Community Support

1. Provide the name of the individual(s)/organization(s) who led the effort to develop the Corridor Management Plan (CMP)

Peter Lazas, Chair of the Trenton Byway Extension Subcommittee. Peter is a resident and small business owner in Trenton. He is active with the Trenton Chamber of Commerce and the Trenton Historical Society.

2. Provide a list of key participants in the planning process

Bill Haeefe, Thompson Island Information Center Staff Kim Murphy, Owner Trenton IGA, Member Chamber of Commerce Michelle Woodbury, Trenton Resident George Hopkins, Trenton Sign Control Officer and very long time resident John Kelly, Planner for Acadia National Park Mike Hodgkins, Trenton Selectman Stephanie Clement, Vice President, Friends of Acadia Anne Kreig, Chair of the Acadia All American Road Corridor Committee James Fisher, Senior Planner with the Hancock County Planning Commission Lawrence Johannesman, Landscape Architect MaineDOT Duane Scott, Maine State Byway Coordinator

3. Document how the CMP was developed and approved

The concept of extending the corridor was written into the original 2000 corridor management plan. During the ensuing six years several issues were raised and managed before the effort was formally launched in 2006.

Several partners contributed funding to contract with the Hancock County Planning Commission to provide staffing services. These partners included the Town of Trenton, Friends of Acadia, Acadia National Park and the MaineDOT. The Hancock County Planning Commission contributed additional staff time beyond the contracted amount.

Monthly meetings were held for approximately two years for planning. Drafts were posted to [www.acadiabyway.org](http://www.acadiabyway.org) and reviewed by committee members. Public meetings were held periodically with town leaders and local organizations.

4. Describe any significant objections to your CMP and/or nomination of the road.

Prior to designation in 1999, the Maine State Planning Office and Maine Department of Transportation raised concerns about the eligibility of Trenton to be part of the All American Road. While billboards are not permitted in Maine, a small number of signs were poorly located along this corridor. Trenton has a substantial number of small businesses creating an atmosphere quite different from the Acadia National Park portion of the byway.

The original byway designation, largely in Bar Harbor, met some resistance from abutting land owners. The plan was put to a vote in an election referendum and passed overwhelmingly. The town of Trenton also put held a Town Meeting vote on the original CMP and passed it overwhelmingly. Local support for the corridor extension plan has been re-affirmed on several occasions and the Town Selectmen have formally approved this plan.

In this round of planning there have been no formal objections expressed by local or state leaders to extending the byway designation. Local support is strong for this action, and includes endorsements from Acadia National Park, the Town of Trenton and the current Acadia All American Road Corridor Committee.

5. Describe how you have addressed the control of outdoor advertising with your stakeholders.

Maine does not permit billboards anywhere. Trenton signage regulations are more stringent than the state standard. In 1999 two signs in particular were non-compliant with local ordinances. Since that time one has been removed entirely and the other reduced in size and is now compliant. The town recently augmented their signage ordinance to prevent future signs from obstructing identified scenic views. The map identifying these views was created by the byway planning committee.

6. Provide up to five (5) brief examples of how conflicting interests or positions were managed.

There have been few conflicts with extending the byway through Trenton. Two that have been noted are the original MaineDOT concerns about Trenton's eligibility to be a scenic byway and two particularly unattractive signs. The signage issue has been resolved, though more needs to be done. Trenton has strengthened their signage ordinances and appointed a sign warden to regularly patrol the byway. The signage warden has been a regular participant in the byway planning committee. There is an ongoing battle over temporary signs. The committee has met with MaineDOT landscape architects and local business to identify opportunities to improve the visual character of the small businesses.

7. Assure coordination of efforts with key organizations and industries on the [corridor](#)

Trenton is a small town, but has several active community groups. The Corridor Committee has met with representatives of these groups, including the Chamber of Commerce, the Historical Society and the Grange Hall to identify opportunities to retain and improve the small town character of Trenton in the midst of almost 3,000,000 national park visitors passing through each year. The Town Selectboard and Planning Board have been provided updates on planning documents and corridor committee activities. Representatives of local organizations and the town elected and appointed leaders are regularly invited to attend corridor planning meetings.

8. Assure that you have the support of road management authorities responsible for each segment of the road

The Maine Department of Transportation is principally in charge of this arterial road through Trenton. We communicated regularly with DOT representatives at the state, regional and local level.

9. Assure that you have the support of the Federal land management agency(s) through whose lands the byway runs

The National Park Service has endorsed this byway extension. John Kelly, park planner for Acadia National Park is a regular participant in Acadia Byway Meetings and has been provided regular update on committee activities.

10. Describe how the nomination was developed and who was involved

This question was answered in #3 above.

The Town of Trenton has actively pursued byway designation for more than a decade. This formal planning initiative was launched in 2006 out of a partnership with local, regional and state organizations listed in #3.

Senior Planner Jim Fisher of the Hancock County Planning Commission provided most of the staff support for this process. He originally wrote the corridor plans for the Acadia, Schoodic and Blackwoods Scenic Byways and has delivered presentations and workshops at National Scenic Byways conferences.

The byway extension committee was chiefly responsible for moving this planning process ahead and devoted countless hours as volunteers to see that the plan would meet local approval.

11. List actions the byway leaders or organization will take to assure ongoing community involvement and citizen participation

This six mile extension will provide some additional interest from the Town of Trenton in being a full participant in the Acadia All American Road Corridor Committee. The Hancock County Planning Commission remains committed to byway improvements in aesthetics, safety and economic opportunity for Hancock County. The corridor committee will continue monthly meetings, grant writing, local educational outreach, and review of state and local policies that affect the byway. For the next several years the Acadia Gateway Center construction program in Trenton will be a major focus of our planning efforts.

## Supporting Documentation

You must include an electronic copy of the [Corridor Management Plan](#) and any letters documenting support. Applicants are limited to providing these two forms of supporting documentation along with the Route Map and the photos referenced within the body of the nomination application. Additional documentation/attachments will not be considered.

**Corridor Management Plan.** Your application must be supported by a Corridor Management Plan or set of planning documents that address the 18 points of corridor management planning detailed in the Interim Policy.

**Letters Documenting Support.** Reviewers find supporting letters that document local support useful as they corroborate statements you make in your application. The most effective documentation is personalized support statements that describe the writer's relationship to the byway and expected benefits from national designation. It is also useful to see indications of how the writer will continue their support in the future.



### Acadia Byway Trenton Extension Corridor Management Plan

[Acadia\\_TrentonCMP121508.pdf](#) (6.1 MB)

This 47 page document provides readers with a detailed look at six miles of Route 3, proposed to be a northern extension of the Acadia All American Road. The document provides background, intrinsic values, a corridor tour, transportation issues, goals, objectives and strategies, partner organizations and an action plan for this extension. This is intended to be a guiding document for the Town of Trenton, the Maine Department of Transportation and the Acadia Byway Corridor Management Committee with respect to preservation and improvements along the byway. This corridor plan and the original Acadia Byway Corridor Management plan are posted to [www.acadiabyway.org](http://www.acadiabyway.org). Note that several letters of support are embedded within the corridor management plan.

## Corridor Management Plan

Date CMP was adopted (MM/DD/YYYY)

2008-12-04

Does your State/Indian tribe/Federal land management agency require that CMPs be regularly updated to reflect current policies?

- Yes
- No

If yes, how often? If no, in ten concise bullet points or less, please describe your priorities for the byway for the next five (5) years. (Limit 1000 characters, about 167 words.)

1. Enhance scenic opportunities in Trenton
2. Survey historic resources, identify programs for preservation , assist sustainability of local historical organizations
3. Develop improved shoulders and parallel off road opportunities for bicycles and pedestrians
4. Encourage access management
5. Support Island Explorer and other alternative modes
6. Encourage traffic calming
7. Encourage public participation through public meetings, special events, presentations and outreach
8. Create and disseminate educational documents about the byway based on local resource inventories.
9. Develop implement interpretive plan for brochures, signage and other means of communication
10. Support shoulder season and off season tourism through the byway website, press releases and other communications.

Your byway's Corridor Management Plan must address each of the following points. Identify the principal pages in your document(s) that discuss this point and summarize the key findings or objectives from your plan.

1. *A map identifying the corridor boundaries, location, intrinsic qualities, and land uses in the corridor.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	2, 18, 38

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

The Corridor Management plan provides a detailed inventory of assets along the byway extension. This is, however, an extension. Many of the most significant intrinsic values are found along the already designated portion of the Acadia All American Road and will not be repeated here.

2. *An assessment of the intrinsic qualities and their "context" (the areas surrounding them).*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	9 - 17

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

The byway extension plan provides a tour from north to south with photography documenting interesting features and landmarks.

3. *A strategy for maintaining and enhancing each of those intrinsic qualities.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	22 - 31

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

The CMP documents a list of goals, objectives and strategies for preserving intrinsic values while promoting local needs such as safety and community development.

4. *The agencies, groups, and individuals who are part of the team that will carry out the plan, including a list of their specific, individual responsibilities. Also, a schedule of when and how you'll review the degree to which those responsibilities are being met.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	31-38

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

A significant portion of this plan is devoted to public participation in implementing its goals and objectives. Partners include state, regional and local organizations and individuals.

5. *A strategy of how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of your byway.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	29-31

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

Community development in this corridor is important and, done correctly, provides additional resources for preservation. Trenton is a gateway community and needs to work hard to protect local intrinsic values. Development pressures on this corridor are significant.

6. *A plan for on-going public participation.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	31 - 39

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

The Byway Extension Corridor Committee will continue to work in close coordination with the overall byway committee, but will also act as a bridge to Trenton-based organizations and businesses.

7. *A general review of the road's safety record to locate hazards and poor design, and identify possible corrections.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	18 - 21

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

This arterial carries a lot of traffic in the summer. Maintaining a free flow of traffic while preserving safety requires an ongoing commitment to access management, reduced signage clutter and other driver distractions and promotion of alternative modes.

8. *A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians.*



Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	24 - 25

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

Health and safety along the byway are important objectives in the CMP. There are and will be no restrictions on commercial vehicles on State Route 3. However, the park service is responsible for determining appropriateness of large vehicles on the Park Loop Road. Additional goals and objectives are included in this plan to promote safety for bicycles and pedestrians.

9. *A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	36 - 38

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

One key to preserving the corridor from intrusions, anomalous or otherwise, is to support local comprehensive planning and implementation of plans. Trenton recently updated their comprehensive plan, and even more recently had adopted a series of ordinances implementing the plan. The ANP portion of the byway has some of the best preservation programs found anywhere.

10. *Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	23

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

Maine outlaws billboards. Most other forms of outdoor advertising are regulated at the local level. Trenton has adopted a series of signage ordinances to protect the viewshed and improve the road-side vistas.

11. *A plan to make sure that the number and placement of highway signs will not get in the way of the scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	23, 27, 28

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

Signage is an ongoing challenge on this byway. The plan calls for a more detailed signage inventory and streamlining of redundant directional signage. The plan recognizes the need to provide information for foreign travelers, and has included some modest programs for non-English speaking travelers.

12. *Plans of how the byway will be marketed and publicized.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	39 - 42

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

The Corridor Management Plan includes a “Prelude to a Marketing Plan.” While recognizing some of the basics (3 Ps and 4Cs) of marketing, the byway will play a support role to organizations that are already actively promoting tourism. The plan does call for further enhancing the website, preparing an Acadia Byway brochure for visitors and promoting a more balanced seasonal flow of tourists.

13. *Any proposals for modifying the roadway, including an evaluation about design standards and how proposed changes may affect the byway's intrinsic qualities.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	24 - 26

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

The corridor plan does not call for any major changes to the byway configuration. However, the committee has worked closely with MaineDOT to assure that capital improvements follow context sensitive design standards.

14. *A description of what you plan to do to explain and interpret your byway's significant resources to visitors.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	23, 27 - 29

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

While a thorough interpretive planning process is supported in this plan, the CMP cannot be said to be that far along. The plan identifies several proposed locations of interpretive displays as well as steps toward an improved website and printed materials.

15. *A narrative on how the All-American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	35-36, 39-42

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

The corridor committee recognizes several major partners that are active in marketing this region for domestic and international travelers. There are no less than five Chambers of Commerce and a regional entity known as the Downeast Acadia Regional Tourism (DART) that are working to attract visitors to the

region. The corridor committee will support these organizations and create new media for visitors, but will not supplant the much larger efforts of these private organizations. We are bumping up against our carrying capacity during the peak season. The plan calls for shoulder season growth.

16. *A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors induced by the byway's designation as an All-American Road.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	29-31, 39-42
Acadia Byway Trenton Extension Corridor Management Plan	29-31, 39-42

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

As we have noted, we are working with Acadia National Park and our partner organizations to build visitation during the shoulder and off seasons. During the peak season we are working with the Island Explorer and other alternative transportation modalities to reduce the negative consequences of automobile congestion. The Acadia Gateway Center is a \$21 million investment to reduce demand on the roads and preserve the environment.

17. *A plan for addressing multi-lingual information needs.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	27-28

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

The Acadia Byway website, interpretive signs, brochures and other materials either already provide information in multiple languages, primarily English and French, or will seek to provide these service in the future.

18. *A demonstration of the extent to which enforcement mechanisms are being implemented in accordance with the corridor management plan.*

Document Name	Page Numbers
Acadia Byway Trenton Extension Corridor Management Plan	32-39

Describe the ways in which the document(s) above address the requirement. (Limit 600 characters, about 100 words.)

Enforcement is always a challenge in small, rural gateway communities. The Town of Trenton has no police force and part time code enforcement. The town has compensated for their size through enacting land use, signage and other ordinances that are neither empty nor overly strident. Local volunteers and appointees, such as the signage warden, augment the paid activities of town staff. Trenton has recently updated their comprehensive plan and adopted consistent ordinances, well ahead of most of Maine.

## Byway Organization

Describe the structure of any byway organization that currently exists. (Limit 400 characters, about 67 words.)

The Acadia Byway Corridor Management Committee has been meeting regularly for eight years. The chair is the Bar Harbor planning director. Other members represent Acadia National Park, Friends of Acadia, Island Astronomy Institute, Hancock County Planning Commission and local chambers of Commerce.

Describe plans to strengthen the organization over the next five years. (Limit 400 characters, about 67 words.)

The addition of the Trenton Extension will strengthen the overall committee with additional support and interest from organizations in Trenton. As the committee is functioning well at this time, no major overhaul of its operations are envisioned.

Provide a description of the stewardship actions and practices your byway organization intends to follow so that your Intrinsic Quality(s) remains evident or available to travelers along the byway. (Limit 400 characters, about 67 words.)

The Corridor Committee has sponsored a number of byway assessments and used these assessments to support change. Most recently we have supported an assessment of the impact of light pollution on our prized star lit sky. Bar Harbor and Trenton have both updated signage and lighting ordinances to encourage shielded lighting in the last year.

## SECTION 7: CONTACTS AND SIGNATORY

### Contacts

FHWA will use these contacts to obtain additional information during the nomination process and after designation, if it occurs. It is important for you to assure the individuals you list in your nomination are available for such contacts and will maintain up-to-date knowledge about byway activities.

Role	Contact Details
Agency Signatory	Duane Scott State Byway Coordinator 16 State House Station Augusta ME 04333-0016 Email: duane.scott@maine.gov Phone: (207) 624-3309 Fax:
Principal Byway Contact	Anne Kreig Chair Planning Department Town of Bar Harbor 93 Cottage Street Bar Harbor ME 04609 Email: planner@barharbormaine.gov Phone: (207) 288-3329 Fax:
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Role	Contact Details
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**DRAFT**  
This notice will be removed upon application submission.

## Signature

I certify that this application is complete and correct.

Please print name: Duane Scott	Title: State Byway Coordinator
Signature:	Date:

**DRAFT**  
This notice will be removed upon application submission.