

**Agenda**  
**Bar Harbor Town Council**  
**November 15, 2016**

- I. **CALL TO ORDER- 7:00 p.m.**
  - A. **Excused Absence(s)** Councilors St. Germain and Stivers
- II. **APPROVAL OF MINUTES**
  - A. **October 4, 2016 Regular Meeting**
  - B. **October 18, 2016 Regular Meeting**
  - C. **October 27, 2016 Special Meeting – Goal Setting**
- III. **ADOPTION OF AGENDA**
- IV. **FINANCIAL STATEMENTS** – Review and possible adoption of a motion to accept the financial statements as presented.
- V. **CONSENT AGENDA** – A single vote has been scheduled to approve the following routine items of business without discussion, unless individual agenda item action is requested by a Councilor:
  - A. **Vehicle for Hire** – Possible motion to approve one taxi license for Walls Elite Transportation and Tours LLC dba Island Checker Cab, as submitted by Bradley Walls. Proof of insurance provide and approved by Police Dept.
  - B. **Municipal Review Committee** – Possible motion to vote for Chip Reeves to serve on the MRC Board of Directors.
  - C. **2017 Council Meeting Schedule** – Possible approval of a motion to adopt the schedule for Town Council’s 2017 meetings as proposed
- VI. **REGULAR BUSINESS:**
  - A. **Acadia National Park**– Transportation Concepts Presentation, Q and A; ANP Superintendent Kevin Schneider and John Kelly, Management Assistant.
  - B. **Council Goals for FY17-FY22** – Review and possible motion to approve as (amended) presented.
  - C. **Curb Cuts:**
    - 1. John Sweet, 12 Livingston Road, request to create one winter off street parking for small vehicle that removes one on street parking spaces

2. Jennifer & Brian Booher, 29 Ledgelawn Avenue, request to install a driveway creating two off street parking spaces that removes one on-street parking.

D. **Treasurer's Warrant** – Request of Treasurer to authorize paid bills.

VII. **TOWN MANAGER'S COMMENTS**

VIII. **COUNCIL COMMENTS AND SUGGESTIONS FOR NEXT AGENDA**

IX. **EXECUTIVE SESSION:** (None Anticipated)

X. **ADJOURNMENT**

**In order to assure your full participation in this meeting,  
we would appreciate your informing us of any special  
requirements you might have due to a disability.**

**Please call 288-4098**

*Manager's  
Memo*

To: Bar Harbor Town Council  
cc: Department Heads  
From: Cornell Knight, Town Manager  
Date: Thursday, November 10, 2016  
Re: **Town Council Meeting of November 15<sup>th</sup>**

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**CALL TO ORDER – 7:00 P.M.**

- I. A. Excused Absences – Two absent.** A possible motion: to excuse Councilors St. Germain and Stivers as provided by Town Charter section C-12.B(1)(d).
- IV. FINANCIAL STATEMENTS** – Finance Director Stan Harmon has enclosed his monthly report, 4 months into the fiscal year. If acceptable a motion: to accept the Financial Report as presented.
- V. CONSENT AGENDA –**
- A. Vehicle for Hire- Walls Elite Transportation and Tours LLC dba Island Checker Cab, Bradley Walls** – Application is enclosed, approved by the Police Department. Possible motion: to approve one taxi license for Walls Elite Transportation.
  - B. Municipal Review Committee** – The ballot for the Board of Directors is enclosed. Chip is currently the chair of the board and is running for a 3 yr. term. Possible motion: to vote for Chip Reeves to serve on the MRC Board of Directors.
  - C. 2017 Council Meeting Schedule** – Enclosed is the tentative schedule for the year. Possible motion to approve the Town Council's meeting schedule as proposed.

A possible motion: to approve the Consent Agenda as published.

**VI. REGULAR BUSINESS:**

- A. Acadia National Park** – Enclosed is the transportation concepts pamphlet recently distributed by the Park Service. 2 public meetings have been held to review the concepts and hear comments. Kevin and John will do a brief presentation and then receive questions and comments.

- B. **Council Goals For 2017-2022** – Enclosed is the draft goals prepared by Ron Beard, following the goals meeting two weeks ago. If acceptable, a motion: to accept the Council Goals 2017-2022 as presented.
- C. **Curb Cuts:** 2 applications, curb cut policy is enclosed.
  - 1. John Sweet 12 Livingston Road. A curb cut that will remove one on street parking space in order to provide one off street space. The Parking and Traffic Committee recommended approval. A possible motion: to approve the curb cut application by John Sweet, 12 Livingston Road.
  - 2. Jennifer & Brian Booher 29 Ledge lawn Avenue, request for a driveway opening to create two offstreet and remove one on street parking space. The Parking and Traffic Committee recommended approval. A possible motion: to approve the curb cut application by Jennifer & Brian Booher, 29 Ledge lawn Avenue.
- D. **Treasurer's Warrant** –A possible motion: to sign the Treasurer's Warrants for paid bills.

**Minutes**  
**Bar Harbor Town Council**  
**October 4, 2016**

I. **CALL TO ORDER** – 7:00 p.m. – In attendance were Councilors: Paul Paradis, Gary Friedmann, Anne Greenlee, Peter St. Germain, Burt Barker, Clark Stivers, Matthew Hochman; and Town Manager Cornell Knight.

A. **Excused Absence(s)** – All were present.

II. **PUBLIC COMMENT PERIOD** – *The Town Council allows at this time up to fifteen minutes of public comment on any subject not on the agenda and not in litigation with a maximum of three minutes per person.* - Resident Roger Innes handed out and provided a brief summary of his collection of email communications from the Communication Technology Task Force regarding broadband/fiber optic study. The 64 to 65 pages of emails were condensed and summarized into 8 pages. Mr. Innes stated logic and well informed should prevail. He stated that he read the emails objectively and clearly wasn't what we were told in public. He provided his contact information if anyone wished to receive a copy.

Martha Searchfield, Chamber of Commerce Executive Director, thanked Ivan Rasmussen and expressed her appreciation of his work on the Planning Board and for his service. She was sorry he was resigning.

III. **APPROVAL OF MINUTES – September 20, 2016** – Mr. Friedmann, with second by Mr. St. Germain, moved to approve the minutes of September 20, 2016 as presented. Motion passed 7-0.

IV. **ADOPTION OF AGENDA** – Mr. Friedmann, with second by Ms. Greenlee, moved to adopt the agenda as published. Motion passed 7-0.

V. **CONSENT AGENDA** – *A single vote has been scheduled to approve the following routine items of business without discussion, unless individual agenda item action is requested by a Councilor:*

A. **Planning Board Resignation** – Request of Councilor Friedmann to move item to Regular Business.

VI. **PUBLIC HEARINGS:**

A. **General Assistance Ordinance** – *Possible adoption of the annual revision of maximum benefit level in Town Code, Chapter 102, General Assistance, Appendixes A, B, C and D pursuant to 22 MRSA 4305(4).* – There being no comments, Ms. Greenlee, with second by Mr. Hochman, moved to adopt the amendments to the Town Code Chapter 102, General Assistance, for maximum levels of assistance as presented. Motion passed 7-0.

**General Assistance Ordinance Amendment  
Amendment of Maximum Benefit Levels  
for Appendixes A, B, C, and D  
Town of Bar Harbor  
#2016-04**

*An Ordinance Amendment for the annual revision of the maximum benefit levels for Appendixes A, B, C, and D.*

*The Town of Bar Harbor hereby ordains that Chapter 102, General Assistance, of the Town Code is amended as follows:*

[Please Note: Old language is ~~stricken~~. New language is underlined.]

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**CHAPTER 102 – GENERAL ASSISTANCE**

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The Town of Bar Harbor hereby ordains that Chapter 102, General Assistance Ordinance of the Town of Bar Harbor code is hereby amended by replacing Appendixes A, B, C, and D for the period of October 1, 2016 to September 30, 2017, pursuant to 22MRSA4305 (4).

**Appendix A**

**Effective: 10/01/16-09/30/17**

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<b>Persons in Household</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>Hancock County</b>	<del>647</del> <u>653</u>	<del>733</del> <u>737</u>	<del>933</del> <u>936</u>	<del>1228</del> <u>1,231</u>	<del>1246</del> <u>1,277</u>

\* Please Note: Add \$75 for each additional person.

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**Appendix B**

**Effective: 10/01/16-09/30/17**

**(effective date in Appendix B is the only change)**

**Food Maximums**

**Appendix C**

**Effective: 10/01/16-09/30/17**

<u>Hancock County</u> Bedrooms	Unheated		Heated	
	Weekly	Monthly	Weekly	Monthly
0	<u>112114</u>	<u>480489</u>	<u>136137</u>	<u>584590</u>
1	<u>124126</u>	<u>534543</u>	<u>154155</u>	<u>663667</u>
2	<u>161163</u>	<u>691699</u>	<u>198198</u>	<u>851853</u>
3	<u>218220</u>	<u>937948</u>	<u>263264</u>	<u>1,1331,136</u>
4	<u>218220</u>	<u>937948</u>	<u>264271</u>	<u>1,1361,166</u>

**Appendix D**

**Effective: 10/01/16-09/30/17**

**UTILITIES**

**ELECTRIC**

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2) **Electricity Maximums for Households *With Electrically Heated Hot Water*:** The maximum amounts allowed for utilities, hot water, for lights, cooking and other electric uses *excluding* heat:

<u>Number in Household</u>	<u>Weekly</u>	<u>Monthly</u>
1	<u>\$19.1020.08</u>	\$86.00
2	\$23.75	\$102.00
3	\$27.70	\$119.00
4	\$32.25	\$139.00
5	\$37.30	\$160.00
6	\$41.00	\$176.00

**NOTE:** For each additional person add \$10.00 per month.

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[end of ordinance]

**VII. REGULAR BUSINESS:**

**A1. Planning Board Resignation** – *Possible motion to accept, with regrets, Ivan Rasmussen's letter of resignation to the Planning Board effective October 4, 2016, and send a letter of appreciation for his service.* – Councilor Friedmann stated he is always troubled when resignations and statements are made of this nature. Mr. Friedmann reported that he dealt with the Planning Board and found the members to be hard working, a board that is time consuming, a board that requires knowledge of our Land Use Ordinance and how to apply it. Whatever we can do to build an atmosphere of trust, work together, and make constructive decisions we must.

Ms. Greenlee acknowledged and appreciated Ivan's quiet tone when speaking, and speaking respectfully.

Mr. Paradis state Ivan served this town honorable in many ways. A small group of people make it frustrating.

Mr. St. Germain also expressed his appreciation for Ivan's service, and acknowledged the frustration of a certain group.

Mr. Friedmann, with second by Mr. Barker, moved to accept Ivan Rasmussen's resignation with regrets. Motion passed 7-0.

**A. Route 3 Reconstruction - MDOT Agreement** – *Possible motion to authorize the Town Manager to sign the Municipal/State Agreement, including the special provision on traffic signals. This replaces the MDOT Cooperating Agreement previously in effect for the planning phase of the project.* – Following a brief explanation from the Town Manager; discussion ensued. Mr. Hochman and Mr. Friedmann expressed concerns and opposition to a traffic light at the intersection of Eden and Mount Desert Street. Mr. St. Germain, with second by Ms. Greenlee, moved to approve the conditions of Appendix B of project identification 19197 for the operations and maintenance for the traffic signal at Mt. Desert and Eden Streets and pedestrian beacons. Motion passed 7-0.

**B. Municipal Review Committee** – *Request to nominate an individual for consideration of placement on the slate of candidates for upcoming election.* – Following Public Works Director Chip Reeves update on the status of Fiberight and MRC actions; Mr. St. Germain, with second by Mr. Hochman, moved to nominate Chip Reeves as a candidate for the Municipal Review Committee Board of Trustees, with a term to end in 2019, and thanked Chip for his willingness to serve. Motion passed 7-0.

**C. Treasurer's Warrant** – *Request of Treasurer to authorize paid bills.* – Mr. St. Germain, with second by Mr. Barker, moved to sign the Treasurer's warrant for paid bills. Motion passed 7-0.

**VIII. TOWN MANAGER'S COMMENTS** – Town Manager Cornell Knight reminded Council of the annual League of Towns meeting on October 20<sup>th</sup> at the Somesville Fire Station at 5 pm and Council Goal Setting at 5:30 pm on October 27<sup>th</sup> at the Public Works Complex.

**IX. COUNCIL COMMENTS AND SUGGESTIONS FOR NEXT AGENDA**

**Mr. Barker** gave a shout out to Matt Hochman, before he became a Councilor, and Roger Innes for their respectful approach to Council and staff. He felt that volunteers for boards are scarce because of the divisiveness of a small group.

- X. **EXECUTIVE SESSION: Sick Leave Transfer** – *(To be held in executive session as permitted by 1 MRSA §405.6.A. for discussion or consideration of a personnel matter.)* – Mr. St. Germain, with second by Ms. Greenlee, moved to enter executive session at 7:56 p.m. under Title 1 MRSA Sec. 405.6.A to discuss a Sick Leave Transfer request. Motion passed 7-0. Council moved to the Meeting Room. Council return to regular session at 8:15 p.m.

Motion by St. Germain, seconded by Hochman, to approve the sick leave transfer requested in a letter dated September 30, 2016 with the following conditions:

1. The Finance Director shall transfer up to 480 hours as needed.
  2. Transferred leave will be considered qualifying leave under the Family Medical Leave Act.
  3. Transferred leave may not be used by the employee until all available sick leave and accrued vacation leave have been used.
  4. No additional sick leave will accrue while the transferred leave is being used.
  5. Consistent with the Town policy on leaves of absence, vacation leave will not be earned for the period in which the transferred leave is used.
- Motion passed 7-0.

- XI. **ADJOURNMENT** – Mr. St. Germain, with second by Ms. Greenlee, moved to adjourn at 8:17 p.m. Motion passed 7-0.

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Patricia A. Gray, Town Clerk

**Minutes**  
**Bar Harbor Town Council**  
**October 18, 2016**

- I. **CALL TO ORDER** – 7:00 p.m. – In attendance were Councilors: Paul Paradis, Gary Friedmann, Anne Greenlee, Peter St. Germain, Burt Barker, Clark Stivers, Matthew Hochman; and Town Manager Cornell Knight.
  - A. **Excused Absence(s)** – All were present.
- II. **PUBLIC COMMENT PERIOD** – *The Town Council allows at this time up to fifteen minutes of public comment on any subject not on the agenda and not in litigation with a maximum of three minutes per person.* – Conservation Commission Chair Jesse Wheeler reported the Commission would like to see the town continue to take an active role in protecting our night sky. The Town passed the ordinance addressing dark sky. The Route 3 project is ready to commence and the Commission is not sure the lighting proposed is an improvement. The Commission requests future projects, such as Cottage Street re-do, take into consideration dark sky conformity and relay such desires to EMERA Maine and public utility commission.
- III. **APPROVAL OF MINUTES – October 4, 2016 – next meeting**
- IV. **ADOPTION OF AGENDA** – Mr. Friedmann, with second by Mr. St. Germain, moved to adopt the agenda as published. Motion passed 7-0.
- V. **FINANCIAL STATEMENTS** – *Review and possible adoption of a motion to accept the financial statements as presented.* Following a brief review of the highlights from Finance Director Stan Harmon, Mr. St. Germain, with second by Ms. Greenlee, moved to accept the financial statements dated 10/13/16 as presented. Motion passed 7-0.
- VI. **CONSENT AGENDA** – *A single vote has been scheduled to approve the following routine items of business without discussion, unless individual agenda item action is requested by a Councilor:*
  - A. **Special Amusement Permit: Little A's** – *Possible motion* to file update status memo from Police Chief
  - B. **Veterans' Day Bell Ringing** – *Possible action* to request local churches to sound their bells in observance of Veteran's Day, per state statute 30-A-MRSA §2901.4.
  - C. **November 8, 2016 Election** - *Possible motion* to confirm the Registrar of Voters office hours are during regular business hours.Mr. St. Germain, with second by Ms. Greenlee, moved to approved the consent agenda as published. Motion passed 7-0.

**VII. REGULAR BUSINESS:**

- A. Community Solar Farm – Possible approval of lease agreement and memorandum of lease.** – The Town Manager reported the town attorney reviewed the documents and suggested a few changes that were incorporated in the final leases. The lease is for twenty-five years with two 5 year options. The annual income is \$888 for the first year with 2% increase annually. This lease is for the community solar farm, the solar panels on the pole barn.

Ms. Greenlee, with second by Mr. St. Germain, moved to approve the Site Lease Agreement with the Bar Harbor Community Solar Association and approve the Memorandum of Lease for the Bar Harbor Community Solar Farm and authorize the town manager to sign both documents. Motion passed 7-0.

- B. Cruise Ship Passenger Limits – Possible motion to exceed the passenger caps on seven dates in 2018.** – Much discussion ensued. Concerns for method of analyzing the impact on visitors and residents, and resources with increase passengers. There are complaints now on cruise ship days of overcrowding. The experimental increase in passengers for the proposed seven days would net the town \$40,000, and give the opportunity to develop a method of study and conditions.

Mr. Friedmann, with second by Mr. St. Germain, moved to approve the higher passenger caps on the 7 dates in 2018 listed in the Harbormaster's memo dated October 13, 2016, and to commission a cruise ship impact study in FY17, costing no more than \$40,000, determine baseline for quality of residents and visitors experience in downtown Bar Harbor, with and without cruise ships, and then to measure the impact on days of overages. Motion failed 3 to 4 (Nay: Mr. Stivers, Mr. Hochman, Ms. Greenlee, Mr. Barker).

- C. Recycling Task Force Bylaws – Consideration and possible motion to amend the Recycling Task Force Bylaws to include alternative fee structure encouraging recycling and a fee for commercial waste.** – Mr. Friedmann observed and it's not clear to him; how we can do a good job, if no incentives to recycle, no option to change commercial haulers, and no discussion to composting. The task force is to look at CES design for renovating the solid waste facility for improving the site, not modifying the ways to change how we handle solid waste. Now is the time before spending \$2 million for the facility upgrade. Following much discussion; Mr. Hochman, with second by Ms. Greenlee, moved to amend the Task Force on Recycling By-Laws to add under Duties and Responsibilities, consider a Pay-as-You-Throw program that we design, and consider fees for commercial waste delivered to the transfer station. Motion passed 5-2(Nay: Mr. Paradis, Mr. St. Germain).

- D. Route 3 Reconstruction Project: Pedestrian Path Lights - Request from Dick Cough to raise funds for light installation.** – On behalf of the Village

Improvement Association (VIA), Richard Cough offered to fundraise to place lights along the Route 3 pedestrian path from the ferry terminal to town, approximately one mile. The VIA pledges \$50,000 toward this project, if others contribute. He has had discussions with Ocean Properties, Witham properties, and College of the Atlantic who all favor this idea and indicated they would make a contribution. The estimated cost to provide lighting is \$300,00 to \$500,000. Mr. Cough outlined the process and commitment as stated in his letter of October 13, 2016. The Gateway Beautification Group will return to Council several times throughout the process for approval. For now, he is asking the Town Council for approval to fundraise.

Mr. Stivers, with second by Mr. Barker, moved to authorize the Bar Harbor Gateway Beautification Group through the Village Improvement Association to raise funds for the installation of lights along the Rte. 3 pedestrian path as discussed in the request from Dick Cough dated October 13, 2016. Motion passed 7-0.

- E. **Treasurer's Warrant** – *Request of Treasurer to authorize paid bills.* – Mr. St. Germain, with second by Mr. Hochman, moved to sign the Treasurer's warrant for paid bills. Motion passed 7-0.

- VIII. **TOWN MANAGER'S COMMENTS** – Town Manager Cornell Knight inquired if there were any objections to holding one meeting in November. The next meeting is November 1<sup>st</sup> and there are no items pending. The Town Clerk is busy with the election and the manager is away that week. It was of general consensus one meeting was approved.

He reminded Council of the annual League of Town's meeting on October 20<sup>th</sup> and Thursday, October 27<sup>th</sup> the Council Goal Setting at the Public Works Complex.

- IX. **COUNCIL COMMENTS AND SUGGESTIONS FOR NEXT AGENDA**

**Mr. Barker** thanked Dick Cough for all the work he does for the town.

**Mr. Paradis** congratulated Ruth Eveland for winning the Cadillac award.

- X. **EXECUTIVE SESSION:** (None)

- XI. **ADJOURNMENT** – Mr. St. Germain, with second by Ms. Greenlee, moved to adjourn at 8:32 p.m. Motion passed 7-0.

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Patricia A. Gray, Town Clerk

# Minutes

## Bar Harbor Town Council Special Meeting

Thursday, October 27, 2016

### Annual Goal Setting Meeting

- I. **CALL TO ORDER** – 5:30 p.m. in the Conference Room at Public Works Complex, Hulls Cove – In attendance were Councilors: Paul Paradis, Gary Friedmann, Anne Greenlee, Peter St. Germain, Matthew Hochman, Clark Stivers, and Burt Barker was tied in remotely by computer. Also present were Town Manager Cornell Knight and Facilitator Ron Beard.
- II. **COUNCIL'S GOAL SETTING** – *Discussion of goals.* – The Town Council reviewed and edited the list of goals from last year. Council discussed new goals to be added to the list. Facilitator Ron Beard will send out a draft of the goals to the Town Manager by next week so the Council can consider them at their November 15<sup>th</sup> meeting.
- III. **ADJOURNMENT** – The meeting adjourned by acclamation at 8:00 p.m.

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Patricia A. Gray, Town Clerk

# Memo



To: Town Councilors; Cornell Knight  
 From: Stan Harmon, Finance Director  
 CC: Department Heads  
 Date: 11/09/2016  
 Re: Fiscal Year 2017 – October 31, 2016 – 4 Months Results

## General Fund

Attached are the financial results for 4 months of operations for FY 2017 through the end of October. The auditors have reviewed most of the Town worksheets as well as completed their field work and testing for FY2015, but need to finish up with the school portion before reports are issued.

### **Expenditures (33% goal)**

The October summary statements show 37.9% spent versus 37.6% of the budget spent last year. 35.4% of the \$3.6 million in budgeted municipal wages are spent year-to-date compared to 34.6% in October 2015, the difference primarily due to the “timing” of payrolls. Where spending seems to be trending higher is still located in those departments that have typical summer seasonal spending. Solid Waste still bears watching as PERC spending is \$30,000 higher than last year.

### **Non-Property Tax Revenues (33% goal)**

38% of the budget for non-property tax revenues is now collected which is slightly less than the 40% collected at this point last year. With four months of activity booked we show that Vehicle Excise is up 1% over the prior year; net Ambulance revenues are down \$55,000, or 33% from last year, due partly to being behind a bit with our billings, but definitely less runs than expected due to Fire staff availability. Building Permits are up by \$18,000 over FY2016. Police revenues are up due to unbudgeted MDEA reimbursements that have been billed; and Yacht Docking revenues in Harbor dropped by \$12,000 from last year.

Ambulance Revenues - another staff shortage has caused a small delay in October billings  
 FY 2017      4 Months YTD Runs Billed    260      Ave. Gross Billing (per run)    \$643

FY 2016	4 Months YTD Runs Billed	394	Avg. <u>Gross</u> Billing (per run)	\$608
FY 2015	4 Months YTD Runs Billed	347	Avg. <u>Gross</u> Billing (per run)	\$652
FY 2017	4 Months YTD Runs billed	260	<u>Net</u> Collections (per run)	\$425
FY 2016	4 Months YTD Runs billed	394	<u>Net</u> Collections (per run)	\$454
FY 2015	4 Months YTD Runs billed	347	<u>Net</u> Collections (per run)	\$438

		<u>10/31/2016</u>	<u>10/31/2015</u>
Ambulance Accounts Receivable		\$199,638	\$202,506

Excise-Motor Vehicle Revenues- revenue & volume data shows we are about level with last year.

FY 2017	4 Months YTD	1773 units	\$362,780	=\$204 / per vehicle
FY 2016	4 Months YTD	1800 units	\$357,755	=\$198 / per vehicle
FY 2015	4 Months YTD	1799 units	\$327,309	=\$182 / per vehicle
FY 2014	4 Months YTD	1812 units	\$330,388	=\$182 / per vehicle

Building Permitting Revenue- revenue is up due to Jax & Bio Lab permits issued

FY 2017	4 Months YTD	105 permits	\$50,058	=\$476 / permit
FY 2016	4 Months YTD	112 permits	\$32,134	=\$287 / permit
FY 2015	4 Months YTD	115 permits	\$31,764	=\$276 / permit

**FY '15 Previously Authorized Council Budget Adjustments or Transfers:**

**Contingency Fund Activity for FY '17:**

Beginning Balance	(Town Meeting Approval)	\$53,366
Minutes-8/16/16	Town Council-PD-CIP-Taser Eq. transfer	<u>-\$2,500</u>
Ending Balance	@ 10/31/16 (available #1036-5906)	\$50,866

**Other General Fund Transfers:**

From: Expense #xxxx-xxxx	(No approved transfers)	(\$00)
To: Expense #xxxx-xxxx		\$00

**Cruise Ship Fund Transfers:**

From: Expense #6510-5359 to CIP-PD Eq (TC 8/16/16 transfers)	-\$2,500
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**Capital Improvement Transfers/Adjustments:**

To Rev: CrShipFd Transfer #2188-4364 (Town Council 8/16/16)	\$ 2,500
GenFundContingency Transfer #2188-4806	\$ 2,500
Other Donations-Police Fund #2182-4512	<u>\$ 8,719</u>
To Exp: PD-Tasers #2145-6238 CIP Police Taser Equipment	\$13,719

**Property Tax Collection & Receivable Update:**

Tax collections are level with last year's excellent collection rate. There are 43% taxes outstanding as of 10/31, right on target, with the balance due on March 31<sup>st</sup>.

Tax Year	Property Taxes Outstanding Balance	@ 10/31/16	@ 10/31/15
		%	Balance %

2007	\$ 978	0.1%	\$ 1,274	0.1%
2008	\$ 1,368	0.1%	\$ 1,643	0.1%
2009	\$ 3,240	0.1%	\$ 5,088	0.1%
2010	\$ 2,900	0.1%	\$ 5,248	0.1%
2011	\$ 5,807	0.1%	\$ 6,619	0.1%
2012	\$ 5,654	0.1%	\$ 6,415	0.1%
2013	\$ 3,340	0.1%	\$ 99,980	0.7%
2014	\$ 80,485	0.6%	\$ 258,436	1.8%
2015	\$ 209,503	1.4%	\$ 6,728,577	43.2%
2016	\$ 6,780,549	42.7%		

### Cash Investment and Status Report / Banking

On October 31st, the Town had \$16,100,000 on hand in all funds—approximately \$800,000 less than last year’s total balances at this same time period, due to more unspent bond monies in 2015. Checking interest rates are at .38% vs .33% last year.

### Wastewater Division Fund

#### Financials (33% - 4 month Benchmark)

	<u>Annual Budget</u>	<u>Oct YTD Actual</u>	<u>% Spent</u>
<b>Spending shows the following:</b>			
<i>Oper &amp; Maint-FY2017-this year</i>	\$1,328,665	\$460,482	35%
<i>Oper &amp; Maint-FY2016-last year</i>	\$1,330,551	\$399,756	30%
	<u>10/31/2016</u>	<u>10/31/2015</u>	
<b>Accounts Receivable-Wastewater</b>	\$532,938	\$730,331	

The Quarterly sewer bills that were mailed in early October for summer usage reflected an overall decrease of 3% compared to last summer. *Food and Lodging* volume was level with 2015 but *Residential* and *JaxLab* showed approximately 8% decreases.

### Water Division Fund

#### Financials (33%-4 month Benchmark)

	<u>Annual Budget</u>	<u>Oct YTD Actual</u>	<u>% Spent</u>
<b>Spending shows the following:</b>			
<i>Oper &amp; Maint-FY2017-this year</i>	\$1,057,692	\$295,028	28%
<i>Oper &amp; Maint-FY2016-last year</i>	\$1,053,291	\$297,567	28%
	<u>10/31/2016</u>	<u>10/31/2015</u>	
<b>Accounts Receivable-Water</b>	\$311,541	\$448,904	

Consistent with the State sales tax revenue figures and the dry summer, the Town’s summer quarterly water billing increased by approximately 6% in usage over last year in the *Residential* & *Commercial* categories, while the *JaxLab* increased by a modest 1%.

### **Technology**

In October, Steve worked with the PD, the MD Assessor and Munis to provide remote access for officers to department reporting systems, replaced/repared damaged video cameras at the PD & Harbor and recovered video for a PD incident; set up pc's & profiles and trained two new Town office employees; fix, build & replace other pcs in Town including training for a new State GIS road mapping system, build new ARC mapping PC for Sewer and install and program a new copier/scanner for Public Works; upgraded the software on the Town's Mitel phone system, replace some equipment due to storm lightning damage and assist various vendors in cleaning up the network directory, adding a stereo system at the Town Office and attend department software demo sessions.

### **Assessing**

Justin's October report indicates continued follow up work on the submitted Municipal valuation reports for the State (statistical & sales analysis). As suggested last month, residential homes are climbing in value after being level for a number of years. October was also busy returning completed 801 pp forms to taxpayers for State reimbursement of those taxes under the BETR program. Lastly, Assessing processed numerous abatement requests and applications; and similar to past years, some were assessed to the wrong owner (deed errors, mis-read deeds, no deeds, etc.) These particular abatements are then quickly re-assessed to the correct or new owners with the new tax assessment revenue offsetting the abated expenses.

### **Cruise Ship Fund**

Revenue activity so far – 4 months:	<u>Budget</u>	<u>Actual</u>	<u>%</u>
FY2017	\$679,326	\$578,075	85%
FY2016	\$605,735	\$533,481	88%
FY2015	\$632,224	\$559,173	88%
FY2014	\$656,933	\$586,939	89%

**Town of Bar Harbor**  
**Expenses - Period Ending**  
**10/31/16**

08-Nov-16

33.3% of Year Completed

General Fund	Dept	A FY '17 Annual Adj'd Budget	B FY '17 4 Months Actual	C FY '16 12 Months Pre-Audit	D Bud Variance Under (over) Col. A-B	E % Spent of Budget (B/A=E)	FY '15 12 Months Actual	Comments on variances
Town Council	10	\$ 38,434	\$ 2,985	\$ 33,557	9,698	7.8%	\$ 37,388	Timing
Town Manager	12	\$ 126,221	\$ 40,404	\$ 116,286	1,249	32.0%	\$ 131,270	
Town Clerk	14	\$ 133,137	\$ 39,037	\$ 117,504	4,898	29.3%	\$ 123,202	
Finance Dept.	16	\$ 335,594	\$ 126,385	\$ 327,892	(15,639)	37.7%	\$ 322,362	Timing
Town Attorney	18	\$ 18,950	\$ 4,102	\$ 18,544	2,152	21.6%	\$ 36,982	
Elections	20	\$ 18,230	\$ 1,507	\$ 9,764	4,509	8.3%	\$ 12,156	
Technology	22	\$ 149,514	\$ 51,202	\$ 171,317	(1,862)	34.2%	\$ 147,667	
Municipal Building	24	\$ 69,568	\$ 23,589	\$ 84,144	(632)	33.9%	\$ 96,879	
Town Offices	26	\$ 35,646	\$ 14,486	\$ 37,404	(2,723)	40.6%	\$ 35,269	Timing
Employee Benefits	28	\$ 1,434,848	\$ 474,791	\$ 1,346,953	(1,291)	33.1%	\$ 1,252,271	
Code Enforcement	30	\$ 76,432	\$ 23,447	\$ 70,055	1,776	30.7%	\$ 91,282	
Assessing Dept.	32	\$ 134,996	\$ 42,739	\$ 116,749	1,810	31.7%	\$ 116,759	
Planning Dept.	34	\$ 160,456	\$ 46,091	\$ 125,398	6,859	28.7%	\$ 91,360	Timing
Miscellaneous	36	\$ 217,878	\$ 118,840	\$ 201,520	(46,940)	54.5%	\$ 211,723	Timing
Fire / Ambulance Dept	42	\$ 844,514	\$ 304,765	\$ 781,816	(26,075)	36.1%	\$ 731,679	Timing
Hydrants-Public Fire	43	\$ 585,602	\$ 292,802	\$ 533,036	(99,553)	50.0%	\$ 480,468	
Police Dept.	45	\$ 1,056,842	\$ 401,392	\$ 1,032,819	(52,634)	38.0%	\$ 983,866	Timing-seasonal
Dispatch Division	47	\$ 215,590	\$ 72,057	\$ 217,475	(912)	33.4%	\$ 204,277	
Public Safety Bldg.	49	\$ 36,143	\$ 6,249	\$ 40,135	5,678	17.3%	\$ 42,602	Timing
Street Lights	51	\$ 71,575	\$ 24,025	\$ 64,625	(405)	33.6%	\$ 69,069	
Harbor Dept.	53	\$ 115,815	\$ 40,407	\$ 113,717	(2,188)	34.9%	\$ 116,162	
Parks & Rec & Glen M	59	\$ 239,154	\$ 121,776	\$ 239,239	(42,855)	50.9%	\$ 229,730	Timing-seasonal
Emrg Mgt & Gen Assis	63/66	\$ 1,458	\$ 76	\$ 1,269	405	5.2%	\$ 1,170	
Cooperating Agencies	68	\$ 40,038	\$ 10,041	\$ 42,843	3,172	25.1%	\$ 45,231	
Comfort Station	70	\$ 92,432	\$ 49,365	\$ 96,243	(18,862)	53.4%	\$ 83,607	Timing-seasonal
Public Works	75	\$ 147,064	\$ 49,297	\$ 142,561	(766)	33.5%	\$ 144,809	
Highway Dept	77	\$ 1,040,312	\$ 346,103	\$ 949,596	(2,800)	33.3%	\$ 1,160,595	
Solid Waste	79	\$ 644,199	\$ 337,293	\$ 611,545	(124,707)	52.4%	\$ 611,136	Pricing/seasonal
<b>General Fund Totals</b>		<b>\$ 8,080,642</b>	<b>\$ 3,065,253</b>	<b>\$ 7,644,006</b>	<b>\$ (398,641)</b>	<b>37.9%</b>	<b>\$ 7,610,971</b>	
payroll periods		26	9	26		34.6%	26	

FY17 Budget excludes \$2,500 transferred to CIP by TC during FY17

FY17 Budget Includes \$44,591 in carryover encumbrances from FY2016

General Fund - Revenues

Town of Bar Harbor  
YTD October 31, 2016  
33.3% - 4 Months

<u>Department</u>	<u>Budget FY'17 12 Months</u>	<u>Actual FY'17 4 Months</u>	<u>Actual FY'16 12 Months</u>	<u>Bud. Var. Favorable (Unfavorable)</u>	<u>% Rev's Received 16.7% Goal</u>	<u>Variances From Budget Goal Comments</u>
Town Clerk Fees	\$ 28,140	\$ 8,560	\$ 25,321	(726)	30%	
Finance Department	\$ 180,197	\$ 47,114	\$ 181,275	(12,351)	26%	Timing
Municipal Building Rents	\$ 32,000	\$ 16,287	\$ 35,190	5,727	51%	Timing-prepayments
Code Enforcement Permits	\$ 152,194	\$ 65,916	\$ 139,234	15,692	43%	Higher trend
Planning Fees	\$ 16,550	\$ 9,105	\$ 10,737	3,644	55%	
Ambulance/Fire Fees	\$ 417,100	\$ 110,965	\$ 299,376	(26,678)	27%	Timing & Lower trend
Police Department	\$ 71,889	\$ 59,864	\$ 86,458	36,141	83%	seasonal-timing
Harbor Department	\$ 54,600	\$ 36,425	\$ 66,708	18,407	67%	seasonal-timing
Parks & Recreation	\$ 700	\$ 200	\$ 800	(31)	29%	
Highway Division	\$ 10,910	\$ 720	\$ 12,018	(2,880)	7%	
Solid Waste-Recycling	\$ 75,300	\$ 25,368	\$ 48,431	519	34%	
<b>Departmental</b>	<b>\$ 1,039,580</b>	<b>\$ 380,524</b>	<b>\$ 905,548</b>	<b>37,463</b>	<b>37%</b>	
P.I.L.O.T.'s	\$ 129,100	\$ 31,086	\$ 132,862	(11,517)	24%	Timing
Interest Income	\$ 23,000	\$ 2,850	\$ 33,575	(4,740)	12%	Timing
Misc, Cable Franch., other	\$ 121,927	\$ 75,340	\$ 121,138	35,104	62%	Timing
Excise & Other Taxes	\$ 995,000	\$ 372,377	\$ 1,059,021	44,027	37%	Higher trend
Intergovernmental	\$ 242,123	\$ 113,487	\$ 242,427	33,586	47%	Timing
<b>Revenues-Subtotal</b>	<b>\$ 2,550,730</b>	<b>\$ 975,664</b>	<b>\$ 2,494,571</b>	<b>133,923</b>	<b>38%</b>	
Property Taxes	\$ 15,896,514	\$ 15,916,407	\$ 15,717,666		100%	
Transfers In-CS & Other Funds	\$ 275,147	\$ -	\$ 265,457	-	0%	
Fund Balance Used	\$ 105,000	\$ -	\$ 110,000		0%	
<b>Grand Total-General Fund</b>	<b>\$ 18,827,391</b>	<b>\$ 16,892,071</b>	<b>\$ 18,587,694</b>		<b>89.7%</b>	
<b>Wastewater Revenues</b>	<b>\$ 2,131,500</b>	<b>\$ 830,696</b>	<b>\$ 1,747,577</b>		<b>39%</b>	<b>1st Summer Qtr billed</b>
<b>Water Revenues</b>	<b>\$ 2,084,202</b>	<b>\$ 1,150,556</b>	<b>\$ 1,854,635</b>		<b>55%</b>	<b>2 Qtrs billed</b>
<b>Cruise Ship Fund Rev's</b>	<b>\$ 679,326</b>	<b>\$ 578,075</b>	<b>\$ 590,354</b>		<b>85%</b>	<b>on target</b>

**TOWN OF BAR HARBOR  
CASH / INVESTMENT STATUS @ October 31, 2016**

Note	Bank	Acct. No.	Purchase	Maturity	Interest Rate	Amount
<b>**CHECKING ACCOUNTS</b>						
GENERAL	BHBT	77548521	GL #10-1140		0.38%	\$ 1,231,000
SEWER	MACHIAS SB	8100333860 / 930	GL #35-1135		0.10%	\$ 39,000
SEWER	BHBT	77548513	GL #35-1140		0.38%	\$ 192,000
WATER	BHBT	77548556	GL #40-1140		0.38%	\$ 639,000
	Total Checking Accounts					\$ 2,101,000
GENERAL	BHBT	ICS - CDARS	FDIC custodial bank deposits	GL #10-1130	0.55%	\$ 5,839,000
GENERAL	The 1st		collateralized securities	GL #10-1145	0.75%	\$ 1,156,000
GENERAL	The 1st		collateralized securities	GL #10-1146	0.45%	\$ 1,008,000
SEWER	BHBT-	ICS - CDARS	FDIC custodial bank deposits	GL #35-1130	0.55%	\$ 1,054,000
SEWER	MACH S BK	ICS - CDARS	FDIC custodial bank deposits	GL #35-1120	0.15%	\$ 352,000
WATER	BHBT-bond \$	ICS - CDARS	FDIC custodial bank deposits	GL #40-1130	0.55%	\$ 1,813,000
<b>**CERTIFICATES OF DEPOSIT: money market</b>						
Gen Fnd	The First	14 months	27-Jan-16	27-Jan-17	0.25%	\$ 86,391
Gen Fnd	BHS&L	18 Months	27-Jun-16	27-Dec-17	0.70%	\$ 112,361
Gen Fnd	BHS&L	12 months	04-Dec-15	03-Dec-16	0.65%	\$ 112,782
Gen Fnd	MSB	12 Months	25-Oct-15	25-Oct-16	0.27%	\$ 112,585
Gen Fnd	MSB	1 Year-CDARS	12-Jan-16	12-Jan-17	0.27%	\$ 240,798
Gen Fnd	UTC-Camden	12 Month CD	11-Aug-16	11-Aug-17	0.15%	\$ 107,300
Gen Fnd	UTC-Camden	12 Month CD	10-Feb-16	10-Feb-17	0.15%	\$ 106,990
Gen Fnd	UTC-Camden	1 Year-CDARS	29-Sep-16	31-Mar-17	0.10%	\$ 236,597
#10-1160	Total Certificates of Deposit					\$ 1,115,804
<b>CIP Reserves: Bar Harbor Banking &amp; Trust - Trust Department</b>						
GENERAL	COMB-combined funds		Money Mkt Funds Sweep		0.37%	\$ 205,218
	Microsoft Corp		Bond - AAA	03-Nov-18	1.30%	\$ 100,620
	Statoil ASA		Bond - AA	15-May-18	1.15%	\$ 99,739
	Federal Farm Cr Bank		Bond - AA+	11/27/2017	0.88%	\$ 99,934
	Fed Natl Mtg Assoc		Bond - AAA	2/19/2019	0.88%	\$ 250,182
	Fed Home Loan Mtg Corp		Bond - AAA	1/4/2018	0.00%	\$ 271,106
	Toronto Dominion Bank		Bond - AA-	5/2/2017	1.13%	\$ 100,013
	Nippon Teleg & Tel Corp.		Bond - AA-	7/18/2017	1.41%	\$ 100,245
	US Treasury Note		Note	9/30/2017	0.63%	\$ 249,785
	US Treasury Note		Note	10/15/2018	0.88%	\$ 200,218
	Amerisource		Bond - A-	5/15/2017	1.15%	\$ 100,020
	Capital One Bank		Bond - AA+	4/8/2019	1.25%	\$ 252,360
#10-1170	Total In Trust Fund					\$ 2,029,440
<b>TOTALS: All CASH &amp; INVESTMENTS</b>						<b>\$ 16,116,244</b>

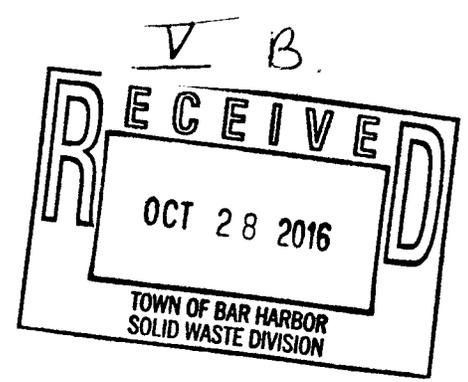
Notes: Checking Accounts and money markets above \$250,000 are protected by Bar Harbor Bank's collateral (US Gov't or agency securities) that are held in joint custody at the Federal Reserve Bank of Boston.

COMB = Combined General, CIP, School and Cruise Ship Cash Accounts  
SWR = Sewer Fund  
WTR = Water Fund

BHBT = Bar Harbor Bank & Trust Co.  
The First = First National Bank Of Damariscotta  
UTC = Union Trust Company & now Camden National Bank  
BHS&L = Bar Harbor Savings & Loan Co.  
MSB = Machias Savings

Town Bond Rating: Affirmed August '15 Aa2 Moody's  
Affirmed August '15 AAA S & P's

State of Maine Bond Rating: May '12 AA S & P's  
State of Maine Bond Rating: June '14 Aa2 Moody's  
State of Maine Bond Rating: Jan '13 AA Fitch  
Hancock County Rating: Jan '11 Aa2 Moody's  
Hancock County Rating: Jan '11 AA S & P's  
U.S. Government Rating: August '11 AA S & P's



To: MRC Membership  
From: Greg Louder, MRC Clerk  
Date: October 27, 2016  
**RE: MRC Board of Directors Election Ballot**

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Please find enclosed a MRC Board of Directors election ballot. Ballots cast in this election will determine the election of three (3) Directors to serve on the MRC Board of Directors for three-year terms from January 1, 2017 through December 31, 2018. The candidate receiving the fourth highest number of votes will be elected to fill a vacancy from January 1, 2016 through December 31, 2018.

Biographical descriptions of the candidates, as provided by the candidates, are also enclosed for your information.

Ballots must be returned to MRC before 5:00 pm, December 13, 2016. A self-addressed, stamped envelope is enclosed for your convenience.

The election results will be read at the MRC Annual Meeting held at 3:00 P.M. in the afternoon on December 14, 2016 at the Cross Insurance Center, 515 Main Street in Bangor.

**Note: Vote must be cast for one candidate only.**

Please contact Greg Louder at 664-1700 or 866-254-3507 with any questions.

# Voting Ballot

- ◆ To fill three positions for a three year term from January 1, 2017 to December 31, 2019  
(3 highest vote totals)
- ◆ To fill a vacancy from January 1, 2017 to December 31, 2018  
(Fourth highest vote total)

The Charter Municipality of \_\_\_\_\_ casts its vote for the following *individual* to serve on the Municipal Review Committee Board of Directors for the above stated term.

**Note: Candidates are listed alphabetically. Biographies provided by each candidate are attached.**

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## **VOTE FOR ONE INDIVIDUAL ONLY**

**→ *More than one checked box will invalidate the ballot* ←**

- Irene L. Belanger – China
- Gary Bowman - Oakland
- Jim Guerra – Hope
- Wayne Kraeger – Stockton Springs
- Vaughn Leach – Blue Hill
- Susan Lessard – Bucksport
- Chip Reeves – Bar Harbor
- Tony Smith – Mount Desert

**Please return this ballot no later than 5:00 p.m., DECEMBER 13, 2016 to:**

Municipal Review Committee, Inc.  
395 State Street  
Ellsworth, Maine 04605  
Or

FAX: (207) 667-2099 EMAIL ATTACHMENT: [glounder@mrcmaine.org](mailto:glounder@mrcmaine.org)

**RESULTS OF THIS ELECTION WILL BE READ AT THE MRC ANNUAL MEETING  
TO BE HELD DECEMBER 14, 2016**

## MUNICIPAL REVIEW COMMITTEE

### 2017 ELECTION NOMINATION BIOGRAPHICAL INFORMATION

**Irene L. Belanger** – Town of China Select Board member, past chairperson Kennebec Valley Council of Governments- Board President

Maine Resource Recovery Association

China Transfer Station Coordinator and Recycling Planner

Past Planning Board Member and Chairperson

RSU #18 Alumni Award

Town Report Dedication

Community Organizer- China Community Days Chair.

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**Gary Bowman**- Degree Forestry UMaine

10 years- Management – Mill River Lumber – Vt./Rutland

10 years – Self Employed – Grocery Store – Fairfield, ME

15 years- Police Officer – Oakland, ME

2 years – Current Town Manager – Oakland, ME

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**Jim Guerra** - Jim Guerra has been working in solid waste management for thirty years and particularly at the municipal level since the early 90's. With public and private experience in most aspects of solid waste management he brings solid "nuts and bolts" experience to the MRC Board. He is just finishing his first three year term with the MRC and currently serves as Vice President. He is very interested in seeing the Fiberight project to fruition while, at the same time, advocating for the rights of departing members from the MRC. Jim currently works at Mid Coast Solid Waste in Rockport (a departing member) which includes an MSW transfer facility as well as a remediation site operated as a CDD landfill under a Consent Agreement with the State. Jim recently completed five years on the Maine Resource Recovery Association's Board of Directors and loves to fish and hunt wild mushrooms around his home in Hope.

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**Wayne Kraeger** - Organic farmer for many years. Member of MOFGA from 1999 to 2008. Current member of Recycling Committee in Stockton Springs. Former Selectman in Stockton Springs 2012 – 2015. Member of former Budget Committee in Stockton Springs.

**Vaughn Leach** – Several 3 year terms on Blue Hill Planning Board. 1 term as chairman, 2 terms on Appeals board and 1 term as chairman – started my own business in 1977 – Blue Hill Disposal- Sold in 2014. Started new business of BHD Containers. Total of 39 years managing my own solid waste and demolition disposal companies. 54-year resident of Blue Hill on my second term as Blue Hill Selectman.

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**Susan Lessard** – Town Manager Bucksport 4/1/16 – present (interim 8/26/15 – /31/2016)

Town Manager Hampden 12/11/2000 – 6/30/2015.

Town manager Vinalhaven 11/1998-10/2000.

President Maine Municipal Association 2002. Former MRC Board Member.

Member Board of Environmental Protection/ 2007 – 2015. Chair BEP 2008 – 2011.

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**Chip Reeves** – Chip Reeves has lived in Bar Harbor for most of his life, graduating from the University of Maine with a BS in Construction Management. Mr. Reeves has been the Public Works Director for the Town of Bar Harbor since 1997, where part of his duties include managing the Solid Waste Division. As Public Works Director, he has been dedicated to managing the Town of Bar Harbor’s waste stream in order to reduce costs while still maintaining quality service levels that local taxpayers expect. Chip has been on the board for the past six years, the past four years as its president. He continues to find the decision making process of the MRC Board of Directors regarding the implementation of the post 2018 solution an interestingly huge challenge.

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**Tony Smith** – I was elected to my first term on the Board in 2012 to serve from 2013-2015. I was not fortunate enough to be re-elected in 2015 but remained active serving the Board on a limited basis. Early in 2016, a recently elected director resigned and I was appointed to the Board to fill a vacancy for the remainder of the year. Recognizing that our current MSW handling and disposal process was behind the times environmentally, was antiquated, would prove to be very expensive post-2018, the Board initiated a process in 2012 to identify a post-2018 alternative to it. An alternative was identified and is well on its way to becoming a reality in Hampden. The process between alternative identification and today was very long and challenging one and is the result of a lot of hard work by the Board members. I greatly appreciate the Board and their efforts and hope to continue working with them to see the project through to its implementation and to continue “Ensuring affordable, long term, environmentally sound disposal of MSW”. My brief history follows:

Public Works Director for the Town of Mount Desert since 2001; equipment and staff management responsibilities include curbside MSW collection with town-owned packer trucks and town staff: recycling center: annual one-week bulky waste collection.

Chairman of the Acadia Disposal District, an independent quasi-municipal, tax-exempt solid waste corporation comprised of five towns; provides services related to the efficient and lawful management, disposal, and recycling of MSW on behalf of its member towns including an annual hazardous and universal waste collection event and contract negotiations with an area transfer station in Southwest Harbor and agreement negotiations with the City of Ellsworth for recycling.

BS degrees in Biology and Chemistry, Mount Allison University, 1979 and Civil Engineering, UMaine, 1986.

Consulting Engineer for 15 years with 12 of those years with CES, Inc., experience in solid waste management including landfill closures and transfer station and recycling center siting, design and construction.

Resident of the Town of Mount Desert; enjoy reading, walking and hunting and fishing as a reason to get to the woods.

Member of the Episcopal Church's Buildings and Grounds Committee, Somesville Library Association, Town Revitalization Committee and Mount Desert Volunteer Fire Department.



Town of Bar Harbor

V A.

Application for Bus/Carriage-for-Hire/Limousine/Taxicab/Pedicab License

FEE SCHEDULE	
Taxi, Carriage-for-Hire and Pedicab (1 – 14 passengers)	\$65
Limousine and Bus (15 or more passengers)	\$119

Owner's Name: Walls Elite Transportation and Tours LLC d/b/a: Island Checker Cab  
 Address: 46 Stanley Mountain Rd Mount Desert ME 04660  
 Phone (land): (207) 276-5371 Phone (cell): 207-479-4605

List all drivers and their Maine Driver's License Number below (use back of application if more space is necessary)

Name: Bradley W. Walls ME Driver's Lic #: \_\_\_\_\_  
 Name: \_\_\_\_\_ ME Driver's Lic #: \_\_\_\_\_  
 Name: \_\_\_\_\_ ME Driver's Lic #: \_\_\_\_\_  
 Name: \_\_\_\_\_ ME Driver's Lic #: \_\_\_\_\_

List all the vehicles you wish to include in this application (use additional sheet if more space is necessary)

Type of Vehicle	Year/Make/Model/Serial or VIN	# Seats	Own or Lease
<u>12-036</u> Bus/Carriage/Limo/Taxi/Pedicab	<u>208HN54X78R670267</u>		
<u>Taxi</u>	<u>2008 Dodge Grand Caravan 208HN54X7</u>	<u>7</u>	<u>Own</u>

I hereby agree to abide by Chapter 40 of the Bar Harbor Town Code as well as all applicable laws, statutes, ordinances and regulations related to the operation of Buses, Carriages-for-Hire, Limousines, Taxicabs and Pedicabs.

Owner's Signature Bradley W. Walls Date 11/01/16

For official use:

Approvals: Police Department [Signature] Date 11.01.16  
 Town Clerk, Fee Paid pay Date 11.01.16  
 Proof of Insurance (DEC page with VIN) pay Date 11.01.16

Copy of Chapter 40 of the Bar Harbor Town Code provided

V C.

# 2017 Council Meeting Schedule

## Town of Bar Harbor

The Bar Harbor Town Council will meet on the following dates during the coming year. All meetings are scheduled Tuesday for 7:00 p.m. in the Municipal Building, unless otherwise noted.

<i>Date</i>		<i>Purpose</i>	<i>Comments</i>
<b>January</b>	3	Regular Meeting	
	17	Regular Meeting	Manager introduces budget.
Thursday	19	Special Meeting	<b>6:00 pm</b> Budget Workshop – Cooperating Agencies, General Assistance, General Government, remaining Revenues
Tuesday	24	Special Meeting	<b>6:00 pm</b> Budget Workshop – Harbor and Public Works
Thursday	26	Special Meeting	<b>6:00 pm</b> Budget Workshop – Education and Protections - Tentative Budget Adoption pending a public hearing
<b>February</b>	7	Regular Meeting	Signing of LUO Certificate(s) to place them on the warrant & call for public hearing on proposed LUO articles for annual town meeting per §125-9B.
	21	Regular Meeting	Public Hearing and Adoption of Budget.
<b>March</b>	7	Regular Meeting	Required LUO Public Hearing per §125-9B and sign Orders
	21	Regular Meeting	
	28	Special Meeting	Joint meeting with Warrant Comm. to review budget & Council makes their recommendations on budget articles.
<b>April</b>	4	Regular Meeting	Review & possible signing of <i>Draft</i> Warrant & Public Hearing Notice
	18	Regular Meeting	Deadline to sign Warrant & Public Hearing Notice
<b>May</b>	2	Regular Meeting	
	16	Regular Meeting	Deadline for Public Hearing on Warrant Articles per MRSA 30-A 2528(5)
<b>June</b>	6	Regular Meeting	<b>ANNUAL OPEN TOWN MEETING Council Meeting Cancelled</b>
	13	Town Elections	
Wednesday	14	Organizational Mtg	<b>5:30 pm</b> Swearing-In Council, Election of Officers
	20	Regular Meeting	
<b>July</b>	4	Regular Meeting	<b>Holiday – Council Meeting Cancelled</b>
	18	Regular Meeting	
<b>August</b>	1	Regular Meeting	
	15	Regular Meeting	
<b>September</b>	5	Regular Meeting	Review & possible signing of <i>Draft</i> Warrant & Notice of Public Hearing
	19	Regular Meeting	Deadline to sign Warrant & Notice of Public Hearing
<b>October</b>	3	Regular Meeting	
	17	Regular Meeting	Deadline for Public Hearing on Warrant Articles per MRSA 30-A 2528(5)
<b>November</b>	7	Regular Meeting	<b>Election Day – Council Meeting Cancelled</b>
	21	Regular Meeting	
<b>December</b>	5	Regular Meeting	
	19	Regular Meeting	



## Envision the Future of Acadia National Park's Transportation System

### Acadia National Park Transportation Plan – Preliminary Concepts Newsletter

Dear Friends,

I am pleased to announce that, following the initial public scoping conducted last summer, the National Park Service (NPS) has reached an important milestone in creating a shared vision for managing congestion and improving safety in Acadia National Park.

This newsletter presents preliminary concepts that describe different ways of providing safe and efficient transportation and a variety of high quality experiences to visitors within Acadia, while ensuring the protection of park resources and values. Last summer we invited you to aid us by envisioning the future of transportation at Acadia. In addition to reading the first newsletter, many of you participated in open houses and submitted comments via letters, comment cards, and the NPS project website. Many of you expressed very specific ideas and concerns about the park and its future. Your feedback was instrumental in helping the planning team develop the range of preliminary concepts.

At this time, we want to share our progress with you and hear your ideas on the preliminary concepts before we proceed further. In this newsletter, you will find a number of ways to contact us and access information. Your review and comments on the preliminary concepts will help us hone and refine these options and guide the planning team in developing a preferred alternative.

We also invite you to join us at open house events in Prospect Harbor on November 2 and Bar Harbor on November 3 where you will be able to learn about, discuss, and comment on the preliminary concepts.

I want to emphasize that we have not identified a preferred alternative nor analyzed in detail the impacts of the preliminary concepts that have been developed at this stage of the planning process. Once the preliminary concepts described in this newsletter are fully developed into formal alternatives, one of these alternatives could be selected as the NPS preferred alternative; or a new alternative could emerge that combines elements from some or all of the preliminary concepts.

As we move forward in exploring different ways to manage the park for the future, I hope you will stay connected and be an active participant in this important planning process. With your continued interest and support, we will develop a plan that enhances your experience of Acadia National Park while preserving its unique natural and cultural heritage.

Thank you for your interest and participation in the development of the transportation plan. We hope to hear more from you soon!

Kevin B. Schneider  
Superintendent  
Acadia National Park

## We are Listening

We are very interested in hearing from you and getting your ideas on the preliminary concepts. We will be accepting feedback from October 13 to November 30, 2016. The planning team is seeking public input on the specific management strategies presented in each preliminary concept. Please keep in mind when commenting that the unique content of comments received, rather than the number of times a similar comment was heard, is what will help refine the preliminary concepts into alternatives.

There are a number of ways to participate in this process and make your voice heard. You may submit your comments electronically by scanning the code below or visiting the NPS Planning, Environment and Public Comment (PEPC) website at: <http://parkplanning.nps.gov/ACADTransportationPlan>

Once on the website, select "Open for Comment" to provide your thoughts on the preliminary concepts.

Comments may also be submitted in writing to the following address:

Acadia National Park  
ATTN: Transportation Plan  
PO Box 177  
Bar Harbor, ME 04609



The park will be accepting comments through November 30, 2016. Please submit all comments via the PEPC website, standard mail, or during the open house event.

## You're Invited

The National Park Service will be hosting open house events on November 2 in Prospect Harbor and November 3 in Bar Harbor. The purpose of the open house is to present the preliminary concepts and receive public feedback. Please join us and share your ideas on the preliminary concepts at the following locations:

**Prospect Harbor, Maine**  
Wednesday, November 2, 6:30-8:00 pm  
Peninsula School  
71 Main Street (Route 186)  
Prospect Harbor, ME 04669

**Bar Harbor, Maine**  
Thursday, November 3, 6:30-8:00 pm  
Mount Desert Island High School  
1081 Eagle Lake Road (Route 233)  
Bar Harbor, ME 04609

## What is PEPC?

Public involvement is a critical part of the National Environmental Policy Act (NEPA) project planning and development process. To provide information and collect public input, the NPS Planning, Environment and Public Comment (PEPC) website is used for many planning projects. Planning information, updates, meeting notices, and documents can all be found on a park's PEPC site. When documents are open for public comment, comments from individuals, civic groups, public agencies, and governing bodies can be submitted on the site. PEPC allows NPS staff to gather and consider public comments in a cost-effective and timely manner. Comments are stored in a secure database as part of the official administrative record for the plan. Public comments and the names of those making comments may be released to the public at the end of the comment period in accordance with the Freedom of Information Act.

A specific PEPC site for the transportation plan has been created for this planning effort. Check it out at <http://parkplanning.nps.gov/ACADTransportationPlan>

## What is the Purpose of the Plan?

- Establish desired conditions for natural and cultural resources and visitor experiences throughout the park.
- Identify strategies to address parking and roadway capacity limitations and associated impacts to resources, safety, and visitor experiences.
- Evaluate and establish guidance to improve safety and reduce conflicts among oversized vehicles (e.g., buses, RVs, campers), motorcycles, bicyclists, and passenger cars operating on park roads.
- Identify potential transportation infrastructure improvements to increase safety and enhance resource stewardship, sustainability and NPS operational efficiency.

## Why is the Plan Needed?

- High volumes of people accessing the park during the summer season and expanding shoulder season cause congestion on roads and exceed parking capacity in specific locations and at specific times, causing reduced level of service and safety concerns.
- The quality of the visitor experience is diminished as a result of congestion on roadways and crowding at specific attraction sites and during peak use times/seasons.
- During peak use times, demand for transportation-related services exceeds the available infrastructure and service capacity.
- Transportation infrastructure and high volumes of visitor use causes impacts on natural and cultural resources of the park.
- The narrow character and alignment of the park's historic roads can create conflicts between different user groups (e.g., large vehicles and cyclists).
- The Schoodic district may see significant increases in use, and alternative transportation options and infrastructure capacity may not be sufficient to handle demand.

## What are Alternatives and How are They Developed?

Once the NPS planning team has reviewed comments on the management strategies presented in these preliminary concepts, we will begin assembling them into a full range of reasonable alternatives, which are required when preparing an environmental impact statement (EIS). Reasonable alternatives propose different ways to fulfill the purpose and need of the plan, while minimizing impacts to park resources. Reasonable alternatives must also demonstrate economic and technical feasibility and exhibit common sense.

The process being used to develop a range of alternatives for the Acadia National Park Transportation Plan incorporates public input received during scoping for this planning effort. The National Park Service received about 300 correspondences from individuals and organizations, expressing a wide range of ideas for future management. Many of these ideas included options for resolving important issues facing the park. These ideas have been used to help develop the range of preliminary concepts presented in this newsletter. These preliminary concepts will be refined into formal alternatives.

It is important to note that a preferred alternative has not been identified at this stage of the planning process. Once fully developed, one of these preliminary concepts could be selected as the NPS preferred alternative; or a new alternative could emerge that combines elements from some or all of these preliminary concepts.

## Please Share Your Thoughts

We invite you to review this newsletter and offer your comments, especially on the specific management strategies presented in each preliminary concept. Public comments will be used to refine and finalize these preliminary concepts into the range of formal alternatives that will be presented and their effects analyzed in the draft plan/EIS. In particular, we would appreciate your responses to the following questions.

1. Which specific strategies in the preliminary concepts do you think should be carried forward to best achieve the purpose and address the need for the plan? Why do you think these strategies should be carried forward?
2. Which specific strategies in the preliminary concepts do you think would not achieve the purpose and address the need for the plan? Why do you think these strategies should not be carried forward?
3. Are there other strategies that should be included in the preliminary concepts that are not already presented? If so, which strategies and why should they be considered?
4. What other comments or suggestions do you have?

## Fundamental Resources and Values

Acadia National Park is a special place where the scenery, natural and cultural resources, and access provided by roads, trails, and other facilities provide visitors with opportunities for enjoyment of the area that are distinctly different from those found in other parks. In developing the preliminary concepts, the planning team considered management goals and desired conditions for eight fundamental resources and values identified within the park:

1. Visitor Experience
2. Network of Historic Roads
3. Cultural Landscapes
4. Ethnographic Resources and Values
5. Mosaic of Habitats Supporting Diverse Flora and Fauna
6. Clean Air and Water
7. Scenic Resources and Values
8. Legacy of Conservation Ethic and Philanthropy

Any management or operational changes should be compatible with attaining these goals and desired conditions, which are described on the opposite page.

## Area-Specific Desired Conditions

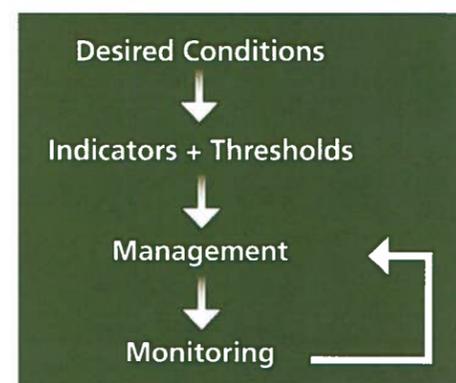
The park's fundamental resources and values, as described in the park's foundation document, generally apply to the entire park, as do their desired conditions. As stated in *NPS Management Policies 2006*, desired conditions are "a park's natural and cultural resource conditions that the NPS aspires to achieve and maintain over time, and the conditions necessary for visitors to understand, enjoy, and appreciate those resources." However, some areas of the park have more specific management goals that warrant tailored management strategies. For instance, Schoodic Peninsula would continue to provide opportunities for lower-density recreation than areas on eastern Mount Desert Island (such as Sand Beach and Cadillac Mountain).

Because of these differing mandates and geographical separations, the preliminary concepts presented in this newsletter are presented by each park district--Schoodic and Mount Desert Island. The preliminary concepts outlined in this newsletter are geographically separated as such.

## Indicators, Thresholds, and Monitoring

As part of the planning process, the National Park Service is working to establish indicators and thresholds to monitor how well the proposed management strategies are meeting desired conditions. In some cases, park managers may choose to implement certain management strategies (referred to as **adaptive strategies**) only when certain triggers or thresholds are met.

**Desired conditions** are statements of aspiration that describe resource conditions, visitor experiences and opportunities, and facilities and services that an agency strives to achieve and maintain in a particular area. **Indicators** are specific resource or experiential attributes that can be measured to track changes in conditions so that progress toward achieving and maintaining desired conditions can be assessed. **Thresholds** are minimally acceptable conditions associated with each indicator



Please note that the NPS planning team is in the early stages of developing indicators, thresholds, and monitoring methods. The specific details relevant to this plan will be available for public review as part of the draft plan and environmental impact statement.

# Goals and Desired Conditions

## Visitor Experience



Goal	Desired Conditions
Provide for a range of opportunities to experience the landscape that provide high quality, resource-related visitor experiences while ensuring a safe and positive social environment.	<ul style="list-style-type: none"> <li>Visitors are provided with opportunities for safe, convenient, and sustainable access to park resources and experiences.</li> <li>The park's transportation system provides access to opportunities for a range of experiences to learn, explore, protect and enjoy park resources; transit options are convenient and timely.</li> <li>Visitors have a variety of high quality experiences in settings with a range of high to low visitor density.</li> <li>High quality programs, services, and facilities are accessible to all people.</li> </ul> <ul style="list-style-type: none"> <li>Visitors have the opportunity to experience high quality natural and cultural resources without crowding, congestion, or visitor conflict.                             <ul style="list-style-type: none"> <li>Visitor experience is not degraded by the scale and number of vehicles.</li> <li>Views from and to transportation corridors are dominated by a natural landscape.</li> <li>Visitors experience dark night skies and an environment that is dominated by natural sounds.</li> </ul> </li> <li>The number and size of all vehicles does not exceed the road and bridge design capacity and parking capacity, to ensure visitor safety and reduce visitor conflicts.</li> <li>Traffic is predominantly free-flowing.</li> </ul>

## Network of Historic Roads



Goal	Desired Conditions
Protect the aesthetic and historic values of historic roads within the park.	<ul style="list-style-type: none"> <li>The park's historic roads retain their overall design and character-defining features.</li> <li>The historic road network retains its intended historic uses, including private automobile touring.</li> <li>The original intent and historic significance of Park Loop Road and other historic roads are conveyed to visitors.</li> </ul>

## Cultural Landscapes



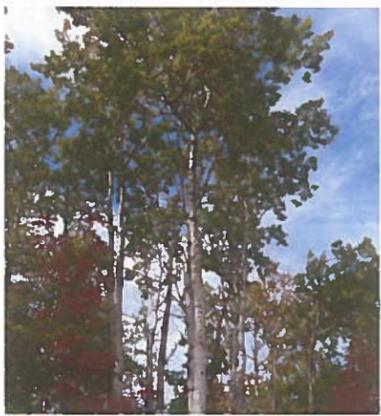
Goal	Desired Conditions
Protect, preserve, and rehabilitate the cultural landscapes of the park.	<ul style="list-style-type: none"> <li>The historic attributes and uses contributing to the park's cultural landscapes will be preserved and protected.</li> </ul>

## Ethnographic Resources and Values



Goal	Desired Conditions
Protect and preserve the cultural heritage of the park.	<ul style="list-style-type: none"> <li>The integrity of ethnographic resources and values is safeguarded to preserve significant attributes and uses that contribute to historical significance.</li> </ul>

## Mosaic of Habitats Supporting Diverse Flora and Fauna



Goal	Desired Conditions
Protect and preserve park's natural resources, giving priority to those that are exceptionally fragile or significant.	<ul style="list-style-type: none"> <li>Visitor-related impacts (such as from roadside parking) are minimized.</li> <li>The park protects a mosaic of habitats that supports an associated abundance of flora and fauna, including terrestrial and aquatic ecosystems.</li> <li>The park's transportation system is designed to ensure the protection of federally, state, and locally listed species and locally rare or significant species and habitats.</li> <li>Sensitive natural areas are restored, where possible.</li> <li>Natural processes are safeguarded to preserve natural ecosystem integrity. The natural processes that connect the hydrologic and other natural features and systems of the park are unhindered by transportation-related use, management, and infrastructure.</li> </ul>

## Clean Air and Water



Goal	Desired Conditions
Maintain or improve air and water quality.	<ul style="list-style-type: none"> <li>The park continues to manage transportation activities/systems within the park in accordance with its classification as a Class I area under the Clean Air Act.</li> <li>The physical, chemical, and hydrological properties of the park's streams, river, lakes, and other water bodies reflect natural water quality conditions that meet or exceed applicable water quality standards.</li> </ul>

## Scenic Resources and Values



Goal	Desired Conditions
Preserve opportunities for visitors to enjoy the park's scenery.	<ul style="list-style-type: none"> <li>Views of the natural environment and cultural landscapes are protected.</li> <li>Conditions are consistent with the goals articulated in the park's vista management plan.</li> </ul>

## Legacy of Conservation Ethic and Philanthropy



Goal	Desired Conditions
Foster a continued legacy of conservation ethic and philanthropy.	<ul style="list-style-type: none"> <li>Transportation system is reflective of and carries forward the park's historic conservation ethic and is supported by philanthropy and partnerships.</li> </ul>

## Preliminary Concept Development

With the goal of protecting the park's fundamental resources and values, the planning team developed several preliminary concepts for management of the Schoodic Peninsula and Mount Desert Island. These preliminary concepts are comprised of various management strategies that were developed by the National Park Service and refined through public and stakeholder input. Please note that costs and fund sources for implementation of the management strategies will be developed later in the process. The preliminary concepts represent the diversity of suggestions received to date. This newsletter also outlines the No Action Alternative, which reflects a continuation of current management practices within the park.

## No Action

### Summary

This preliminary concept represents the continuation of current management practices related to natural and cultural resources, visitor use, traffic and transportation, operations, and maintenance of infrastructure and facilities within Acadia National Park. Please note that the following description of "no action" is only a subset of current management practices. It is used to compare specific management strategies that are proposed in the other preliminary concepts.

## Adaptive Management Strategies

Not all management strategies in this plan would be implemented immediately. Some of the preliminary concepts include specific adaptive strategies that would be implemented if and when triggers or thresholds are reached, to continue to maintain desired resource conditions and visitor experiences. This adaptive management approach is a systematic way to improve and maintain conditions by learning from management outcomes.



No Action: Parkwide	
Visitor Orientation	<ul style="list-style-type: none"> <li>Visitors would continue to find relatively static information about the park and its transportation options online. This information is updated if needed due to park alerts but is not subject to more frequent updates.</li> </ul>
Bicycle and Pedestrian Use	<ul style="list-style-type: none"> <li>Bicycle use would continue to be allowed on paved roads, carriage roads on park property, parking areas, and designated unpaved roads and trails.</li> </ul>
Commercial Activity	<ul style="list-style-type: none"> <li>All park roads would remain closed to commercial vehicles, with exceptions for vehicles making deliveries to the park and concessions and commercial use authorization holders conducting authorized business. Other exceptions specific to geographic areas are noted below.</li> </ul>
Public Transit Operations	<ul style="list-style-type: none"> <li>Parking lots and turnouts would generally remain their current size and the same locations. Changes would be addressed on a case-by-case basis.</li> <li>Public transit service would continue to be evaluated annually for opportunities to better serve park visitors and neighboring residents within the constraints of existing funding.</li> </ul>

No Action: Schoodic Peninsula	
Visitor Orientation	<ul style="list-style-type: none"> <li>The primary location for visitor orientation for this district would continue to be Schoodic Woods Campground.</li> </ul>
Entrances and Access	<ul style="list-style-type: none"> <li>Visitors would continue to enter the park along Schoodic Loop Road.</li> <li>Park passes would remain available at the Schoodic Woods Campground.</li> </ul>
Circulation	<ul style="list-style-type: none"> <li>Schoodic Loop Road would remain a two-lane one way roadway, except for two-way access to and from Frazer Point.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>The principal visitor parking would continue to be at the day use lot at the Schoodic Woods Campground, Frazer Point, and Schoodic Point.</li> <li>Existing parking would continue to be managed to protect resources, and informal parking along Schoodic Loop Road would not be allowed.</li> <li>Parking at the Schoodic Education and Research Center (SERC) campus would continue to be managed by Schoodic Institute.</li> </ul>
Public Transit Operation	<ul style="list-style-type: none"> <li>Public transit service would continue to be provided from Winter Harbor to Schoodic Point, Birch Harbor, and Prospect Harbor.</li> </ul>
Commercial Activity	<ul style="list-style-type: none"> <li>All park roads would remain closed to commercial vehicles, with the exception of commercial use authorization holders and those traveling to and from SERC.</li> </ul>

No Action: Mount Desert Island	
Visitor Orientation	<ul style="list-style-type: none"> <li>Visitors would continue to gain in-person information about the park and its transportation options primarily at the Hulls Cove Visitor Center.</li> </ul>
Entrances and Access	<ul style="list-style-type: none"> <li>The existing nine motor vehicle entrances to Park Loop Road would remain.</li> <li>The National Park Service would continue to direct visitors to the Hulls Cove, Cadillac Mountain, Sieur de Monts, and Stanley Brook entrances as the primary entrances to Park Loop Road.</li> <li>The Sand Beach Entrance Station would remain.</li> </ul>
Bicycle and Pedestrian Use	<ul style="list-style-type: none"> <li>The National Park Service would continue to provide information about bicycling during periodic "car free" mornings on Park Loop Road and the road up Cadillac Mountain.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>Visitors would continue to have the option to use many parking lots off of Park Loop Road and other areas of Mount Desert Island on a first-come, first-served basis.</li> <li>Informal parking along the right lane of Park Loop Road would continue to be allowed along certain segments.</li> <li>Restrictions and prohibitions could be implemented, on a case-by-case basis, if needed.</li> </ul>
Park Loop Road Circulation	<ul style="list-style-type: none"> <li>The segment of Park Loop Road between Jordan Pond House and the Hulls Cove Visitor Center would remain two-way.</li> <li>The east segment of Park Loop Road would remain one-way in a clockwise direction, from near Cadillac Mountain to Stanley Brook Road.</li> </ul>
Public Transit Operation	<ul style="list-style-type: none"> <li>Public transit service would continue to be provided along multiple routes, servicing locations such as Hulls Cove Visitor Center, Bar Harbor's Village Green, Park Loop Road, Northeast Harbor, and Bass Harbor.</li> </ul>
Commercial Activity	<ul style="list-style-type: none"> <li>All park roads would remain closed to commercial vehicles, with exceptions for concessioner buses on Park Loop Road and Cadillac Summit Road, and commercial use authorization holders.</li> </ul>

## Area-Specific Management Strategies

As mentioned earlier in this newsletter, the preliminary concepts presented in this newsletter are presented by each park district--Schoolodic and Mount Desert Island. On Mount Desert Island, the focus of the preliminary concepts is on the frequently visited eastern portion of the district, especially around Park Loop Road.

The maps on pages 5 and 6 of this newsletter provide geographic reference points for many of the areas noted in the preliminary concepts in the pages that follow.

## A Road with Many Names

Park Loop Road is known locally by a number of different names along different segments of the road. Relevant management strategies included in the preliminary concepts use those local names to refer to specific areas or segments of Park Loop Road. To clarify which management strategies applies in which locations, those local names are shown on the map below.

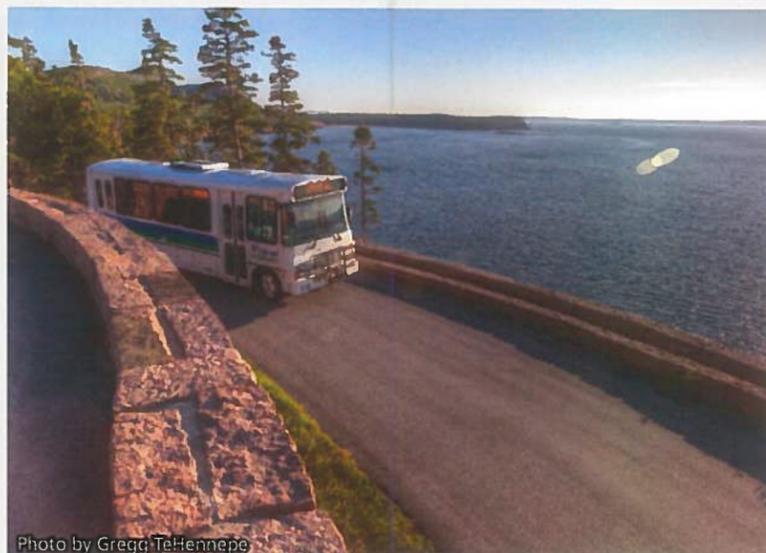
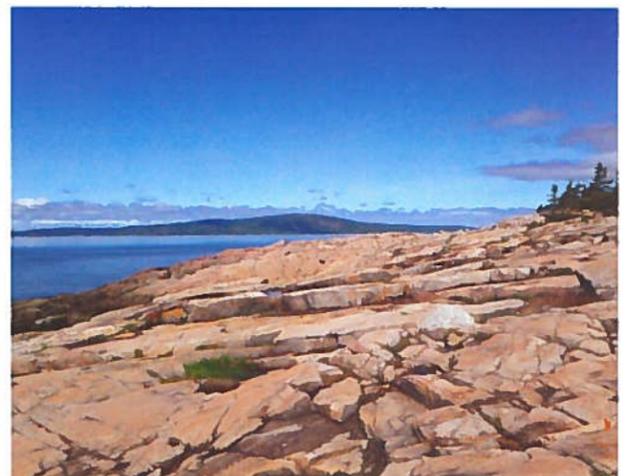
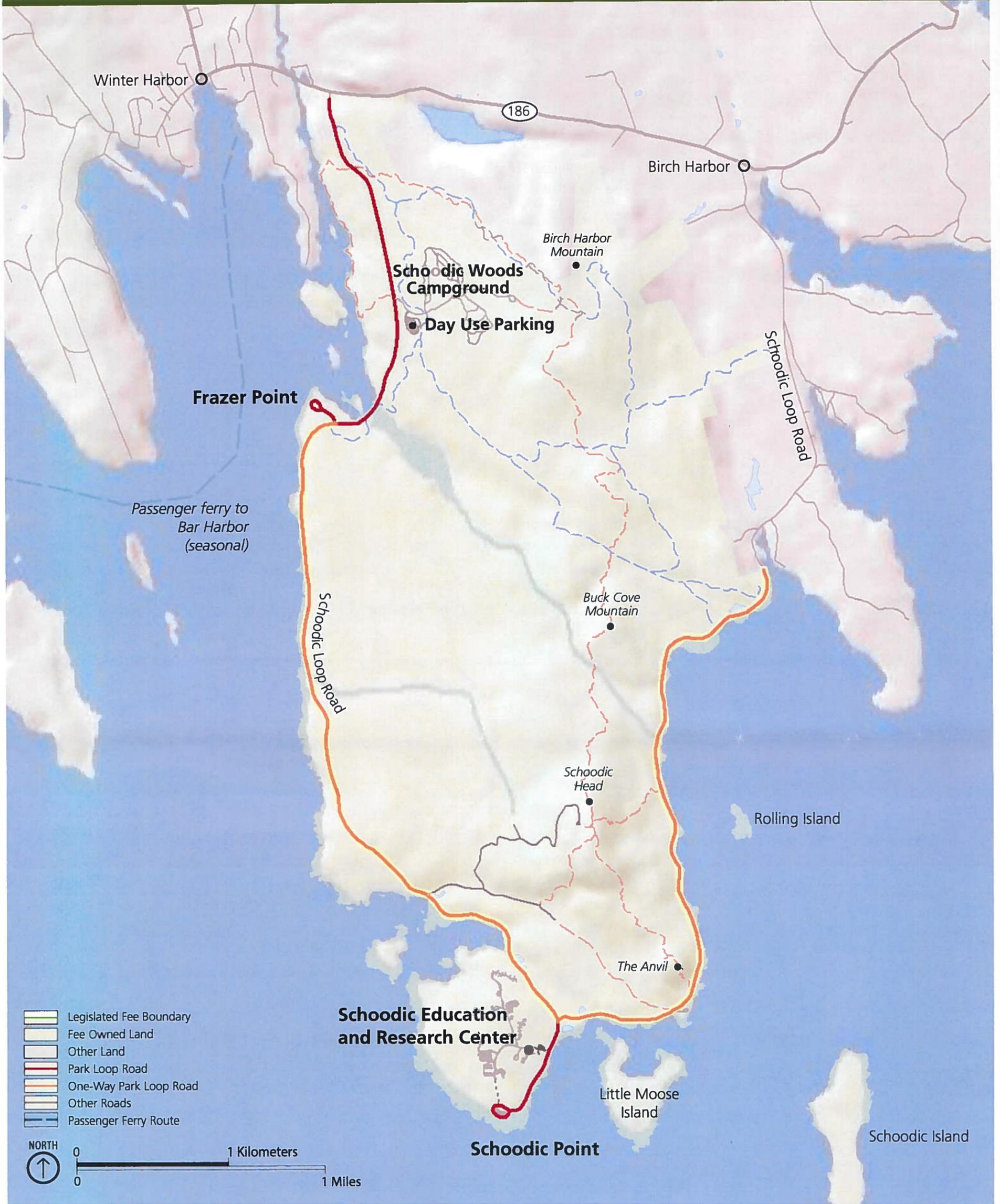


Photo by Gregg TeHennepe

## Eastern Mount Desert Island



# Schoodic Peninsula



## Management Strategies Common to All Preliminary Concepts

Some general management strategies are likely to be employed under any future management scenario. These strategies are considered practical, common sense approaches to park management and are grounded in NPS policy and best practices. These are strategies that will help ensure that goals and desired conditions are met.

### Visitor Orientation

The park would provide enhanced pre-trip planning information about car-free options to access and explore the park. Improved trip-planning information that gives frequently updated information on the congestion and bus occupancy levels also would be provided.

### Adaptively Responding to Changing Visitor Use Patterns

Many of the strategies identified in this newsletter are focused on managing transportation and visitor use in the most popular areas of the park such as along the Park Loop Road and Cadillac Mountain. Using an adaptive management framework, the park will monitor for changing visitor use patterns and resource conditions elsewhere in the park and implement other strategies as needed in those areas to ensure desired conditions are being achieved. Those strategies may include a reservation system to better manage queues for popular bus routes, adding additional parking lots (beyond those proposed in the preliminary concepts outlined below) into a reservation system, or working with partners such as the Maine Department of Transportation on improving the safety of roadside parking near trailheads along state highways. Some of the adaptive strategies, such as reservation systems, would only be implemented during peak seasons, and others could be phased in over time.

## Preliminary Concepts for the Mount Desert Island District

### MDI-1: Increased Public Transit and Parking Reservations

Summary	Key Elements
<p>This preliminary concept allows visitors to experience a congestion-free visit by providing enhanced options for car-free mobility in the park and better information about congestion conditions. Safety concerns are addressed by providing increased alternative transportation options, reducing the amount of right lane parking along Park Loop Road, developing a new parking lot to replace informal parking along Route 233 at Eagle Lake, and working with the state to consider viable parking improvements or relocations along state roads.</p>	<ul style="list-style-type: none"> <li>In order to better disperse vehicle use throughout the day and season and provide visitors greater assurances of travel plans during their trip planning, reservation systems would be established during peak use times for private vehicle access to the Cadillac Mountain summit, as well as for parking at Jordan Pond House and Sand Beach.</li> <li>Most right lane parking on the one-way section of Park Loop Road would be eliminated to improve traffic flows and allow for passing of bicycles and vehicles travelling at low speeds.</li> <li>Public transit service would be expanded throughout Mount Desert Island to facilitate access to those areas previously accessed from right lane parking.</li> <li>In order to better manage the volume and timing of commercial tour vehicles entering the park, a commercial tour vehicle reservation system would be established for tour bus access past the Sand Beach Entrance Station and/or to the Cadillac Mountain summit.</li> </ul>

### MDI-1: Increased Public Transit and Parking Reservations

#### Management Strategies

Management Strategies	
Entrances and Access	<ul style="list-style-type: none"> <li>Private vehicle access to Cadillac Summit Road would be facilitated by a reservation system during the peak season.</li> <li>Public transit service to the summit of Cadillac Mountain would be implemented if and when funding becomes available to support it.</li> <li>Vehicle size restrictions would be implemented for Cadillac Summit Road, consistent with the width and alignment of the historic roadway.</li> </ul>
Bicycle and Pedestrian Use	<ul style="list-style-type: none"> <li>Bicyclists would be allowed on the entirety of Park Loop Road at all times.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>Most right lane parking on the one-way section of Park Loop Road would be eliminated to improve traffic flows and allow for passing of bicycles and vehicles travelling at low speeds.</li> <li>Informal parking along Route 233 would be replaced with a new parking area and trail connection into the carriage road system to improve safety along the state highway.</li> <li>Parking at Bubble Pond would be prohibited during operation of the Island Explorer.</li> <li>Reservations would be required to park at the Jordan Pond House parking lots during peak use times.</li> <li>Reservations would be required to park at the Sand Beach parking lots during peak use times.</li> </ul>
Park Loop Road Circulation	<ul style="list-style-type: none"> <li>Same as no action.</li> </ul>
Public Transit Operations	<ul style="list-style-type: none"> <li>A bus-only connection from Park Loop Road to Blackwoods Campground would be established to provide shorter travel times and increased frequency for the Sand Beach Route.</li> <li>The frequency of the Jordan Pond House, Southwest Harbor, and Brown Mountain routes would be increased during peak periods.</li> </ul>
Commercial Activity	<ul style="list-style-type: none"> <li>A reservation system would be implemented for commercial tour vehicles traveling on Ocean Drive.</li> <li>A reservation system would be implemented for commercial tour vehicles traveling to the summit of Cadillac Mountain.</li> </ul>



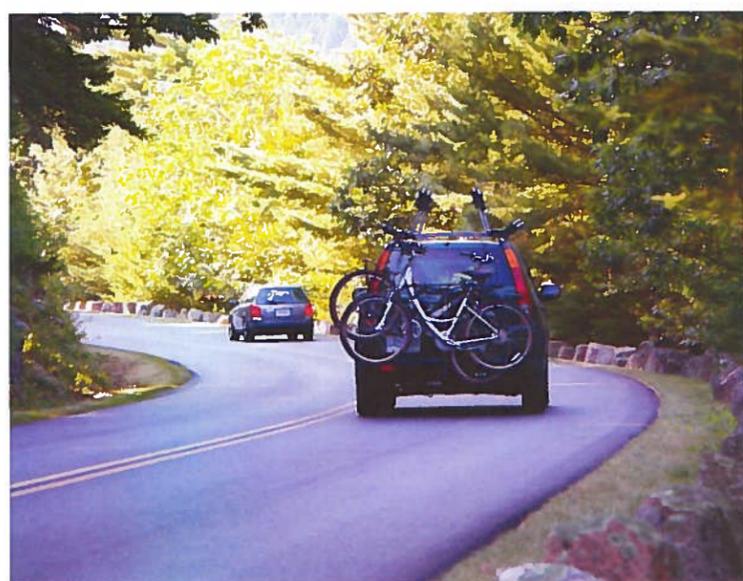
# Preliminary Concepts for the Mount Desert Island District

## MDI-2: Traffic Metering and Parking Reservations

<p><b>Summary</b></p> <p>This preliminary concept improves visitor experiences and reduces congestion on Park Loop Road by metering the number of private vehicles on Ocean Drive during peak season and consolidating tour bus operations. Visitor safety would be improved by eliminating the right lane parking along Ocean Drive, by metering the number of cars on Ocean Drive, by designating hours for bicycle use on Lower Mountain Road, and by implementing vehicle size restrictions, consolidating bus operations, and designating hours for bicycle use on Cadillac Summit Road.</p>	<p><b>Key Elements</b></p> <ul style="list-style-type: none"> <li>• During peak use times, access to Ocean Drive by private vehicles would be metered to ensure free flowing roadway conditions and adequate parking availability for visitors.</li> <li>• Most right lane parking on the one-way section of Park Loop Road would be eliminated to improve traffic flows and allow for passing of bicycles and vehicles travelling at low speeds.</li> <li>• The frequency of the Sand Beach and Loop Road transit routes would be increased to partially offset vehicles displaced by the removal of right lane parking.</li> <li>• In order to better disperse vehicle use throughout the day and season and provide visitors greater assurances of travel plans during their trip planning, reservation systems would be established during peak use times for private vehicle access to the Cadillac Mountain summit and parking at the Jordan Pond House.</li> <li>• Commercial tour vehicle access to Park Loop Road and Cadillac Mountain would be replaced with a concession bus operation to provide consistent orientation and information to visitors and provide a means to more closely coordinate the timing and volume of tour buses entering the park. Large tour groups arriving to Mount Desert Island on a commercial tour bus or by cruise ship would transfer to the concession bus in order to access the park.</li> </ul>
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### MDI-2: Traffic Metering and Parking Reservations

Management Strategies	
Entrances and Access	<ul style="list-style-type: none"> <li>• During peak use times, private vehicles entering Ocean Drive would be allowed past the entrance station until pre-determined thresholds of parking occupancy and roadway volumes were reached. Additional vehicles would be allowed through as capacity permits. Information about wait times at the entrance would be provided by various means. Drivers could choose to wait or divert, if necessary, off Park Loop Road at Schooner Head Road or sooner at Sieur de Monts.</li> <li>• <b>Adaptive Strategy:</b> A private vehicle reservation system for Ocean Drive could be implemented if the queues occurring under the metering system become unacceptably long or otherwise unmanageable.</li> <li>• During peak use times, private vehicle access to Cadillac Summit Road would be by a reservation system.</li> <li>• Vehicle size restrictions would be implemented for Cadillac Summit Road, consistent with the width and alignment of the historic roadway.</li> </ul>
Bicycle and Pedestrian Use	<ul style="list-style-type: none"> <li>• Bicyclists would be allowed on Lower Mountain Road (i.e., the two-way section of Park Loop Road) and Cadillac Summit Road during designated times that correspond with low vehicle use such as during early morning and late afternoon.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• Right lane parking on the one-way section of Park Loop Road would be eliminated.</li> <li>• Reservations would be required to park at the Jordan Pond House parking lots during peak use times.</li> </ul>
Park Loop Road Circulation	<ul style="list-style-type: none"> <li>• Same as no action.</li> </ul>
Public Transit Operations	<ul style="list-style-type: none"> <li>• The frequency of the Sand Beach and Loop Road transit routes would be increased.</li> </ul>
Commercial Activity	<ul style="list-style-type: none"> <li>• Commercial tour vehicle access to Cadillac Summit Road and Park Loop Road would be replaced with concession contracts.</li> </ul>



**What do the terms “reservation system” and “metering” mean?**

Both are strategies to manage the number vehicles and people accessing an area of the park at a given time to ensure desired conditions are met.

Under a reservation system (as proposed for parking lots under the MDI-1, MDI-2, and SCH-1 preliminary concepts, and Park Loop Road under the MDI-3 preliminary concept), a set number of vehicles would be allowed to enter a road or parking lot, per day or per hour. Reservations would be available through a third-party vendor such as Recreation.gov. Using a web-based system, visitors would be able to view in advance all available reservations days/times and choose the one best for them based on availability and their travel plans.

Under a metering scenario (as proposed under the MDI-2 preliminary concept), vehicles are allowed to enter a roadway until a pre-determined threshold (e.g., number of parked vehicles) is met. At that point, drivers would queue and wait until space is available for new vehicles. Congestion and wait times would be monitored and information would be provided to arriving visitors through means such as variable message signs, social media, and smartphone apps.



# Preliminary Concepts for the Mount Desert Island District

## MDI-3: Vehicle Access Reservation System

<p><b>Summary</b></p> <p>This preliminary concept improves visitor experiences, reduces congestion on Park Loop Road, and creates a safer experience for bicyclists by making the entire Park Loop Road one way, reversing the one-way travel on Park Loop Road to counterclockwise, and consolidating entrances to the park.</p>	<p><b>Key Elements</b></p> <ul style="list-style-type: none"> <li>• A new entrance station at Paradise Hill Road (i.e., the segment of Park Loop Road from Hulls Cove Visitor Center to Route 233) would be established as the primary gateway into the park with a secondary entrance station at Stanley Brook Road. During peak use times, all other existing entrances would be used as exit points only for private vehicles, and entrances and exits for buses, commercial service vehicles, and emergency responders.</li> <li>• To better manage and distribute the overall volume of vehicles on Park Loop Road, private vehicles would obtain an advanced reservation to proceed past the Paradise Hill or Stanley Brook entrance stations during peak use times. Also during peak use times, a supplemental reservation system for Cadillac Mountain would be established to ensure parking availability and greater assurances in advanced trip planning.</li> <li>• The two-way section of Park Loop Road between Cadillac Mountain and Jordan Pond House would become one way to improve safety for bicyclists.</li> <li>• The one way direction on Park Loop Road would be reversed to counter clockwise in order to allow bicycles and slow-moving vehicles to travel in the right hand (ocean side) lane. This strategy would reduce travel speeds immediately adjacent to the popular Ocean Path and improve the scenic driving experience for visitors.</li> <li>• Right lane parking would be allowed between Sand Beach and the Sand Beach entrance station. A path paralleling the right lane parking in this area would be constructed to facilitate safe access to the beach and Ocean Path.</li> <li>• Commercial tour vehicle access to Park Loop Road and Cadillac Mountain would be replaced with a concession bus operation to provide consistent orientation and information to visitors and provide a means to more closely coordinate the timing and volume of tour buses entering the park. Large tour groups arriving to Mount Desert Island on a commercial tour bus or by cruise ship would transfer to the concession bus in order to access the park.</li> </ul>
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MDI-3: Vehicle Access Reservation Systems	
Management Strategies	
Entrances and Access	<ul style="list-style-type: none"> <li>• Park entrances would be consolidated to new entrance stations at Paradise Hill Road and Stanley Brook Road. Other existing Park Loop Road access points would be used as exit points only.</li> <li>• Private vehicle access to Park Loop Road would be by reservation during peak use times.</li> <li>• A supplemental reservation system would be established for private vehicle access to Cadillac Summit Road, with a new entrance station for validation of reservations.</li> <li>• Vehicle size restrictions would be implemented for Cadillac Summit Road, consistent with the width and alignment of the historic roadway.</li> </ul>
Bicycle and Pedestrian Use	<ul style="list-style-type: none"> <li>• Bicyclists would be allowed on all sections of Park Loop Road during all hours.</li> <li>• Bicyclists would be allowed on Cadillac Summit Road during designated hours to reduce conflicts with motorists.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• Informal parking along Route 233 would be replaced with a new parking area at the Liscomb gravel pit and an accompanying trail connection into the carriage road system to improve safety along the state highway.</li> <li>• Right lane parking on Park Loop Road would be eliminated except for a northbound section of the road near Sand Beach. A path paralleling the right lane parking in this area would be constructed to facilitate safe access to the beach.</li> </ul>
Park Loop Road Circulation	<ul style="list-style-type: none"> <li>• The two-way section of Park Loop Road between Cadillac Mountain and Jordan Pond House would become one way.</li> <li>• The direction of the one-way circulation on Park Loop Road would be reversed to become counter-clockwise.</li> </ul>
Public Transit Operations	<ul style="list-style-type: none"> <li>• Changes to Loop Road, Jordan Pond House, and Sand Beach routes would be made, necessitated by the one-way loop change.</li> <li>• A bus-only connection from Blackwoods Campground to Park Loop Road would be established to provide shorter travel times and increased frequency for the Sand Beach Route.</li> <li>• The frequency of Southwest Harbor and Brown Mountain routes would be increased during peak periods.</li> </ul>
Commercial Activity	<ul style="list-style-type: none"> <li>• Commercial tour vehicle access to Cadillac Summit Road and Park Loop Road would be replaced with concession contracts.</li> </ul>



# Preliminary Concepts for the Mount Desert Island District

## MDI-4: Park Loop Road Public Transit

<p><b>Summary</b></p> <p>This preliminary concept enhances visitor experiences, reduces congestion, and improves safety by making the entirety of Park Loop Road two way and, during peak seasons, by replacing private automobile access with a concession operation for both scenic tours and rapid shuttle service. During the shoulder seasons, private vehicles would be able to access Park Loop Road and attractions through a metered system, and circulation would remain two-way.</p>	<p><b>Key Elements</b></p> <ul style="list-style-type: none"> <li>• All of Park Loop Road would be converted back to the historic two-way circulation pattern to facilitate efficient and flexible travel options for visitors.</li> <li>• During the peak season, access to Park Loop Road would be by transit only, with both shuttle and tour buses. While buses would be wheelchair accessible, a permit would be available to visitors with disabilities to access Park Loop Road in their own vehicle.</li> <li>• The Hulls Cove Visitor Center would serve as a transportation hub for shuttle and tours. Parking would be expanded at Hulls Cove in addition to expanded parking at remote locations such as the Acadia Gateway Center or other private or public facilities.</li> <li>• During the shoulder season, private vehicle access to Park Loop Road would be metered.</li> <li>• Passengers on commercial tours would be transferred to concessioner buses.</li> </ul>
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MDI-4: Park Loop Road Public Transit	
Management Strategies	
Entrances and Access	<ul style="list-style-type: none"> <li>• Park entrances would be consolidated to new entrance stations at Paradise Hill Road and Stanley Brook Road. Other existing Park Loop Road access points would be used as exits only.</li> <li>• During the peak season, private vehicle would continue to Wildwood Stables via the Stanley Brook entrance.</li> <li>• During the shoulder season, Park Loop Road would be managed much the same as in MDI-3. While reservations would not be required, vehicles volumes may be metered at the Paradise Hill and Stanley Brook entrance stations if parking occupancy and roadway volume thresholds were reached.</li> </ul>
Bicycle and Pedestrian Use	<ul style="list-style-type: none"> <li>• Bicyclists would be allowed on Park Loop Road and Cadillac Summit Road.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• Hulls Cove Visitor Center would be a transportation hub for shuttle and tours. Remote parking locations from which visitors would arrive at Hulls Cove transportation hub could include Acadia Gateway Center or private or public facilities. Parking capacity at Hulls Cove Visitor Center and the Acadia Gateway Center would be optimized, with additional parking at locations to be determined.</li> <li>• A passenger drop off area and a new parking lot would be constructed at the end of Schooner Head Road, with a pedestrian connection to Sand Beach and the Beehive Trail.</li> <li>• Informal parking along Route 233 would be replaced with a new parking area and trail connection into the carriage road system to improve safety along the state highway.</li> </ul>
Park Loop Road Circulation	<ul style="list-style-type: none"> <li>• There would be two-way traffic circulation on the entirety of Park Loop Road.</li> </ul>
Public Transit Operations	<ul style="list-style-type: none"> <li>• The Sand Beach route would be replaced with a route to Blackwoods Campground and one to Sand Beach via the Schooner Head Road drop-off area.</li> <li>• The frequency of Southwest Harbor and Brown Mountain routes would be increased during peak periods.</li> </ul>
Commercial Activity	<ul style="list-style-type: none"> <li>• Commercial tour vehicle access to Cadillac Summit Road and Park Loop Road would be replaced with concession contracts.</li> </ul>



## Preliminary Concepts for the Schoodic District

<b>Schoodic 1: Peak Season Reservation System</b>	<b>Summary</b> This preliminary concept provides an opportunity for visitors to experience the peninsula in the same way they do now with many visitors choosing to access the district in their personal vehicles. If warranted (due to increases in visitation), visitors may need to acquire an advance reservation to drive on Schoodic Loop Road.	<b>Key Elements</b> If thresholds related to visitor experiences and resource conditions are exceeded: <ul style="list-style-type: none"> <li>Reservation systems would be implemented during the peak season for private vehicles traveling on Schoodic Loop Road and for those parking at the Schoodic Woods day use lot.</li> </ul>
<b>Schoodic 2: Peak Season Car-Free Access</b>	<b>Summary</b> This preliminary concept more fully embraces opportunities for car-free transportation in this district by providing additional incentives for alternative transportation options and, if needed due to increases in visitation, placing limitations on those who continue to access the district by car.	<b>Key Elements</b> <ul style="list-style-type: none"> <li>Schoodic Loop Road would be restriped to separate bicycle use from motor vehicles.</li> </ul> If thresholds related to visitor experiences and resource conditions are exceeded: <ul style="list-style-type: none"> <li>Access to Schoodic Loop Road would be primarily by bicycle and public transit.</li> </ul>

Schoodic 1: Peak Season Reservation System		Schoodic 2: Peak Season Car-Free Access	
Management Strategies			
Entrances and Access	<ul style="list-style-type: none"> <li><b>Adaptive Strategy:</b> If warranted due to increased visitation, a seasonal reservation system would be established to manage the number of vehicles traveling on Schoodic Loop Road each day. An entrance station would be constructed to validate reservations and allow for access to SERC.</li> </ul>	<ul style="list-style-type: none"> <li><b>Adaptive Strategy:</b> If warranted due to increased visitation, access to Schoodic Loop Road would be by bicycle and public transit. While buses would be wheelchair accessible, a permit would be available to visitors with mobility issues to access Schoodic Loop Road in their own vehicle. Access to SERC via private vehicle would continue to be allowed. An entrance station would be constructed to validate park passes and allow for access to SERC.</li> </ul>	
Circulation	<ul style="list-style-type: none"> <li>The one-way portion of Schoodic Loop Road would remain as two lanes, shared by motorists and bicyclists.</li> <li>The speed limit on Schoodic Loop Road would be reduced.</li> </ul>	<ul style="list-style-type: none"> <li>Along the one-way portion of Schoodic Loop Road, one of the travel lanes would be dedicated for motor vehicles and one lane would be dedicated for bicyclists.</li> </ul>	
Bicycle and Pedestrian Use	<ul style="list-style-type: none"> <li>A pedestrian trail would be constructed from SERC to Schoodic Point to provide a safer pedestrian connection.</li> </ul>	<ul style="list-style-type: none"> <li>A pedestrian trail would be constructed from SERC to Schoodic Point to provide a safer pedestrian connection.</li> <li>Bicyclists would be allowed to use a dedicated lane on Schoodic Loop Road.</li> </ul>	
Parking	<ul style="list-style-type: none"> <li><b>Adaptive Strategy:</b> If warranted due to increased visitation, a seasonal reservation system would be implemented for the use of the Schoodic Woods day lot.</li> </ul>	<ul style="list-style-type: none"> <li><b>Adaptive Strategy:</b> Visitors would park and access public transit at a variety of community locations and the Schoodic Woods day use lot.</li> </ul>	
Public Transit Operations	<ul style="list-style-type: none"> <li>Public transit operations would remain as is.</li> </ul>	<ul style="list-style-type: none"> <li>The hours and frequency of transit operations would be expanded to accommodate park and ride visitors.</li> </ul>	



UNITED STATES DEPARTMENT OF THE INTERIOR  
 NATIONAL PARK SERVICE  
 ACADIA NATIONAL PARK  
 ATTN: TRANSPORTATION PLAN  
 PO Box 177  
 BAR HARBOR, ME 04609

OFFICIAL BUSINESS  
 PENALTY FOR PRIVATE USE \$300



FIRST-CLASS MAIL  
 POSTAGE & FEES PAID  
 NATIONAL PARK SERVICE  
 PERMIT NO. G-83

Acadia National Park  
 Maine

National Park Service  
 U.S. Department of the Interior



Acadia National Park Transportation Plan – Preliminary Concepts Newsletter

### Planning Schedule

Milestone	Schedule	Public Input
Public scoping	Summer 2015	Thank you for your input! In case you missed it or would like to reference it during this comment period, the first public newsletter remains available at: <a href="http://parkplanning.nps.gov/ACADTransportationPlan">http://parkplanning.nps.gov/ACADTransportationPlan</a>
Analyze public comments and develop a range of preliminary concepts		
Public review of the range of preliminary concepts	Fall 2016	Review the preliminary concepts newsletter, attend the open house, and provide your comments.
Analyze public comments and prepare the draft plan/EIS		
Public review of the draft plan/EIS	Winter 2017	Review the draft plan, attend the open house event, and provide your comments.
Analyze public comments and prepare the final plan/EIS	Spring 2017-Summer 2018	Stay up-to-date on the planning process by visiting the website at <a href="http://parkplanning.nps.gov/ACADTransportationPlan">http://parkplanning.nps.gov/ACADTransportationPlan</a>
Release the final plan/EIS and the Record of Decision	Fall 2018	

### Next Steps

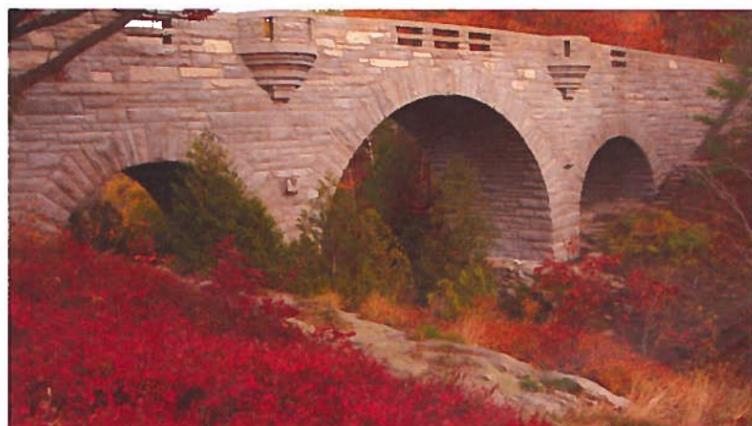
The planning team will analyze public comments on the preliminary concepts to determine necessary refinements and create formal alternatives. The team will then evaluate the potential impacts of the alternatives before the National Park Service identifies the preferred alternative. The preferred alternative is the alternative that the agency believes would best accomplish its goal of protecting the fundamental resources and values of the park. The preferred alternative may be a combination of management strategies from the range of alternatives, rather than simply identifying one of the alternatives as the agency's preferred approach. Public comments on the specific management strategies within each preliminary concept will help inform this decision.

After the analysis and identification of a preferred alternative, the range of alternatives will be presented in the draft plan/environmental impact statement (EIS) for public review. Public comments on the draft plan/EIS will then be used for further refine the preferred alternative prior to finalization.

The following table provides an updated planning schedule, including opportunities for public input.



@AcadiaNPS



Thank you for your interest in the Acadia National Park Transportation Plan!

# Council Goals and Strategies

## Bar Harbor Town Council

### Vision

The Bar Harbor Town Council is resolute in its commitment to promoting a sustainable and resilient community. Efficient use of public funds, good governance in accordance with the Town Charter and citizen involvement will ensure ample access to goods, services, housing and education and afford our diverse residents and visitors an outstanding quality of life.

### 2017 Five Year Goals and Strategies

~ FY17 through FY22 ~

#### A. Keep the rate of Property Tax Increases low and Enhance User-based Revenues

1. Work with the manager to draft a Municipal Budget that will keep property tax increases to a minimum, while still considering services that are necessary and appropriate.
2. Work to identify opportunities to match potential revenues to incurred expenses to minimize impact on property tax and rate-payers, *and while recognizing the varied public benefits provided by non-profit organizations, continue to encourage* payments in lieu of property taxes from all such organizations.
3. Work with the Finance Director and Assessor to understand possible variances/inequities in property assessment to determine the need for and timing of a revaluation of all properties.

#### B. Protect the local environment on which much of our economy is based

1. Explore opportunities to significantly reduce reliance on fossil fuels by the town, local businesses and residents.

#### C. Create effective plans for a Sustainable Future

1. *Work with the town's planner to lay out a process to update the town comprehensive plan by (year) and develop a more workable, enforceable Land Use Ordinance to support that plan.*
2. *Work with the Jackson Lab, The League of Towns and other partners and stakeholders to determine what steps the town can take to encourage additional Workforce Housing.*
3. *Gather objective data that will allow the Town Council to determine the potential benefits and impacts of exceeding the cruise ship cap set by the Council on a specified number of days each year.*

## *Council Goals and Strategies*

4. *Assess Municipal Street Lighting for possible improvements in efficiency, reduction in annual cost and compliance with the town's night sky ordinance, and determine priorities for replacement of existing street lights with LED or other lighting.*
5. *Integrate recommendations for improved streetscape and sidewalk design coming from various task forces and town committees (Parking Solutions Task Force, Aging in Place Task Force, Cottage Street Streetscape Project) that will improve safety and access for pedestrians, cyclists and those with handicaps and create an overall street/sidewalk plan that lays out priorities and timing for municipal investment through the Capital Improvement Program*

### **D. Improve the Effectiveness and Delivery of Municipal Services**

1. Promote and support effectiveness and efficiency of public safety services and other municipal services, including current and new collaborations with other towns.

### **E. Improve Local Infrastructure**

1. Continue to actively engage MDOT and our State and Federal delegations to ensure Route 3 reconstruction is completed
2. *Work with partners and stakeholders to insure that land at the former ferry terminal remains zoned for marine uses, assuring that Bar Harbor retains its status as a Class A port of entry.*
3. Sustain and grow cruise ship visitation, within limits set by the Town Council on a yearly basis, to ensure that the income stream from cruise visitation continues *to make public acquisition of the ferry terminal viable*
4. Seek solutions to on-going parking problems in the summer season, coordinating where mutually beneficial with Acadia National Park as it completes its transportation plan.
5. Adopt a master plan for the transfer station.
6. Rebuild Grant Park *according to plans adopted by the town.*
7. *Evaluate* opportunities for improved broadband service within downtown and areas of the town not currently served.
8. Study future space needs and options for public safety functions within Bar Harbor, as exploration of collaboration with other towns proceeds
9. Study and create a priority list of in-town roads, noting both short-term needs for resurfacing and long-term needs for reconstruction, with appropriate planning, engineering and funding mechanisms.
10. Explore potential for and promote construction of additional bike lanes and other amenities for cyclists in the downtown area, and along roadways/routes leading into town, especially when roads are reconstructed, and when collaboration is possible with Acadia National Park and Maine Department of Transportation.

## *Council Goals and Strategies*

### **F. Improve the Effectiveness and Efficiency of our Town Governance and encourage citizen involvement**

1. Improve communications with tax-payers and residents, so that council members better understand the needs and hopes of residents, and residents better understand the roles and responsibilities of the council.
2. *Determine ways in which Council meetings can be structured to improve civility and increase satisfaction among both Council members and citizens in our ability to work together on opportunities and solve problems. Consider techniques employed by other towns, including:*
  - *hosting a community-wide workshop designed to elicit suggestions for improving civility and increasing citizen participation in and satisfaction with town government*
  - *eliminating the single public comment period and replacing it with reasonable opportunity for citizens to comment or ask questions during discussion of specific agenda items*
  - *offering a simple explanation at the beginning of each council meeting, reinforced on the town's website, about the best ways for citizens to participate in town government and to bring matters to the attention and possible action by the council*
  - *determining and publishing "best practice" suggestions for the conduct of meetings of town boards, committees and task forces*
  - *determining when and where the use of a neutral facilitator would aid in the work of boards, committees and task forces.*

#### HISTORY

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10-27-16 Results of Goal Setting Workshop

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**MEMORANDUM**

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**DATE:** NOVEMBER 9, 2016  
**TO:** BAR HARBOR TOWN COUNCIL  
**FROM:** ROBERT OSBORNE, PLANNING DIRECTOR  
**RE:** PARKING AND TRAFFIC RECOMMENDATIONS

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The Parking and Traffic Committee met on October 19, 2016 to consider two applications for driveway openings. The Committee voted unanimously in favor of recommending the Town Council approve the applications:

John Sweet applied for **PT-2016-03**, a parking and curb cut application for 12 Livingston Road.

Jennifer and Brian Booher applied for **PT-2016-04** a parking and curb cut application for 29 Ledgelawn Avenue.



SEP 23 2016

BAR HARBOR PLANNING DEPARTMENT  
PARKING AND TRAFFIC CURB CUT APPLICATION

As outlined in the Curb Cut Policy adopted by the Town Council

APPLICATION # PT-16-3

DATE 7/23/16

MAP 108 LOT 36

APPLICANT:

Name John Sweet

Address 12 Livingston Rd

Bar Harbor, ME 04609

Telephone 288 9915 - 266 3642 best

Email john@sweettimberframes.com

OWNER:

Name John Sweet

Address 12 Livingston Rd.

Bar Harbor, ME 04609

Telephone 288 9915 - 266 3642 best

Email john@sweettimberframes.com

PROJECT REPRESENTATIVES:

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_

Email \_\_\_\_\_



BAR HARBOR PLANNING DEPARTMENT  
PARKING AND TRAFFIC CURB CUT APPLICATION

As outlined in the Curb Cut Policy adopted by the Town Council

DESCRIPTION OF REQUEST:

winter off street parking  
two (2) 2' wide gravel strips  
30' long 7' wide for small  
pick up trucks

NUMBER OF OFF STREET PARKING SPACES CREATED BY PROJECT: 1

NUMBER OF ON STREET PARKING SPACES REMOVED/ADDED BY THE PROJECT: 1

ATTACH A SITE PLAN OR DRAWING OF CURB CUT AND DRIVEWAY.

Curb Cut Policy Standards:

- A. There shall be no more loss of existing parking spaces than absolutely necessary.
- B. The net effect of the curb cut must be to create more spaces off street than are lost on street.
- C. Curb cut shall not facilitate parking in the front setback.

CERTIFICATION:

This application and all information submitted are true and correct to the best of our knowledge.

Applicant	<u>John Sweet</u>	<u>9/23/16</u> Date
Owner	<u>Jh Sweet</u>	<u>9/23/16</u> Date

Instructions to applicant: The Parking and Traffic Committee meets unspecified Wednesdays at 8:00 AM in the Council Chambers. Please inquire in the Planning Department as to the date of the next meeting. The application must be filled out completely and returned to the Planning Department at least one week before the meeting. In addition, the applicant, or applicant's representative, must be present at the meeting for the item to be discussed. If you have any questions, please feel free to contact the Planning Department at 288-3329.



**BAR HARBOR PLANNING DEPARTMENT  
PARKING AND TRAFFIC CURB CUT APPLICATION**

As outlined in the Curb Cut Policy adopted by the Town Council

**FOR OFFICE USE ONLY:**

\_\_\_\_\_  
PUBLIC WORKS APPROVAL DATE

\_\_\_\_\_  
POLICE DEPARTMENT APPROVAL DATE

\_\_\_\_\_  
PLANNING/CEO APPROVAL DATE

\_\_\_\_\_  
PARKING COMMITTEE MEETING DATE APPROVED OR DENIED

\_\_\_\_\_  
TOWN COUNCIL MEETING DATE APPROVED OR DENIED

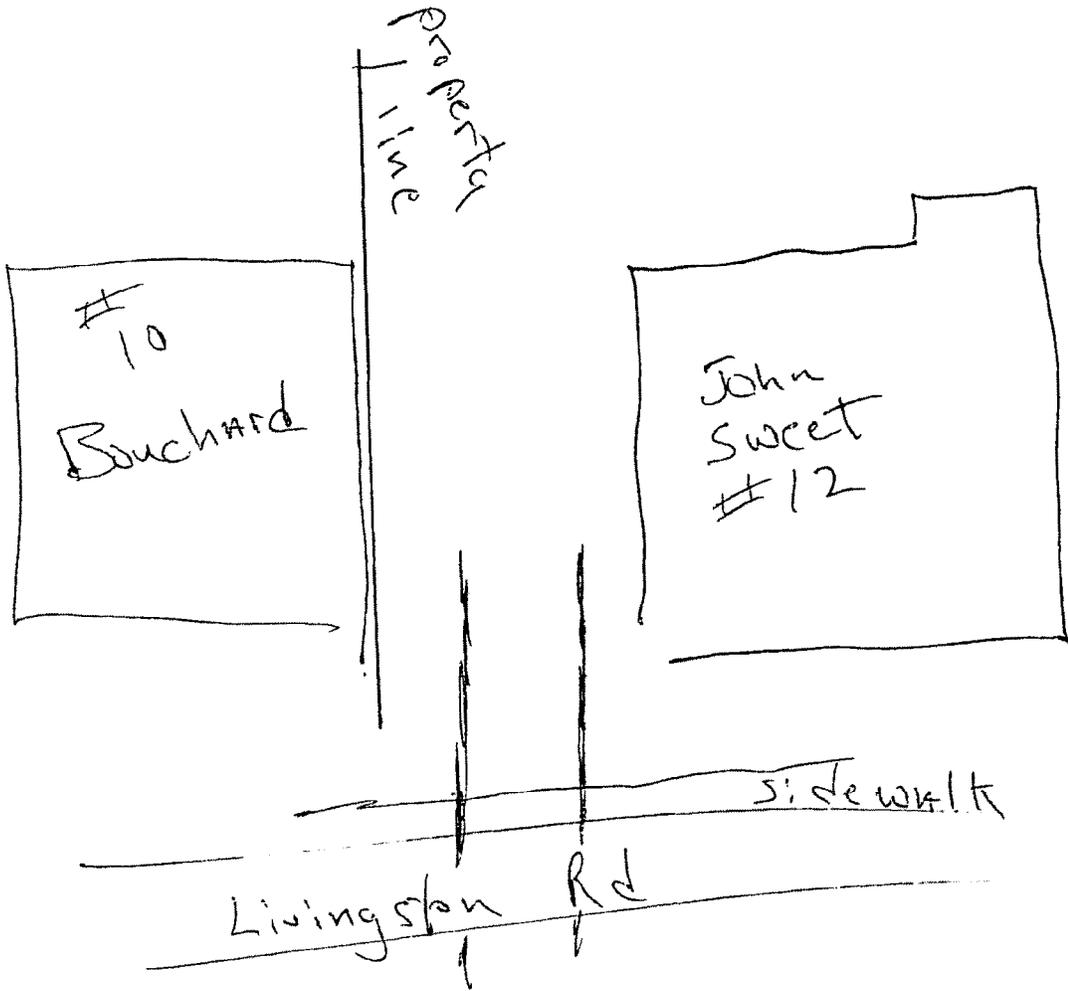
TOWN CLERK NOTICES SENT ON \_\_\_\_\_ .

**FEES:**

\$100.00 Nonrefundable Fee Paid 9-23-16 Date

\$300.00 Escrow Paid 9-23-16 Date

*(The escrow will be refunded to the applicant if the work is properly completed, or used by the Town to finance the necessary repairs, if the work is not completed properly within thirty days.)*



two 2' wide  
gravel strips  
30' long  
7' wide  
for parking  
Area in  
winter



BAR HARBOR PLANNING DEPARTMENT  
**PARKING AND TRAFFIC CURB CUT APPLICATION**  
As outlined in the Curb Cut Policy adopted by the Town Council

SEP 27 2016

APPLICATION # PT-16-04 DATE 9/27/16

MAP 107 LOT 47

**APPLICANT :**

Name Jennifer and Brian Booher

Address 29 Ledgelawn Avenue

Bar Harbor, Maine 04609

Telephone 207-288-3438

Email jenn@boohers.org

**OWNER :**

Name same

Address \_\_\_\_\_

Telephone \_\_\_\_\_

Email \_\_\_\_\_

**PROJECT REPRESENTATIVES:**

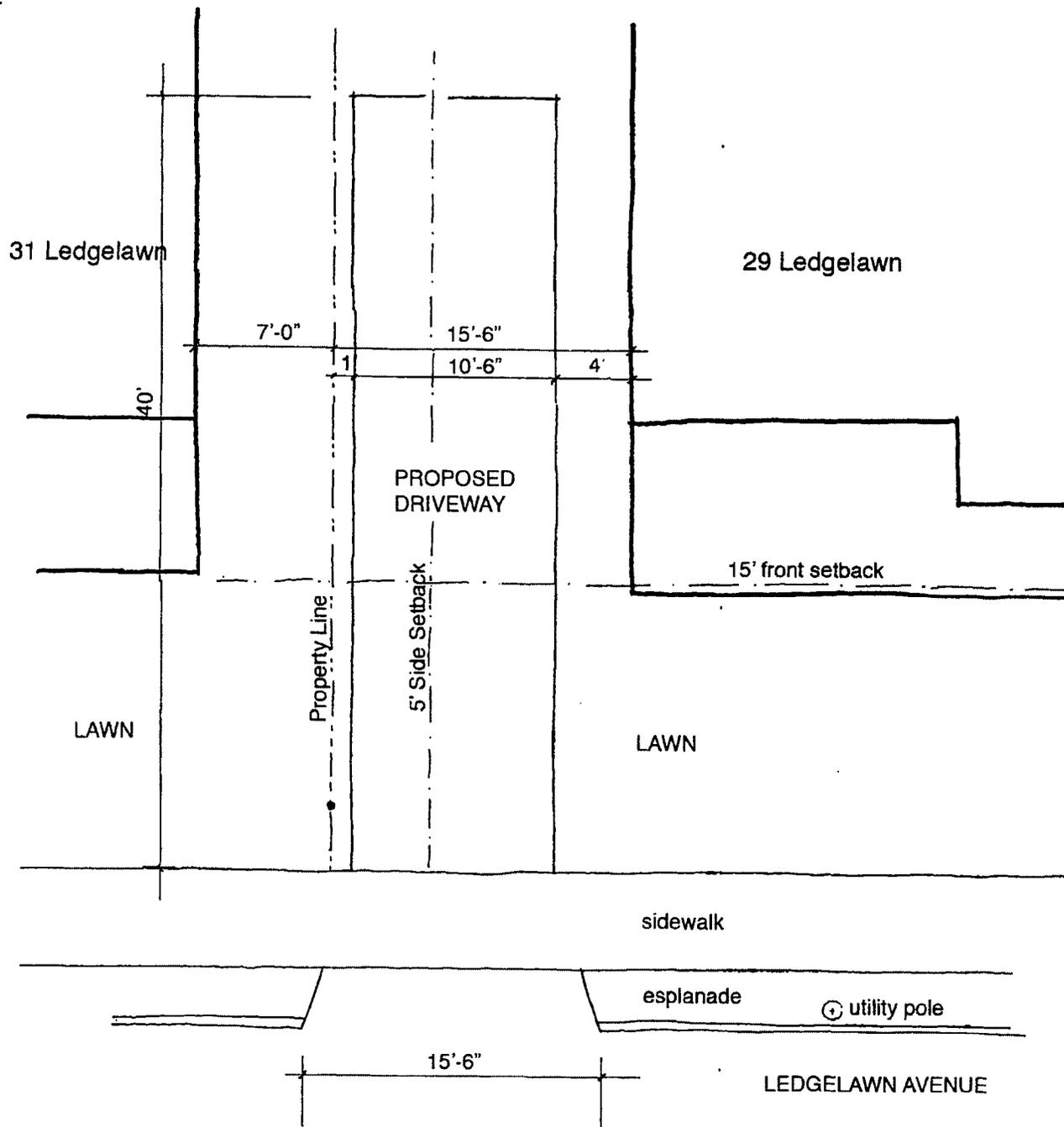
Name same

Address \_\_\_\_\_

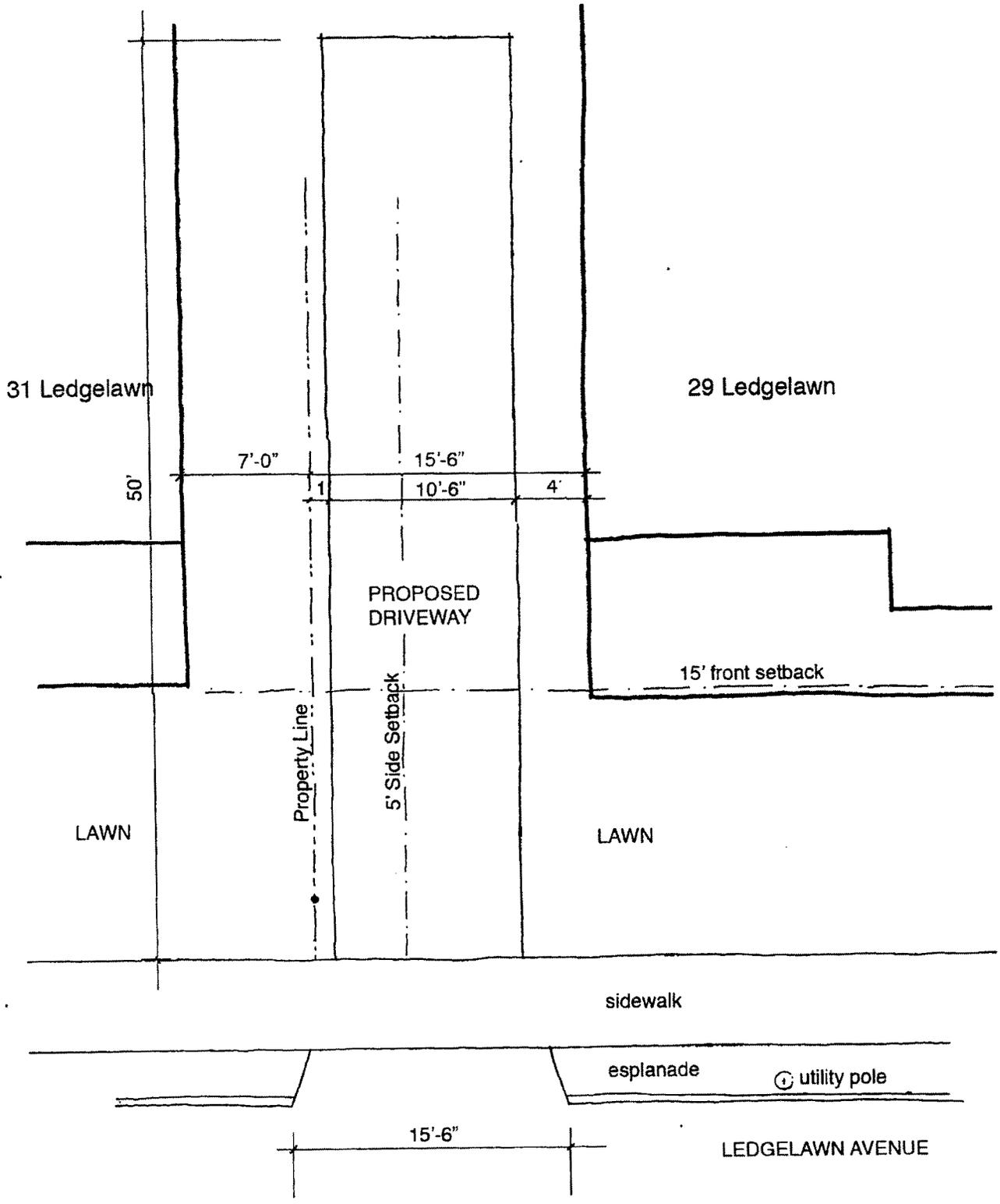
Telephone \_\_\_\_\_

Email \_\_\_\_\_





PROPOSED DRIVEWAY  
 Brian and Jennifer Booher  
 29 Ledge lawn Avenue  
 Sept. 21, 2016  
 1/8" = 1'-0"



PROPOSED DRIVEWAY  
 Brian and Jennifer Booher  
 29 Ledgelawn Avenue  
 Sept. 21, 2016  
 1/8" = 1'-0"



BAR HARBOR PLANNING DEPARTMENT  
**PARKING AND TRAFFIC CURB CUT APPLICATION**  
As outlined in the Curb Cut Policy adopted by the Town Council

**FOR OFFICE USE ONLY:**

\_\_\_\_\_  
PUBLIC WORKS APPROVAL DATE

\_\_\_\_\_  
POLICE DEPARTMENT APPROVAL DATE

\_\_\_\_\_  
PLANNING/CEO APPROVAL DATE

\_\_\_\_\_  
PARKING COMMITTEE MEETING DATE APPROVED OR DENIED

\_\_\_\_\_  
TOWN COUNCIL MEETING DATE APPROVED OR DENIED

TOWN CLERK NOTICES SENT ON \_\_\_\_\_ .

**FEES:**

\$100.00 Nonrefundable Fee Paid 9/27/16 Date

\$300.00 Escrow Paid 9/27/16 Date

*(The escrow will be refunded to the applicant if the work is properly completed, or used by the Town to finance the necessary repairs, if the work is not completed properly within thirty days.)*

# **Curb Cut Policy**

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Town of Bar Harbor

## **1. Application**

Application shall be made to the Planning Department on a curb cut permit application form accompanied by a non-refundable \$100.00 application processing fee and a \$300.00 road opening escrow. The escrow will be refunded to the applicant if the work is properly completed or used by the Town to finance the necessary repairs, if the work is not completed properly within thirty days.

## **2. Review**

The application shall be reviewed by the Parking and Traffic Committee, which shall give a recommendation thereon to the Town Council.

## **3. Notification**

The Planning Department shall notify abutters to the property as well as those across the street of the date and time at which the Town Council will hear the request.

## **4. Approval**

The Town Council shall approve or deny the permit.

## **5. Standards for Approval**

- A. There shall be no more loss of existing parking spaces than absolutely necessary.
- B. The net effect of the curb cut must be to create more spaces off street than are lost on street.
- C. Curb cut shall not facilitate parking in the front yard setback.

## **6. Standards for Construction**

- A. Must replace sidewalk and curb to the Town's standard specifications.
- B. Granite curb removed remains the property of the Town and must be delivered to a site specified by the Public Works Director.
- C. All work must be completed to the satisfaction of the Department of Public Works Director.

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### **LEGISLATIVE HISTORY**

12-5-88 Policy adopted by Town Council.  
7-5-94 Amended by Town Council.  
11-13-12 Staff suggested changes  
11-20-12 Council adopted change