

TO: Rt. 1 / Rt. 186 Scenic Byway Advocacy Group  
FROM: Jim Fisher, HCPC  
DATE: 09/03/99  
RE: **Agenda for 9/22/99 Meeting, Sullivan Town Offices, 8:00am**

1: Call To Order

Introductions  
Review of Previous Minutes

2: Announcements

Meeting with Gouldsboro Planning Board  
Radio Broadcast – WERU 9/24/99 at 10:00 am

3: Old Business

- 1) Discussion of findings from Public Information Meetings
- 2) Update Community Participation Program
- 3) Update Partnerships and Agreements
- 4) Update Corridor Management Entity
- 5) Review of land use plans and ordinances
- 6) Background Conditions Analysis
  1. Relationship of background element with corridor goals, objectives and strategies
  2. Potential conflicts and opportunities
  3. Strategies to address conflicts and opportunities

4: New Business

Mapping Project Proposals

Defining roles

ONGOING MANAGEMENT AND ORGANIZATION  
THE ROLE OF PUBLIC AGENCIES / INSTITUTIONS  
THE ROLE OF LOCAL COMMUNITIES  
THE ROLE OF PRIVATE CONSERVATION ORGANIZATIONS  
THE ROLE OF PRIVATE BUSINESS  
MARKETING PLAN FOR THE SCENIC BYWAY

Other new business?

Minutes from 09/01 Scenic Byway CAG Meeting

**Next CAG meeting Wednesday Sept. 22, 8:00 am Sullivan Town Hall**

Persons attending: Barbara Shanahan, Frank Dedman, Stanley Torrey, Bill Weidner, Mike Hoover,  
Jim Fisher

Announcements

-DOT 6 Year Plan – please get towns to participate

A. Planning Evening Program

1. Facilitation for the meeting Ron Beard or Bonnie Sparks
2. Invitations: Schoodic Futures Board, Route 1 Committee, Sanford
3. Food: Doughnut Holes & Cider (Jim), Coffee made on premises (milk, sugar, cups)
4. Opening speakers

Jim Fisher or Dean Van Dusen – Scenic Byway Program

Benefits and costs of byways

Call for support - Sample letter of support for Scenic Byway

Historical Society Speaker

ANP – Deb Wade

5. Discussion of types of ideas to be solicited
  - Long term vision
  - Types of projects and short term objectives

B. Staffing the Corridor Management Entity

Stan Torrey, Frank Dedman, Bruce Mattson, Jim Fisher, Bic Martin, Winter Harbor ...

C. Discussion of Matching Goals and Objectives to existing plans and ordinances

1. Basic Approach is through education, voluntary participation,
2. Goal: Manage flow of traffic, improve safety along corridor
  - Conflict: Unsafe situation - scenery attracts traffic, bikes, and walkers
  - Argument: Traffic will increase no matter what, word of mouth and other marketing will drive this. Local traffic is also increasing. Tourist are discovering 'the quiet side'
  - Solution: scenic pullouts, walking and bike trails
3. Goal: Protect scenic views and natural resources
  - Conflict: Pressure to develop, particularly tourist/retail businesses located immediately on the byway
  - Argument: The pressure to develop will accelerate with increasing tourism in down-east Maine. Planning will help to direct growth in ways that do not reduce the basic appeal of the region. Towns are unlikely to adopt new plans of ordinances in the short-term.
  - Solution: Voluntary agreements should be encouraged. Education - guided tour for the region – scenery, history, and culture. Local planning boards will be involved in enforcing existing laws and ordinance.
4. Goal: Education
  - Conflict: There are a number of interpretive and promotional signage programs, including the blue star highway, the Down East Acadia Trail and ANP / NPS signs. Will another set of signs simply clutter the area?
  - Argument: The signage programs are all quite limited, but should be respected.
  - Solution: The CMP should present a brief inventory of historic, scenic and other assets that and a maintenance plan. Deb Wade, who works with interpretive signage in ANP will assist with selecting a style and content. MDOT Tourist information map may be helpful as an educational document.

	<u>Transportation</u>	
	Alternative Transportation	
	- Water taxi	-
	- Sailing Port	-
	- Bus/Explorer	-
	- Side trips for cruise ships	
	Fewer cars, fewer large RV's	
	Fix Rte. 200 Intersection	
	Improve Birch Harbor – Winter Harbor stretch	
	Law Enforcement/Traffic Calming	
	Parking/Transit options	
	Safer turn-outs for historic sites, scenery	
	Safe Condition for Rte 186 (and other roads)	
	Self Sustaining Byway	
	Slower speeds	
	Walkways and bikeways	
	<u>Economy</u>	
	Back office employment	
	Educational facility – possibly @ Base	
	Employment opportunities	
	Entrepreneurial Opportunities	
	Light Industry – home growth small to medium size	
	Lower cost of public services	
	Protection of Property Rights	
	Resort development	
	Sense of community	
	Stabilize taxes	
	Economic and tourist opportunities	
	- Blueberries	-
	- Fishing, Fish farming/processing	-
	- Lobster boat rides	-
	<u>Quality of Life</u>	
	Attract “quality” visitors	
	- Education	-
	- Economic Benefits	-
	Clean industry	
	Community events – Grange Hall, Food, Produce	
	Landscaping/Move Retail off the Road	
	Preserved green areas/open space	
	Right size signs – not too big or too small, placed discretely	
	Town Center – shops, service stations, Post Office / New England Commons	
	Views – Dunbars, Youngs, McGregor's, Prospect Harbor	
	<u>Tourism</u>	
	Extended season/more relaxed pace	
	Historical sites – interpretive plaques - Open house days	
	Information Building (operating/capital)	
	Informational Brochures	
	Marketing Program	
	Public Restrooms	