

Schoodic Scenic Byway Corridor Management Committee - Minutes 06/24/02

Attending: Barbara Shanahan, Peter Drinkwater, Cindy Thayer, Jim Fisher

Monday, June 24th at 8:00 a.m. in Sullivan Town Office.

Agenda:

1. Wrap up on the flag pole - pictures and reimbursement for Sullivan.
 2. Brochures - more steps toward a Schoodic Brochure
 3. Transit and Ferry services for the Schoodic Byway
 4. Logos - the new State Logo is complete. You can see it at www.schoodicbyway.org -- look on the left.
 5. Gateway sign, interpretive signs
 6. Safety Mapping
 7. Other items?
1. Flag Pole Gateway project

Jim Fisher presented the final reimbursement request which was sent to MDOT last week. This request outlines what was done, how the work was paid-for and requests MDOT to reimburse the Town of Sullivan for the flagpole and some of the granite base. The letter included several color photographs of the completed project. A copy of the letter and photographs was left with the Sullivan Town Office.

The committee requested that MDOT consider removing the "Slippery When Wet" sign that sits below the flagpole on the south/west bound side of Route 1. This sign applied to the singing bridge and is not longer relevant.

Action:

- ♦ MDOT should reimburse Sullivan for \$2,500
- ♦ Jim Fisher will contact MDOT and request removal of the Slippery When Wet Sign.

2. Brochures

The Committee discussed additional information and illustrations to be included in a Schoodic byway brochure. These elements include a map, an event calendar, contact information and byway highlights.

- ♦ www.schoodicarts.org
- ♦ Hammond Hall
- ♦ The Barn (Children's Programs) - see purple handout
- ♦ Light House and Lobster Tours - DART
- ♦ Article in Ellsworth American on Prospect Harbor tour last Thursday

Action:

- ♦ Jim Fisher will put together a draft brochure and send it out to the committee.

3. Transit and Ferry services for the Schoodic Byway

The committee discussed the meeting held by Peter Drinkwater, Tom Mayer, Jim Fisher, Len Bobinchock and Tom Crikelair to discuss providing bus service to the Schoodic Peninsula. The group agreed that it would be advantageous to run a test this summer to see how operations would work and whether ridership was possible. This test would involve Downeast Transit, Inc. and probably a leased bus. A back of the envelope calculation suggests that a three week trial might cost \$6,000 assuming \$35/hour. Coordination with Captain Steve Pagels ferry service, Cindy Thayer and the Schoodic Art For All Festival, the Winter harbor Lobster Festival and other area events would be important. The initial concept is a bus that travels from Winter Harbor Village to the Ferry Dock, then around the Schoodic Loop and back on Route 186 to Winter Harbor. This loop could be completed in under one hour, possibly under 30 minutes.

Action: Jim will contact Len Bobinchock and Tom Crikelair to figure out whether this test is feasible and how it would be financed. Jim will also see whether any Schoodic Byway funds can be used to subsidize this test.

4. Logos

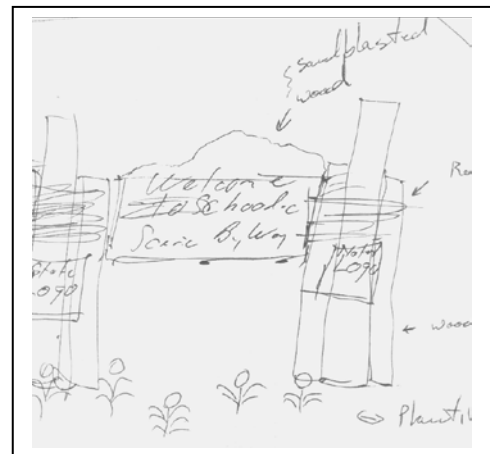
The Committee looked at the new State Scenic Byway Logos. The color logo is displayed on the schoodicbyway.org web site and will be displayed on the future gateway signs. MDOT will be sending us guidelines for how to format and display the logo.

5. Gateways and Signage

The committee discussed construction of gateway signs for the Taunton Bay and Prospect Harbor byway entrances. We reviewed samples from National parks and forests, most of which seemed unsuitable for this region.

Peter Drinkwater sketched a sign (attached) that might tie together this byway and the Acadia view from this byway. The wooden support poles might be wrapped with natural fiber rope. The wooden sign could be sandblasted to create a relief of the mountains.

The location of the sign presents some difficulties. There is a succession of utility poles along the east-bound lane that will obstruct views of the sign. The sign will should be located between the Cardinal Restaurant and the bridge, but this area is somewhat crowded, particularly by the poles (see attached photograph).



The committee wants to move the project ahead:
- Get specifications from MDOT about size, lettering

Action: Jim will contact Bret and Victor with design and location questions.

The Committee also questioned why the Rest Area Ahead (Long Cove) and Scenic Turnout Ahead (Dunbar's) signs have been removed. The signs might play a role in reducing car accidents in these two locations.

Current Signage

There is still no Scenic Byway sign in Sullivan. Victor Smith is planning to place a sign slightly east of Dunbar's Store, just after the Frenchman Bay Scenic Turnout.

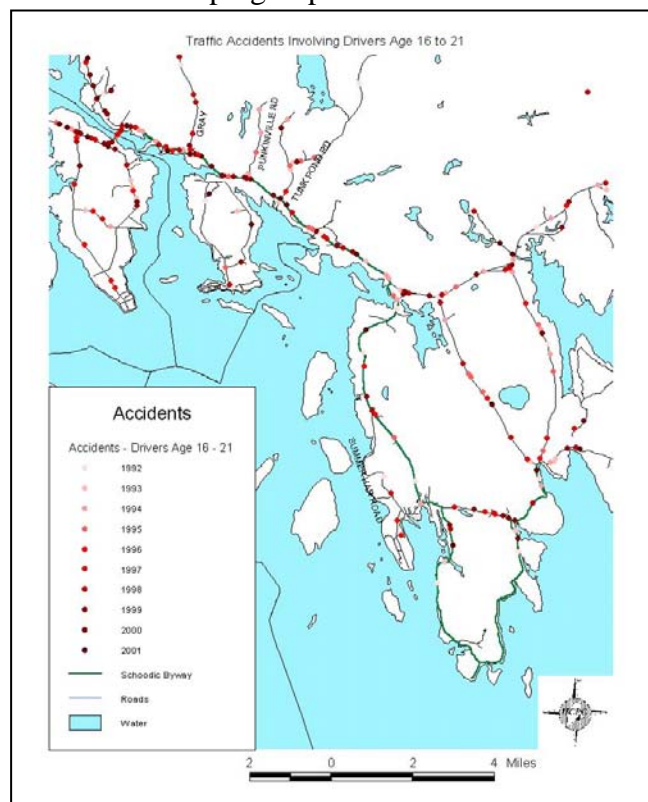
One sign in Winter Harbor should be moved to a more logical location. (Peter Drinkwater has the details).

Cindy Thayer expressed concerns about the plan expansion of parking in Prospect Harbor. The proposed parking lot does not specify parking or landscaping plans. We have not seen any estimates for additional parking to be gained by expanding parking by 25 feet. Currently this land is a wet, grassy area that sits above a septic field. Barbara Shanahan recommended that Cindy contact the town office in Gouldsboro to learn more about this plan. The byway committee and the town office do not have a formal agreement on how this project should be landscaped. The byway hopes to located a small information kiosk and access to the community center bathroom at this site. Byway funds may also be available for landscaping improvements for this site.

6. Safety mapping

Jim presented a map created using young driver auto-accident data along the Schoodic Byway. The map pretty clearly illustrates the higher crash rates along the un-improved section of Route 1 in Hancock and Sullivan. The accident rate is particularly high at intersections with Route 200 and Route 183. There is another string of accidents in Birch Harbor, but a majority of these appear to be snow and ice related.

Barbara raised the issue of the Fruit Stand located on the MDOT shoulder near to Long Cove? Questions were raised about who owns and runs the business, whether the proprietor has a permit, whether this site presents safety hazards.



7. Other Business

Outhouse

Jim read memo from Bret about contracting arrangements that might help move some byway implementation forward. MDOT may be willing to delegate project management to a town or HCPC for specific projects.

Peter Drinkwater proposed that Jef Fitzgerald administer construction at Long Cove if MDOT will agree. Jef is a certified project administrator for several CDBG projects and has worked with the Town of Sullivan on construction projects.

Action: Jim spoke with Jef Fitzgerald and Tom Martin about administering these projects. We will meet again to decide whether Jef has time to take on additional projects. His experience with projects in Sullivan is that they have gone smoothly without demanding a lot of time.

Next meeting - Pending completion of tasks