

Schoodic Scenic Byway Corridor Management Committee Meeting
Sullivan Town Office Building 9/18/01
Minutes

Attending: Barbara Shanahan, Peter Drinkwater, Frank Dedmon, Jim Fisher
Called in: Stan Torrey, Roger Barto, Dick Bennet, Mary Laury, Bret Poi,
Dawn Coffin



I. Request for "Success Stories" by the National Scenic Byway Organization

The Schoodic Communities have just begun to benefit from the National Scenic Byways Program. Our byway received national designation in 2000, and that same year we were successful in receiving more than \$300,000 in federal and state funds, matched by local sweat-equity for projects that will help to preserve and promote the Schoodic region as a home of great scenic beauty and Maine history. These funds are helping us to build on a variety of unique local assets and to overcome the adverse impacts of a Navy base closure and threatened traditional occupations. Our first year has been devoted to developing local capacity, funding a gateway project and identifying needs with the Maine Department of Transportation. A contaminated site on the byway is being prepared for clean-up and may someday provide visitors with an interpretive introduction to downeast Maine.

- A) Committee reviewed success story drafted by Jim Fisher
- B) Action: Draft approved, Jim instructed to send document to the National Scenic Byways Organization (done the same day)

II. Gateway "Flagpole" grant

- A) Committee discussed status of the community gateways grant
- B) Frank noted that Sullivan appropriated \$2,500 match for this in the last town meeting
- C) Some design specifications
 - 1) 35' height
 - 2) anodized aluminum
 - 3) yardarm
 - 4) cleats mounted 10' up (or so)
 - 5) granite stones at base - Town will provide
 - 6) materials cost under \$2,500 (should try to purchase several flags
 - (a) US
 - (b) Maine
 - (c) Downeast Acadia
 - 7) Possible interpretive sign of plaque provided by Scenic Byway project if it fits within the interpretive plan and budgetary requirements.
- D) Action: Peter will meet with Frank Dedmon Wednesday morning to pick out the specific model (note: the model was selected and ordered)

- III. Report on the National Scenic Byways bi-annual conference in Portland, Oregon
 - A) The Maine contingent included Bret Poi, three representatives from the Old Canada Road, one representative from the Rangeley Byway and Jim Fisher representing the downeast byways.
 - B) Jim concentrated on sessions discussing interpretive planning, signage and other communications with byway visitors. He also presented a short paper "A Tale of Two Byways" in a session on Intelligent Transportation Systems. That session was pretty well attended despite the very late placement on the conference agenda.
 - C) Two major issues were
 - 1) Set-aside of the entire Scenic Byway budget for 11 select states
 - (a) The competitive process would be eliminated
 - (b) Maine would receive little or no funding
 - (c) A process is in motion to retain the competitive system for byway enhancement funding
 - 2) Future funding for the byway program
 - (a) Flat funding or modest increase for National Scenic byways is (was) seen as likely. NB. Recent events with terrorists may rewrite the entire national budget.
 - (b) Byway participants are encouraged to send their success stories to the NSBO who can compile them and share them with decision-makers
 - 3) Committee approved paying the registration fee for Jim's attendance at the Oregon Conference
 - D) The Maine delegation discussed the role of the Office of Tourism for promoting scenic byways
 - 1) Decided to call for a meeting upon our return.
 - 2) Need to work with Von Stinson - Maine Invites You (private sector) as well
 - 3) Planning a meeting in Augusta
 - 4) Action: Jim - contact Bret about the meeting (Bret is arranging a date and time)
- IV. Other Issues
 - A) Needs assessment
 - 1) This effort needs to move ahead quickly in order to set priorities for project implementation
 - 2) Jim will bring a draft to Corridor Committee members in the next month
 - B) Flander's Bay
 - 1) Bret is in contact with Robert Moosmann to plan vegetation management strategy
 - 2) The property owner, Bruce Yasger, is interested, but is concerned about park-and-ride and employee parking on his property.
 - 3) MDOT is interested in thinning some vegetation across from Young's Store on Mr. Yasger's property when a Memorandum of Understanding is in place
 - 4) MDOT will install signage to discourage long-term parking at this pull-out
 - C) Corridor Management Committee Representatives

Two CMC members, Wes Hill and Stanley Torrey are no longer elected representatives of their towns.

 - 1) Winter Harbor has designated Mike Falkingham (new Selectboard Member) as the CMC representative. He will be added to the list for minutes and agenda.

- 2) Gouldsboro - Jim will send email to Linda Pagels requesting representation (email sent 5/7/10)

V. Next steps

- A) Jim complete needs assessment
- B) Barbara continue working with Route 1 Corridor
- C) CMC sends Bruce Mattson - Official letter requesting basic Schoodic Byway signs (interim solution pending decisions on logos, etc..)
- D) Jim - draft letter to MDOT
 - 1) requesting information about re-construction of Route 1 in Sullivan
 - 2) Steps for consideration of extension of byway across Route 186 between Birch Harbor and Winter Harbor
- E) Barbara and Peter will work on a scenic inventory of that stretch
 - 1) necessary to drive this section as part of visiting Schoodic Peninsula if visitor starts on Prospect Harbor end of Byway
 - 2) Part byway bicycle loop (add safety signs for cyclists in needs analysis)