

Project Summary 2004

FHWA National Scenic Byways Program

All sections must be completed on an electronic form at <http://www.byways.org>
Applications must be submitted online and on paper.

State Submission Date <i>not submitted yet</i>	Division Submission Date <i>not submitted yet</i>	State Priority <i>not prioritized</i>
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Project Info

Project No. SB-2004-ME-51204	Project Name Schoodic Byway Corridor Planning and Administration
Project Year 2004	
Counties and/or Regions Involved Hancock County	
Location of Project along Byway(s) Route 1 and Route 186	
Federal Lands Crossed by Involved Byway(s) NPS	

Associated Byways

State	Byway Name	Details	
ME	Schoodic Scenic Byway	Designation Date 15 Jun 2000	Intrinsic Qualities* A,C,H,N,R,S
		Byway Organization Schoodic Byway Corridor Management Committee RR 1 Box 263 East Sullivan, ME 04607 Phone: (207) 422-6706 Fax: (207) 667-2099 E-mail: flandersbay@acadia.net	

*IQ codes: A - Archaeological, C - Cultural, H - Historical, N - Natural, R - Recreational, S - Scenic

Project Category

Project Type

Project associated with an All-American Road or a National Scenic Byway.

Is the project consistent with the Corridor Management Plan for the byway(s)?

Yes

Eligibility Category

Corridor Management

Ready-to-Go

Prior Projects

FHWA Proj No.	Year	Project Name	Amount	Status
SB-2001-ME-2	2001	Schoodic Byway Corridor Planning and Administration	\$24,000	Completed
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-10	2001	Schoodic Byway Preble Cove Scenic Turn-out	\$14,040	Started
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-11	2001	Schoodic Byway Winter Harbor Park and Ride	\$34,038	Started
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-5	2001	Schoodic Byway Flanders Bay Scenic Turn-out	\$14,640	Started
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-6	2001	Schoodic Byway Frenchmans Bay Scenic Turn-out	\$96,640	Started
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-7	2001	Schoodic Byway Gateway Turn-out at Prospect Harbor	\$21,440	Started
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-8	2001	Schoodic Byway Gateway Turn-out at Taunton Bay Bridge	\$32,800	Started
		Project Coordinator: Barbara Shanahan		
SB-2001-ME-9	2001	Schoodic Byway Long Cove Scenic Turn-out and Rest Area	\$17,520	Started
		Project Coordinator: Barbara Shanahan		
SB-2002-ME-4	2002	Schoodic Byway Corridor Planning and Administration	\$24,000	Started
		Project Coordinator: Barbara Shanahan		
SB-2002-ME-7	2002	Schoodic Byway Gateway Scenic Turnouts	\$40,800	Started
		Project Coordinator: Barbara Shanahan		

Prior Projects (Continued)

FHWA Proj No.	Year	Project Name	Amount	Status
SB-2003-ME-50556	2003	Schoodic Byway Marketing Program	\$16,000	Started
		Project Coordinator: Barbara Shanahan		
SB-2003-ME-50284	2003	Schoodic Byway - Corridor Management Plan Implementation	\$24,000	Unknown
		Project Coordinator: Barbara Shanahan		
SB-2003-ME-50557	2003	Schoodic Byway Gateway Facilities	\$138,400	Started
		Project Coordinator: Barbara Shanahan		

Project Abstract

This project continues building local capacity to implement the Schoodic Scenic Byway Corridor Management Plan. Funds will be used for research, planning and implementation of CMP objectives during the 2004-2005 fiscal year. Funds will support byway travel and participation in regional and national scenic byways workshops and meetings. A small portion of the funds will pay for supplies pursuant to community educational and byway administrative needs.

Project Narrative

WHAT THIS PROJECT IS ABOUT

The Schoodic Scenic Byway was designated a National Scenic Byway in June of 2000. The Corridor Advocacy group, made up of volunteers and elected representatives from each of the three participating towns, with the assistance of the Hancock County Planning Commission, has produced a Corridor Management Plan that describes a vision for the region and steps toward that vision. The State Byway Committee and particularly the Maine Department of Transportation have provided advice and support throughout the four years of methodical planning.

In 2002 the Corridor Management Committee produced a needs assessment that provides more detailed implementation plans and priorities. Steps have been taken in 2003 to implement proposed changes, including improvements to scenic turnouts, installation of temporary byway directional signs, and interpretive planning. The Corridor Committee also participated in design work for the very successful statewide byway brochure and adoption of a state byway logo.

The Corridor Management Committee has limited local funding and limited expertise. Accordingly, the Committee requests financial assistance to contract temporary, part-time technical support. The Hancock County Planning Commission has served in this capacity throughout the eligibility and designation phases and is likely to continue their assistance over the next two to three years. Unlike the earlier phases, the implementation phase is open ended and is expected to transition to self-sufficiency as local capacity grows.

A temporary, part-time paid coordinator will assist the committee to solicit resources, foster community participation, educate state agencies and in other ways put the plan into effect. The coordinator will continuously monitor the plan to assure that the required actions are taking place as scheduled and to advise the Corridor Management Committee as to what actions to take to effect corrections. The coordinator will assure that the members of the Byway committee and the community at large are kept apprised of these activities. The coordinator will assist in the preparation of the continuing schedule for the Byway committee and for the content and schedule for planning to flesh out the details in the

Project Narrative (Continued)

current management plan as well as for future planning to improve the Byway.

Coordination activities will also include work with the other transportation, economic development and tourism organizations in eastern Maine. The coordinator will be the principal monitor of activities by other scenic byways and by relevant national/state/local governmental and civic organizations on matters that could have a positive or negative effect on the Byway.

This project will also support travel for corridor management committee members or consultants to attend regional and/or national seminars designed to help byway groups improve their performance. Travel funds may also be extended for attendance at coordinator meetings with representatives of State government and other byways in Maine.

Finally, project funds will be used to purchase a limited quantity of supplies pursuant to the production of administrative and educational materials, including graphics, narratives, minutes, handouts and other informational material to improve coordination and enhance public support for the project.

FIRST YEAR:

This project will endeavor to accomplish the following activities in the first year.

1. Develop a way to continuously monitor the progress in implementing the CMP.
2. Propose a methodology to regularly update the plan in light of unforeseen changes in the operating environment.
3. Assure that regular meetings are held with all groups that are interested in the Byway.
4. Prepare a plan to assure the continued improvement and maintenance of the Byway for the next five years. This plan will identify specific projects to be undertaken and the actions and funds necessary to accomplish them. It will also address how to maintain the Byway, including how to fund that maintenance.
5. Meet regularly with byway town officers to ensure that the Byway plans are compatible with the town plans.
6. Participate in National meeting and educational forums.

SECOND YEAR

1. Implement the action items identified in the CMP and in those new plans prepared during the First year.
2. Design and begin implementing a program to define and measure the impact of the Byway as seen by private individuals, businesses and other groups within the Byway area as well as visitors to the area.
3. Expand contacts with the Byway support community to increase participation by business and civic groups.
4. Define a yearly event to solicit from the residents of the area ways to improve the Byway.
5. Participate in forums and meetings which educate Byway group members.
6. Expand contacts with governmental and other groups to secure ongoing financial support for the Byway.

Project Narrative (Continued)

7. Complete a needs assessment for the byway, identifying project priorities and needed resources.

THIRD YEAR

1. Revise the CMP action plan, reassessing the goals and objectives of the first year, noting completed items and amending the plan with particular attention to goals and activities recommended by Byway residents that will improve the Byway.

2. Develop interpretive program that extends from signage to tours, narrative recordings and other information services for visitors.

3. Work with civic groups to begin demonstrations of local occupations, history and geology at selected turnout areas and other byway venues during peak tourism season.

4. Construct improvements to approved scenic turnouts.

5. Identify multi-modal transportation opportunities, particularly those that help to connect the Schoodic Scenic Byway with the Acadia All American Road and other State and National Scenic Byways.

6. Identify means to support the local economies of Schoodic Byway towns through collaboration in transportation, cultural and other coordinated programs.

Fourth Year

1. Assess progress on goals and objectives outlined in the first three years and identify additional strategies to expedite progress in the future.

2. Complete interpretive plan, consistent with state guidelines, design and construct new interpretive signage.

3. Complete construction of improvements at Long Cove Scenic Turnout and initiate improvements at Prospect Harbor and Winter Harbor.

4. Add content to virtual tour on the www.schoodicbyway.org and develop print materials for additional byway promotion.

5. Strengthen partnership agreements with emerging local organizations including Friends of Schoodic and Schoodic Area Future.

6. Assess first year of operation of the Schoodic Shuttle and disseminate results to local officials, the National Park Service and other interested parties.

7. Continue to educate local, state and national leaders about the importance of the Scenic Byway program for Maine's economy and human, cultural and natural resources.

WHO WE ARE AND WHAT WE HAVE ACCOMPLISHED:

The Schoodic Scenic Byway Corridor Management Committee (CMC) is an outgrowth of the Sullivan-Schoodic Corridor Advocacy Group (CAG). Members include one or more elected Selectmen from Sullivan, Gouldsboro and Winter Harbor as well as representatives from the Acadia National Park, local planning boards, the regional Chamber of Commerce, local businesses and residents. In addition to serving as an inter-municipal coordinating committee, the CMC works as a subcommittee of the Maine Regional Transportation Advisory Committee (RTAC) for Hancock and Washington Counties. These two affiliations enable us to provide an upward flow of information to the Maine Department of

Project Narrative (Continued)

Transportation about local needs, preferences and opportunities. The CMC also brings back to our communities information about State programs in areas such as access management, bicycle planning, historic preservation and tourism. This region of Maine has lagged much of the State in income, employment and business opportunities. By working simultaneously with local, State and Federal governments, the CMC has enabled three towns to work together and realize opportunities that have been missed in the past.

Some examples of our accomplishments include:

- Organized the CAG to advocate state and national recognition for our unique scenic, natural and cultural resources.
- Forged an alliance between three towns and Acadia National Park to document our resources and create a regional vision for the corridor.
- Built credibility for the byway by partnering with residents, local businesses and through direct participation of elected representatives of the towns.
- Wrote a Corridor Management Plan which has been adopted by the State Byway Committee that will provide participating towns with a greater voice in future transportation and land-use decisions made at the State level.
- Participated in numerous public events, including festival days, town meetings and educational forums to spread the word about Scenic Byways and educate our citizens.
- Provided a "2003 Best Practices for Byways" application for Community participation. While we did not win an award, our nomination was recognized in the best practices documents and on www.byways.org.
- Presented a paper on Intelligent Transportation Systems at the National Byway Conference in Portland, Oregon.
- Presented two posters, one on Maine's Scenic Byways and another on inter modal byway planning between the Acadia All American Road and the Schoodic National Scenic Byway at the 2003 NSB Conference in Albuquerque.
- Provided Maine's Congressional delegation with information on the Scenic Byways program and the success stories of open and fair competition for scenic byway grants.
- Provided input to economic readjustment programs connected to closure of Winter Harbor Naval Base and subsequent expansion of Acadia National Park on this byway.
- Used National Byway status to encourage reconstruction of State Route 186 and Route 1 with non-byway funds. Received very generous support for road and shoulder improvements in the 2004-2005 biennial transportation plan.
- Assisted in the creation of a first-ever free hourly shuttle bus service on the Schoodic Point and Acadia National Park section of the byway from June 22 to Labor Day of 2003. This bus is integrated with the Island Explorer bus system on Mount Desert Island with the two shuttle systems connected by a water taxi service. Shuttle operations are funded through private donations and support from Acadia National Park.

PROJECT BENEFITS

The towns feel that they now have a stronger partnership in future transportation and land use planning

Project Narrative (Continued)

for this vital corridor. With State designation of the Schoodic Scenic Byway, it is incumbent upon both the State and local governments to consider the impacts of future construction projects on the intrinsic resources of this region. The downeast Maine economy depends on maintaining a safe and healthy environment, providing residents with sustainable jobs and visitors with a great recreational experience. The Scenic Byway planning and implementation process provides our communities with a forum to identify our long-range goals and resources to pursue them.

Work Plan

Line Item	Task/Milestone Description	Start Date/ Duration	Work Category
001	Work with Maine DOT to Identify priority activities for 2004	01 Jan 2004 2 Months	Corridor Management
	Responsible Party: Corridor Management Committee		
	Justification: This task will continue collaboration between the three byway communities, the Maine Department of Transportation and the Hancock County Planning Commission. The Schoodic Byways Corridor Management Committee will be represented by members from all three communities. The CMC, MDOT and HCPC will work together to identify priorities for this year's implementation of the CMP. This is the start of the 2004-2005 biennium in which major reconstruction plans will be initiated.		
002	Procure technical assistance for implementing corridor management plan	01 Jan 2004 12 Month	Corridor Management
	Responsible Party: Corridor Management Committee		
	Justification: Funds from this grant will be used to pay for technical assistance in planning, administration, outreach and evaluation activities in support of CMC activities and implementation of the Corridor Management Plan. Examples of projects include interpretive planning and design, coordination of construction projects, and organizational support for the CMC. This year we will be assessing the impacts of multimodal services that were tested during the summer of 2003 and considering next steps for integrating park-and-ride, ferry service, bus service and bicycle options.		
003	Networking and communication with the scenic byway community	01 Jan 2004 12 Months	Corridor Management
	Responsible Party: Corridor Management Committee		
	Justification: Members of the Corridor Management Committee and technical assistants will be active members of the National Scenic Byway network. Funds will be used for travel to state and regional byways meetings, maintenance and upgrading the Schoodic Byway web site, tele-conferencing and other communications efforts. We are particularly interested in supporting a regional byways conference.		
004	Local outreach and education	01 Jan 2004 12 Months	Corridor Management
	Responsible Party: Corridor Management Committee		

Work Plan (Continued)

004	<p>Justification: The CMC will work with the Hancock County Planning Commission and byway consultants to assure awareness of byway activities and active public participation in byway planning. Strategies for engaging the public will include open public forums, presentations to local organizations, provision of informational brochures to visitors and improvements to the byway website.</p>
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Budget

Line Item	Description	Total Cost	Request Amt.
001	Procure technical assistance 12.5 hours per week @ \$40/hour * 50 weeks	\$25,000	\$20,000
003	Conference Travel Expenses	\$1,000	\$800
004	Administrative and Educational Materials	\$4,250	\$3,400
005	Local Travel Expenses	\$1,000	\$800
Totals		\$31,250	\$25,000

Match amount (total cost - requested amount) is \$6,250 or 20.0% of total.
 Match accounted for in Match Breakdown is \$6,250 or 20.0% of total.
 These two amounts must be equal for the Budget and Match sections to be complete.

For your information, 80% of Total Cost is \$25,000, and 20% of Total Cost is \$6,250.
 Your match amount cannot be less than 20% of Total Cost.

Match Breakdown

Source	Description	Type	Value
Maine Department of Transportation		Cash	\$6,250
Total			\$6,250

Total from items above: \$6,250 or 20.0% of total.
 Match amount from Budget: \$6,250 or 20.0% of total.
 These two amounts must be equal for the Budget and Match sections to be complete.

For your information, 80% of Total Cost is \$25,000, and 20% of Total Cost is \$6,250.
 Your match amount cannot be less than 20% of Total Cost.

Project Coordinator

Coordinator Name Barbara Shanahan		
Agency/Group Schoodic Scenic Byway Corridor Management Committee	Title Chairperson	
E-mail Address flandersbay@acadia.net		
Phone 207-422-6706	Fax 207-422-6706	
Street Address RR 1 Box 263		
City East Sullivan	State ME	ZIP 04607

State Program

State ME	Byway Program Start Date 02 Jul 1969	
Scenic Byway Agency Maine Dept. of Transportation-Office of Environment		
State Scenic Byways Coordinator Poi Bret		
E-mail Address bret.poi@state.me.us		
Phone (207) 624-3104	Fax (207) 624-3101	
Street Address 16 State House Station		
City Augusta	State ME	ZIP 04333

Signatures

State Scenic Byways Agency

Bret Poi
Senior Landscape Architect

Date

Matching Funds Certification

Bret Poi
Senior Landscape Architect

Date

DRAFT

Congressional Members

Associated States

State	Senators
ME	Collins, Susan Snowe, Olympia

State Representatives

State	District	Representative
ME	2	Michaud, Michael

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Attachments

- Corridor Management Plan at www.schoodicbyway.org
- Needs Assessment at www.schoodicbyway.org
- Hancock County Planning Commission Services Policy at www.hcpcme.org

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