

ARE WE ALMOST THERE YET? A SIX YEAR ACTION PLAN

The time has arrived to layout our most concrete ideas about where we are heading and what we want to do over the next six years to get there. This action plan describes a number of short-term (one to two years), medium term (three to four years), and long term (five to six years) projects that offer significant benefits for people using the byway.

The objectives break out over the three time periods as follows:

Symbol	Period	Years	Examples of Anticipated Activities
❶	Short-term	1-2	Implementation planning, creating support services, production of informational materials, local organizing
❷	Mid-term	3-4	Placement of interpretive signage, traffic calming measures
❸	Long-term	5-6	Safety improvements, turnouts and overlooks, bikeways

The action plan also applies our principles of participation and education to the planning process and long-term objectives.

Five goals are identified in this plan: scenic and historical enhancement, safety, education, public participation and economic development. These five are not immediately achievable and refer as much to the process of planning and implementation as they do to the ends that are sought. The objectives for each goal are more concrete and achievable, though many are process oriented and will depend on active involvement of the communities, local and state government. A table at the end summarizes the proposed timing for these interventions. A map follows that indicates locations for many of the proposed enhancements.

GOAL 1: MAINTAIN AND ENHANCE THE SCENIC AND HISTORICAL VALUE OF THE SCENIC BYWAY

Proposed Actions

Φ ❸ Improve existing scenic turnouts and study new locations. Provide alternative, non-scenic park and ride lots for commuters.

1) Dunbar's / Sullivan Harbor- Upgrade and enlarge existing turnout.

Geography: Sullivan through Frenchmen's Bay, Mountains.

History and Culture: Bar Harbor lights (at night), existing historic houses that acted as tourist homes late 1800's. May include a picture of the historic Waukeag Hotel that once sat where Dunbar's is now. (See Cooper, p. 184)

2) Stone House – Create a turnout if possible. Land on this side of the road is very limited.

Geography: Sullivan Harbor, Crabtree Neck and Waukeag Neck.

History and Culture: Role of the stone house in storing salt for the fishing industry. How fish were caught and preserved at the turn of the century. How the industry has changed and future challenges for sustainable fisheries.

- 3) Long Cove – Enlarge State owned property with an excellent scenic view.
 Geography: looks out to Frenchmen’s Bay partially surrounded by Sorrento. Dramatic tides explanation. At low tide the type of wildlife you will find. Show picture of their sandpipers, egrets and seagulls.
 History and Culture: Explanation of clamming and worming, how it is done, the history of the industry, current practices and challenges for future sustainable production.
 - 4) Young’s - Upgrade and enlarge existing turn out. Chamber of Commerce kiosk located here.
 Geography:
 History and Culture:
 - 5) Moore Road Mill Stream –
 Geography:
 History and Culture: This is a historic location overlooking Norris Island and the Grindstone teahouses. It was a landing for boats traveling to small islands. This area might also serve as a park and ride facility for cars and recreational vehicles, especially if a shuttle bus service is introduced. (An Italian company owns most of the property.)
 - 6) Wonsqueak Harbor – It has a small pull-out, used as a turn-around. Might be expanded.
 Geography: Wonsqueak has a very attractive view, including Schoodic Harbor, Wonsqueak Harbor, Spruce Point and Schoodic Island.
 History and Culture: Authentic small fishing community. Can include a discussion of the kinds of fish caught, there uses and markets.
 - 7) Bunker Harbor -
 Geography: Attractive view of Bunkers Harbor.
 History and Culture: The future site of marine research. The research facility may some day be an interesting educational site. View from some locations of the Petit Manan Light House on Petit Manan Island.
 - 8) Prospect Harbor – Prospect Harbor is eastern terminus for the Schoodic Scenic Byway. This area needs additional parking, and an upgraded turn out.
 Geography: Wide open harbor with views of Prospect Harbor, Gulf of Maine, and Cranberry Point.
 History and Culture: Several interesting buildings, including the Stinson Sardine Cannery, the Women's Club and a busy harbor for fishing and recreational boats.
- **1** Inventory historical buildings and promote their restoration

The Corridor Management Committee should build partnerships with local historical societies to set priorities for the preservation of significant buildings and landscapes and identify measures for their preservation and restoration. Interpretive signage should be designed for sites that are identified (See Education Goal). Current historical sites include the Stone House, The Captain John Simpson House, the Townsend Cass House, the Watson House, the Winter Harbor Library,

West Gouldsboro Union Church and Village Library, Sumner Memorial Park and Frazer Point, as well as numerous farms.

GOAL 2: PROVIDE SAFE TRAVELING LANES FOR PEDESTRIANS, BICYCLES AND MOTOR VEHICLES

Proposed Actions

- 🚗 ❶ Maintenance Paving along critical sections of Route 186 in Gouldsboro and Winter Harbor, the Moore Road leading to the Schoodic Loop Road and Bunker Harbor Road leading back into Gouldsboro are scheduled in 2000 / 2001 Biennial Transportation Plan. The committee should work with MDOT to identify opportunities for scenic turnout improvements during this maintenance paving.
- 🚗 ❶ Pre-construction engineering study for highway improvements along Route 1 in Sullivan. This is a critical time to identify shoulder paving and turn-out designs.

5 ❸ Pave Shoulders on priority sections on and adjacent to the Byway

Step 1: Pave shoulders along Route 186 from Winter Harbor to Birch Harbor. This section of Route 186 completes the Acadia National Park Loop. The ANP park road is one-way, and bicyclists are required to ride back along Route 186 with no shoulder and frequently heavy summer traffic. This section of Route 186 is critical to improving safety.

Step 2: Pave shoulder for section of Route 186 from Wonsqueak to Prospect Harbor. This section of road connects ANP to the nearby village of Prospect Harbor. This section of road currently has no shoulder, has poor line-of-sight and is heavily used during the tourist season.

Step 3: Pave shoulders along Route 186 from Route 1 to Winter Harbor. This is a larger section of Route 186, much of which is narrow, has little to no shoulders and has heavy traffic during the summer. Current plans to pave all of the shoulders along Route 1 will lead to greater use of Route 186 as more bicyclists and bicycle tours include the Schoodic Peninsula in their itineraries.

3 ❷ Provide signage for driver safety and traffic calming

Examples include:

- Creating bikeway and pedestrian routes
- Crosswalks at locations such as scenic turnouts, historical sites, local businesses and recreation areas
- Notifying drivers of areas with inadequate space for large recreational vehicles
- Lowering and enforcement of speed limits in unsafe sections

- Posting of residential areas and other “quiet zones”

3 ❶ Investigate unsafe road intersections and recommend improvements:

Examples include:

- Intersection of Route 200 and Route 1 in Sullivan
- Intersection of Route 186 and “Clinic Road” in Gouldsboro
- Sharp corner on Route 186 in Prospect Harbor near Stinson’s Seafood

- ❷ Increase sensitivity of RV drivers entering the area to their impact

Strategies

- Provide educational open forums, meetings and workshops
- Provide information at scenic turnouts on scenic, historic and cultural assets
- Provide travelers maps with insets for off-byway sites
- Provide “staging” or parking areas for RVs to switch to alternative modes of transportation, such as bicycles, towed vehicles or buses.
- Signs encouraging drivers to pull off for scenic views.
- Commercial traffic - diversion programs as needed to reduce traffic congestion

GOAL 3: FOSTER PARTICIPATION AND COMMUNITY SUPPORT FOR THE SCENIC BYWAY

The community participation program implemented thus far for the scenic byway is documented in the section of this Corridor Management Plan titled “Community Participation Program. The roles of the CMC and other groups are described there.

In the course of preparing this Corridor Management Plan the Corridor Advocacy Group has learned over and over of the value of providing full information to the public. There is nothing so frightening as the unknown, except perhaps the unknown that is defined incorrectly. Even the name, “Scenic Byway” has been alternatively referred to as the “Scenic Highway” and “Scenic Bypass” in the press. Neither “Highway” nor “Bypass” holds much allure to the people of this region, yet that is the image that has been provided through accidents in the press and overzealous opponents of change. In order to get from concept to action the effort to involve the public and win their support needs to be increased even further.

Proposed Actions

- ❶ ❷ ❸ Maintain the Community Participation Program

Moving forward public participation should occur through several stages of implementation.

- Public Hearings will be required in all three towns during the spring of 2000 for further discussion of the Corridor Management Plan.
 - In order for the Corridor Management Plan to be officially adopted within the towns' comprehensive plans, a warrant will be placed for a popular vote in the three Town Meetings during the summer of 2000.
 - The Corridor Management Committee will hold public meetings throughout the implementation phase to plan specific projects with public input.
 - The Corridor Management Committee will arrange meetings with the Department of Transportation, Acadia National Park, Eastern Maine Development Corporation, Hancock County Planning Commission and other professional and community-based organizations to make presentations on an ongoing basis. These presentations may be provided at designated byway meetings and at meetings of local organizations such as the Chamber of Commerce and local Historical Societies.
- ① ② ③ Provide additional information on the goals and benefits of Scenic Byways through media channels
- The Corridor Management Committee, the Maine Department of Transportation and the Hancock County Planning Commission will continue to issue press releases and participate in local radio and television programs that encourage public information about the scenic byway.
 - The Hancock County Planning Commission will continue to invite public feedback on their web site and through public press releases.

GOAL 4: PROMOTE EDUCATION ON THE NEED FOR RESOURCE PROTECTION AND PRESERVATION

Proposed Actions

- ① Learn what we didn't know we didn't know
 - Support efforts of Acadia National Park to identify plant and animal species in the region
 - Support efforts by local historical societies to inventory historical structures and vistas
 - Partner with local and state environmental organizations to promote sustainable "eco-tourism"
- ① Identify and describe off-byway side trips
 - Create and locate signage that indicate interesting side trips off of the byway. The emphasis should be on scenic value as well as the working landscape.

Sullivan → Sorrento Peninsula
Sullivan → Schoodic Mountain

Sullivan → Tunk Lake and Donnell Pond
Gouldsboro (Prospect Harbor) → Corea

- ② Create and locate interpretive signage

- Collaborate with Acadia National Park to produce signage educating visitors about local flora and fauna and the importance of low-impact recreation.
- Create and locate interpretive signage in collaboration with the historical societies and the Chamber of Commerce emphasizing the working landscape.

Overview on Content of Interpretive Signage:

Interpretive signage will be located by improved scenic turnouts and will emphasize the themes stressed in the corridor management plan, the natural environment and working landscape reflecting historic and cultural values. Many of the historic and environmental details for the region are recorded in the inventory and guided tour of the byway in the first section of this corridor management plan.

Here is an example of the approach applied to the first scenic turnout at the Dunbar site.

Display:

Two granite based information structures will highlight natural environment and working history. Granite is especially significant for this region which once served as a major exporter of granite blocks.

Natural Environment

The first structure will have a relief map of Frenchman Bay that will identify the major geologic formations: Mount Desert Island, Hancock Point, Sorrento, and Winter Harbor.

Discussion on the geology of the area will highlight glacial activities, rock formations, Sullivan granite. Differences in landscape can be attributed to the underlying geology. During the formation of this portion of the coast, large ping like masses intruded into beds of volcanic and sedimentary rock. The largest of these granite bodies is Mount Desert Island. Erosion has carved Cadillac Mountain the largest granite preeminence on the East Coast. One area has some of the most interesting sculpted scenery of the eastern United States. The mountains were ground down by the ice sheet a hundred thousand years ago. The surging sea beating against the shoreline is slowly carving the coast lands and building pocket beaches from debris. The Schoodic Peninsula is notable for the exposure of greenish basalt dikes, slabs of rock cutting vertically through the fine grained red granite that makes up the peninsula.

The ecology of the area offers many wonders such as floral, fauna, birdlife and sealife. Many songbirds, blue herons, eagles, osprey, seals, sea otters, whales, puffin.

Working History

Mineral-based Economy: Granite was quarried in large tonnage from Sullivan up until the 1950's. Stone cutters, shippers and commercial agents lived throughout the region.

Tourism and Summer Residence: A photo of the two Waukeag Houses the first structure will briefly inform the reader about the hundred or so summer communities that were developed along the Maine Coast in the late 1800's with emphasis on the Summer communities of Hancock, Sullivan and Sorrento. They all had modern amenities such as indoor plumbing and incandescent lights.

In the 1880's, These three towns were bustling communities with large with large and small hotels and boarding houses. The area was beginning to attract summer visitors, a number of whom built or bought homes during the land boom. These speculators saw this as an opportunity to make their fortunes. By the early 1890's there were 14 hotels operating in this immediate area. Eventually in the early 1900's entire parts of Hancock and Sorrento were laid out in lots and elaborate plans for the towns to cover all the points.

Trains and steamers brought people to this area. Eventually all of the hotels were either burned, foreclosed on or torn down. A weakened economy. The advent of the automobile and W.W.I brought an end to the era of grand hotels. However, many individuals built grand summer cottages, many of which remain in use today.

Many of the luminist artists came to Sullivan to paint. Thomas Cole and Fitz Hugh Lane both spent time here. The tradition of arts in the Schoodic region continues to this day.

GOAL 5: SUPPORT YEAR-ROUND ECONOMIC GROWTH AND SEASONAL TOURISM

Proposed Actions

- ❶ Identify ways that scenic byway improvements can support an extended tourist “shoulder” season
 - Develop informational materials for tourists
 - Develop informational materials for local investors for start-ups and expansions
 - Develop informational materials for external investors for start-ups and re-locations

Strategies

- Work with State Legislators, economic and tourism groups
- Work with Schoodic Area Chamber of Commerce, Schoodic Futures, Base closure Committees, EMDC and HCPC to identify economic development opportunities
- Coordination of Scenic Byways Projects with Strategic Passenger Transportation Plan.

SUMMARY OF ACTION PLAN

Table 1 Summary of Action Plan

Within Six Months		
1	Establish Corridor Management Committee, Establish reporting procedure to the Regional Transportation Advisory Committee	CMC, RTAC, MDOT, HCPC
2	Complete a biennial work plan, seek recommendations and approval from RTAC. Identify significant opportunities for project advancement in the BTIP.	CMC, Towns, RTAC, ANP, MDOT, HCPC
3	Hold Town meeting votes to adopt the Corridor Management Plan in all three towns.	CMC, Towns
4	Submit first round grant proposals to support short term objectives.	CMC, MDOT, HCPC
Within One Year		
1	Establish priorities for historic and cultural preservation, identify model ordinances and other protection measures. Hold public meetings to discuss alternatives. Propose warrants for next town meetings.	CMC, Historical Societies, Historical Preservation Commission, HCPC
2	Finalize language for interpretive signage. If grants have been obtained, produce the signage and put it in place for the summer of 2001.	CMC, ANP, Historical Societies, Historical Preservation Commission, HCPC
3	Establish priorities for additional scenic resource preservation. Prepare proposals for model protective ordinances. Hold public meetings to consider alternatives and identify course of action.	CMC, SPO, DEP, ANP, HCPC
4	Develop marketing strategy to encourage low-impact tourism during the "shoulder season" and "off-season". Solicit public input.	CMC, Chamber of Commerce, DART, SAF, Office of Tourism
5	Prepare <u>Annual Report</u> for MDOT and FHWA	CMC, RTAC, HCPC
Within Two Years		
1	Establish a shoulder paving plan for the byway. Move these priorities to the six year planning process. Take advantage of current BTIP projects when possible.	CMC, MDOT, HCPC
2	Identify design and funding for scenic turnouts and alternative park-and-ride lots.	CMC, MDOT, HCPC
3	Identify designs for improvements of unsafe road sections	CMC, MDOT
4	Send warrants to Town meetings for protection of historic, cultural and scenic resources.	CMC, Towns, SPO, Historic Preservation Commission, HCPC
4	Prepare <u>Annual Report</u> for MDOT and FHWA	CMC, RTAC, HCPC

Within Three Years		
1	Design and implement information campaign to sensitize RV drivers to their impact on communities. Provide drivers with information on satellite parking, accommodations with adequate parking and other needed facilities.	CMC, MDOT, HCPC
2	Implement strategies for supporting low-impact tourism during the shoulder and off-seasons.	CMC, Office of Tourism
3	Prepare <u>Annual Report</u> for MDOT and FHWA	CMC, RTAC, HCPC
With Four Years		
1	Develop strategies for reducing the impact of utilities poles and wires on scenic vistas throughout the byway.	CMC, Utilities, SPO
2	Place remaining interpretive signage for historical, cultural, natural resources and scenic locations.	CMC, MDOT, ANP
3	Establish methods for traffic calming along Route 1 and Route 186. Solicit public input for intervention measures.	CMC, MDOT, Local and state police
4	Prepare <u>Annual Report</u> for MDOT and FHWA	CMC, RTAC, HCPC
With Five Years		
1	Advance shoulder paving any remaining sections of the byway and priority parts of Route 186.	CMC, MDOT, RTAC, HCPC
2	Identify alternative modes of transportation, such as shuttle busses and ferry boats.	CMC, MDOT, DMR, HCPC
3	Identify access management strategies to maintain level of services and scenic appearance of the byway.	CMC, HCPC, MDOT
4	Prepare <u>Annual Report</u> for MDOT and FHWA	CMC, RTAC, HCPC
With Six Years		
1	Complete shoulder paving any remaining sections of the byway and priority parts of Route 186.	CMC, MDOT, RTAC, HCPC
2	Complete remaining scenic turnout improvements	CMC, MDOT, RTAC, HCPC, ANP
3	Propose additional access management policies for towns as needed. Sponsor public meetings, prepare draft ordinances.	CMC, HCPC, MDOT
4	Prepare <u>Annual Report</u> for MDOT and FHWA	CMC, HCPC