

Schoodic Scenic Byway Needs Assessment and Analysis

April 22, 2002

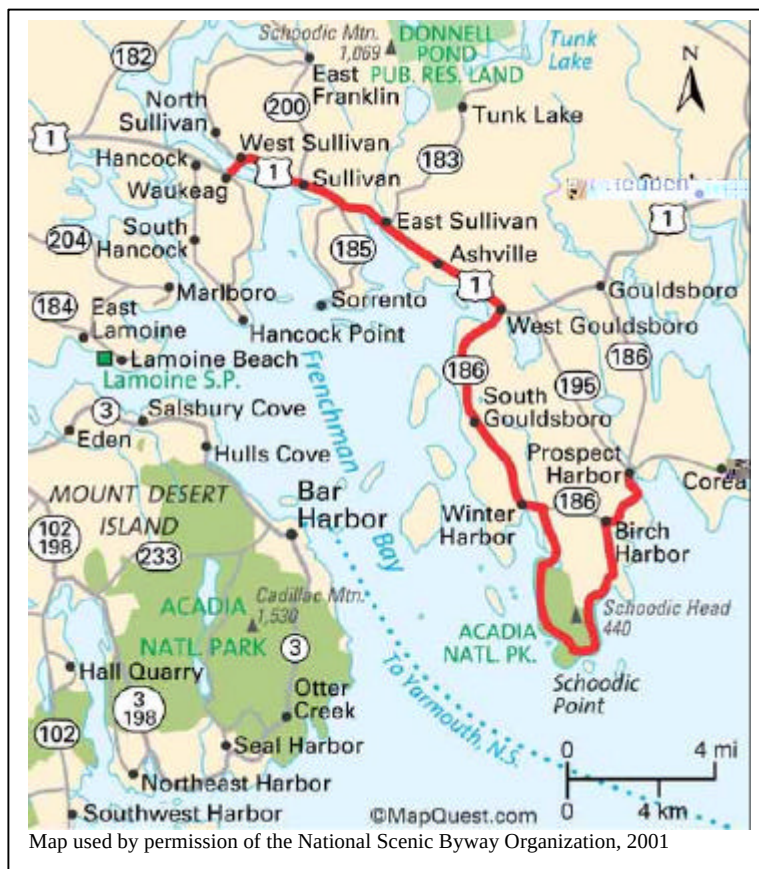
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Executive Summary

The following assessment identifies needs of the Schoodic Scenic Byway. Suggested improvements include paved shoulders on narrower sections of the byway, rest areas, scenic turnouts and interpretive information for visitors and ongoing public participation in decision-making about the byway. The report identifies needs for the entire byway and suggest locations for specific facilities.

Identification of needs is one step in an ongoing process to provide improvements for the safety and enjoyment of residents and visitors. Between 1995 and 1999 residents of Sullivan, Gouldsboro and Winter Harbor met with staff from the Hancock County Planning Commission, the Maine Department of Transportation and interested local organizations to identify resources, goals and actions steps needed to preserve the beauty of this scenic road. The Schoodic Byway Corridor Management Committee (CMC), as it is now known, also worked with local businesses to identify opportunities for promoting sustainable economic development in the region. The Schoodic Byway was given state and national designation in the year 2000. Since that time grants have been awarded for the byway, but only relatively minor changes have been made.



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Study Objectives

This needs assessment seeks to translate the broad goals and objectives specified in the corridor management plan (CMP) into broadly supported, identifiable projects. The Corridor Management Plan for the Schoodic National Scenic Byway, adopted in the year 2000, outlines byway goals and objectives spanning six years.

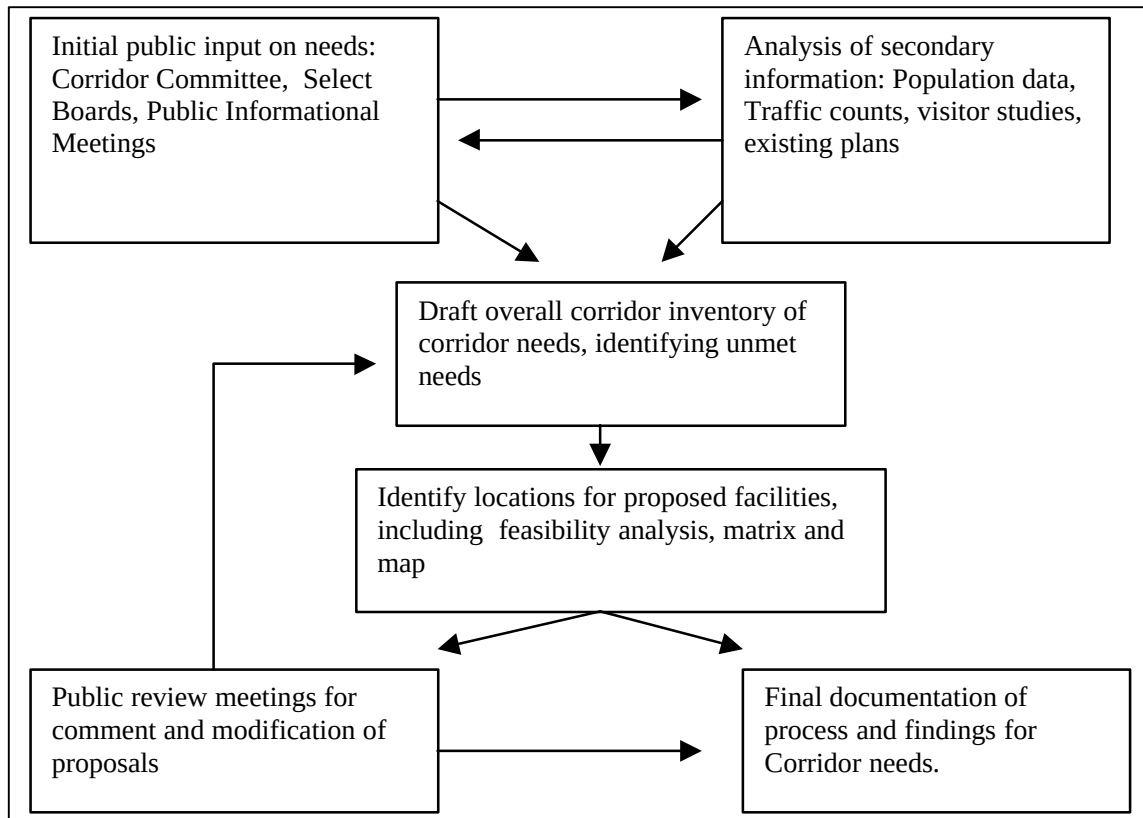
CMP GOALS

- 1: Maintain and enhance the scenic and historical value of the scenic byway.
- 2: Provide safe traveling lanes for pedestrians, bicycles and motor vehicles.
- 3: Foster participation and community support for the scenic byway.
- 4: Promote education on the need for resource protection and preservation.
- 5: Support year-round economic growth and seasonal tourism.

The Maine Department of Transportation received several grants in the final months of 2000 pursuant to these goals. A planning and administration grant is being applied to goals 3, 4 and 5. Goals 1 and 2 are targeted by a series of projects consolidated in grants for the design and eventual construction of projects such as improved gateways, scenic turnouts and park-and-ride facilities dispersed along the corridor.

Methodology

This study draws upon secondary or existing data for basic measures of visitation and regional context, and participation of stakeholders in a series of meetings to identify locally felt needs. An iterative process will be pursued as illustrated below.



Public Input

A series of public meetings were held to ascertain local needs and design consideration for the Schoodic Scenic Byway. Meetings were held in several venues to assure that many perspectives are obtained. Further discussions were held with meeting with elected leaders (Select Boards) in the three byway communities, Sullivan, Gouldsboro and Winter Harbor and with the Town of Hancock which may host the Scenic Byway gateway facility. Discussions were also held with the Schoodic Area League of Towns, the regional organization of elected leaders and include discussion of byway needs in conjunction with economic development meeting connected with the Navy Base closure and reuse process.

Ongoing monthly meetings with the Byway Corridor Management Committee, themselves appointed by the Towns, were held for updates and revisions to the needs assessment. Other regional and community-based groups, such as the Regional Transportation Advisory Committee, the Route 1 Corridor Committee, the Schoodic Chamber of Commerce, Schoodic Arts for All, local historical societies and Schoodic Area Futures have provided input to this process. Records from these public input sessions are incorporated in the appendices.

Additional public input was sought through written media, including the Schoodic Byway web site (www.schoodicbyway.org), the newsletter of the Hancock County Planning Commission and local press releases.

Other studies have been ongoing during this time period and provide additional information and insight into local area needs.

- The MDOT Regional Advisory Report was completed in November, 2001.
- Acadia National Park contracted with the Volpe Transportation Center to conduct a transportation needs assessment of for the Schoodic Peninsula, with an emphasis on transit scenarios between the Schoodic Peninsula and Mount Desert Island.
- Downeast Windjammer Cruises increased operation of a Schoodic to Bar Harbor Ferry during the summer of 2001, and provided a real market test of demand for ferry services. Alternative ports in Winter Harbor and South Gouldsboro are under consideration, all of which would be located close to the Scenic Byway.
- The Schoodic Naval Base closure and reuse process provided funding for a consultant study on future re-use of soon-to-be vacated housing, buildings and equipment. Reuse planning of non-residential facilities in Gouldsboro has also proceeded.

Follow-up meetings were held and included a formal presentation of findings and recommendations of facilities with proposed locations. Participants included members of the Corridor Management Committee, including elected Town representatives, interested residents, MDOT division representatives and members of the Regional Transportation Advisory Committee.

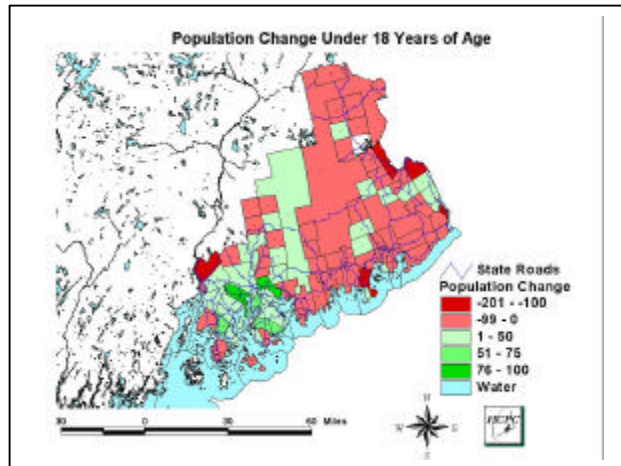
Analysis of Existing Information

Secondary data were assembled from a variety of sources and used to directly inform the decision, but more importantly to inform local decision makers about issues and opportunities along the byway.

Population trends for the Schoodic Region

The Schoodic region is the bridge between two counties that have very different trends. Hancock County grew faster than the state as a whole during the 1990s, adding almost 5,000 persons or 10% over the decade. During this period Maine grew by less than 4% and Washington County lost 1,367 persons, a decline of nearly 4%. Sullivan, Gouldsboro and Winter Harbor saw declines in population and in youth more closely mirroring changes in Washington County. Following the 2000 Census, population declines in Winter Harbor have been more pronounced due to closure of the Navy Base.

The change in population under the age of 18 is even more pronounced. Sorrento, next to Sullivan, has declined by more than 25%, while only Franklin and Hancock have seen any gains in youth population. This pattern results from a relatively small base of "generation X" parents, preference for small families and out-migration of young adults for education and jobs. This trend has raised concerns in the byway communities. Most residents support expanding employment opportunities for young adults.



The table below summarizes regional population changes.

	2000		1990		Percent Change	
	Total	Under 18	Total	Under 18	Total	Under 18
Franklin	1,370	310	1,141	297	20%	4%
Gouldsboro	1,941	385	1,986	406	-2%	-5%
Hancock	2,147	506	1,757	420	22%	20%
Sorrento	290	48	295	65	-2%	-26%
Sullivan	1,185	289	1,118	303	6%	-5%
Winter Harbor	988	290	1,157	330	-15%	-12%
Schoodic Region	7,921	1,828	7,454	1,821	6%	0%
Hancock County	51,791	11,543	46,948	11,335	10%	2%
Washington Co.	33,941	7,781	35,308	9,039	-4%	-14%
Maine	1,274,923	301,238	1,227,928	309,300	4%	-3%

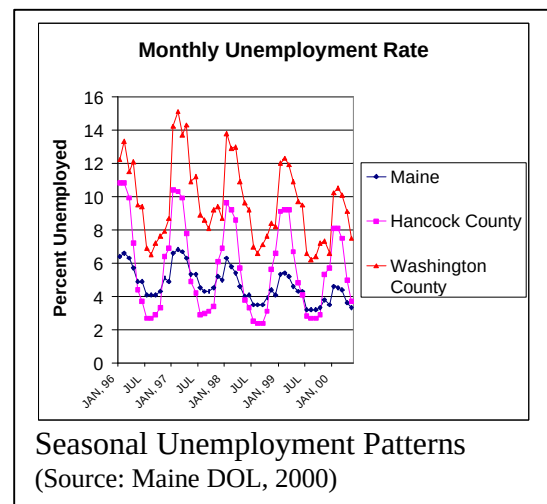
Economic trends for the region, including employment and commuting patterns

Employment in the Schoodic area includes a mixture of commuters to Ellsworth, Bangor and Mount Desert Island, locally and self employed persons. Two major local employers are undergoing change. The Schoodic Naval facility is closing, with almost all operations scheduled to end on June 30, 2002. Enlisted and civilian job losses are significant as is lost secondary economic activity. The Connors-Stinson Seafood processing facility is currently stable, and may increase operations as resource constraints such as access to fresh water are overcome.

Another major source of employment in the region is tourism. Tourist attractions Acadia National Park's Schoodic area, scenic touring on the Schoodic Byway, antique shops, historical buildings and land marks, outdoor recreation activities, the Donnell Pond and Tunk Lake public lands, fishing, multi-use trails and more. A recent promotional document for the Schoodic Region is attached to this report.

Hancock County has several large employers that also play an important role in the Schoodic Economy. Jackson Laboratory now employs in excess of 1,200 person in Bar Harbor. Commuters from the Schoodic area drive more than one hour to reach the work site. Discussions are underway to create a commuter ferry service that would reduce the commute time and reduce traffic congestion in Ellsworth, Trenton and Bar Harbor. The second largest employer in the County is International Paper, with approximately 1,000 employees at their Bucksport facility. Ship building is another source of employment, with major work sites in Trenton and Mount Desert Island. These large employers provide year-round work at favorable wages, but are located a long distance away from Schoodic residences.

Local and self-employment in the Schoodic region account for a large share of the total market and also account for some of the attractiveness of this region for tourism, even when these jobs appear to be only indirectly related to tourism. Historically the Schoodic region has been resource-based, with fishing, farming, lumber and quarrying providing seasonal work opportunities. These jobs are often patched together with niche-market opportunities, such as home construction, manufacturing holiday wreaths and crafts and specialized food products, such as crab-picking, to maintain year-round income.



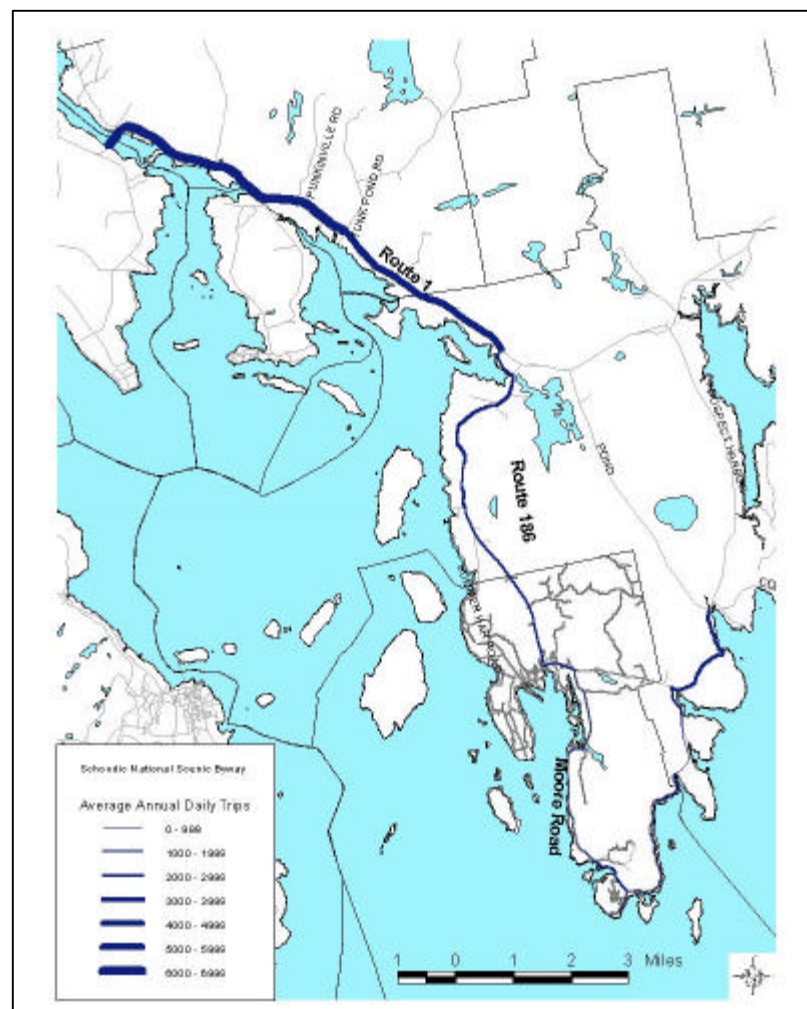
The net effect of so many sources of activity is a local economy that is diversified, but dependent upon long commutes and seasonal and low to moderate income employment. Unemployment rates rise significantly during the late autumn and decline in early summer. Entrepreneurship is evident in the many local businesses, and workers have demonstrated considerable flexibility in adapting to new opportunities.

Travel Patterns

The Schoodic region is traversed by Route 1, the only arterial in the region. At one time Route 1 was a National Highway that served as the connector between the US and parts of the Canadian Maritime Provinces. Expansion of Route 9 between Brewer and Calais as supplanted Route 1 in this capacity, particularly as a freight route, but Route 1 continues to be the backbone of the region and the primary travel route for tourism.

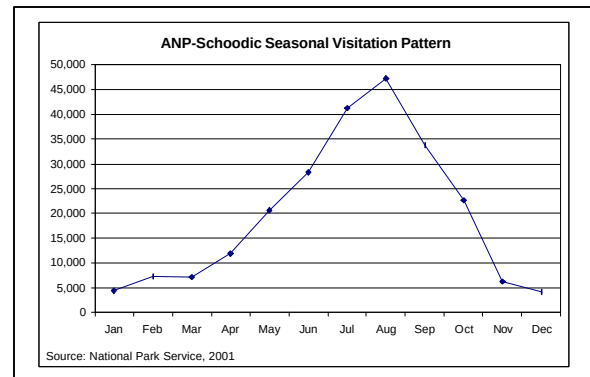
A permanent traffic counter located on Route 1 in the Town of Hancock measures the flow of all traffic entering and leaving the Schoodic region. Average flows in 1999 were 11,286 cars per day. This figure increases significantly during the peak months of June through September. The annual increase in traffic was approximately 1% between 1994 and 1999. This rate of growth is results from increasing tourism as well as greater mobility of residents, not a rising number of residents.

The map below illustrates how this traffic spreads out through the region. Route 182, the only other road the passes through the Schoodic region carries a percentage of traffic through Franklin to Cherryfield and east, while most of the traffic remains on Route coastal Route 1 and the Schoodic Scenic Byway.



There few hard statistics on tourist travel behavior. Acadia National Park on Mount Desert Island is the second most visited attraction in Maine, following LL Beans in Freeport. The level of visitation at Acadia National Park is not easily measured, particularly in the Mount Desert Island portion. Visitation is increasing over time, but as can be seen in the table below, the pattern is uneven and is affected by weather, the economy and other factors. The Schoodic portion has received about 10% as many visits as the MDI portion over the past decade and the average length of stay is far shorter. Like MDI, most people visit Schoodic in warm weather.

Acadia National Park Visitation		
Park Location	MDI	Schoodic
1990	2,393,591	223,726
1995	2,845,378	266,629
2000	2,469,238	234,899

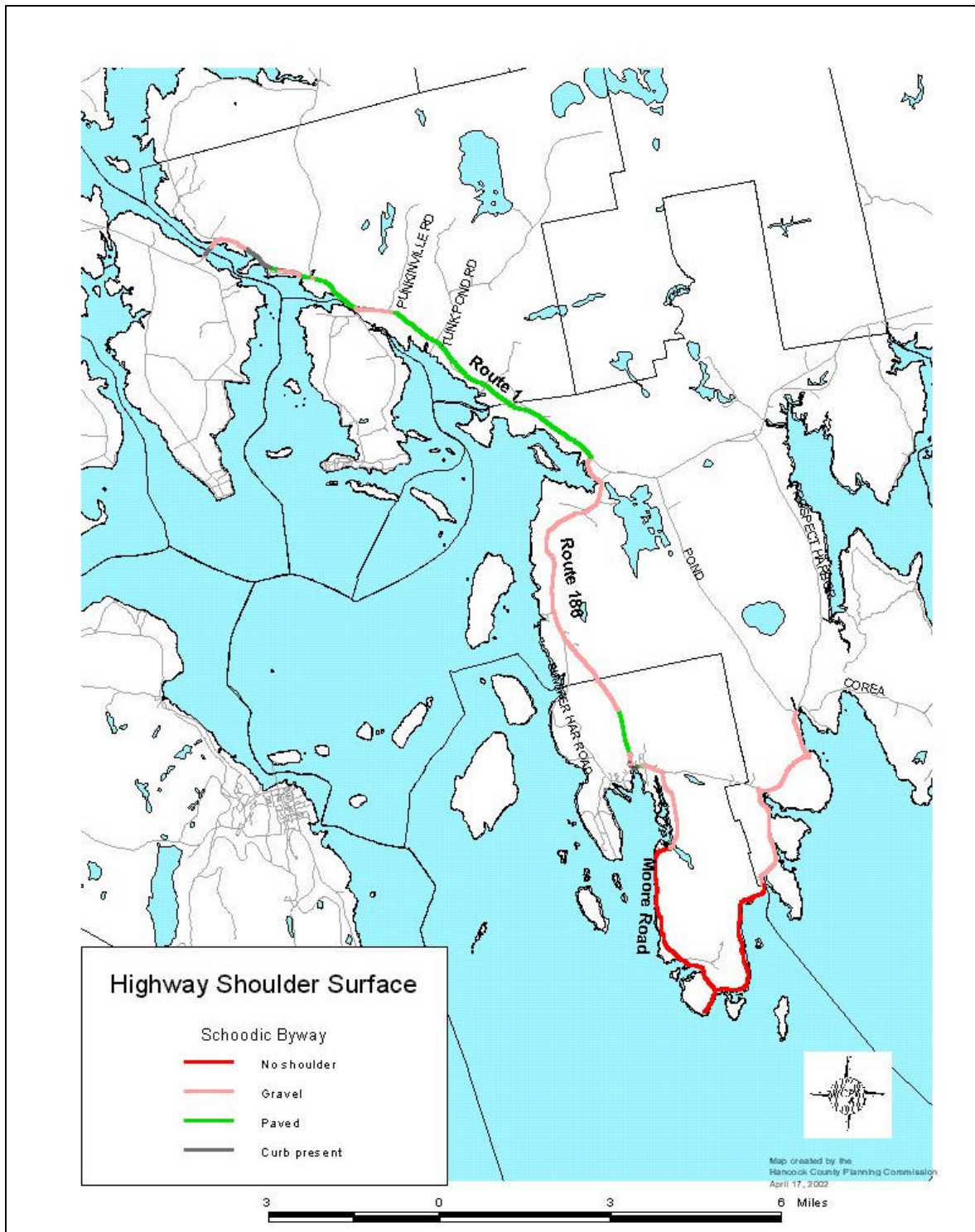


Many tourists do not pass this destination, but with overcrowding on MDI, tourists are encouraged by the market to explore further downeast. Maritime Canada is aggressively promoting their region, which provides a magnet to pull tourism north and east along Route 1. Entrepreneurs in the Schoodic region, many of whom are members of the Schoodic Chamber of Commerce, also work to promote tourism into the region.

With more than 7,000 cars crossing the new Hancock-Sullivan bridge, Route 1 is classified as a minor arterial and is a priority for road improvements, such as paved shoulders. Even so, approximately two miles leading up to the bridge and another two miles on the Sullivan side of the bridge have deteriorated gravel shoulders and in some sections no shoulders at all.

Route 186, a major collector carrying an average of 1,500 to 2,000 vehicles per day in 1999, has only one section that is less than one mile in length with paved shoulders. Much of the balance has gravel shoulders with some sections having no shoulders. Throughout much of Route 186 MDOT has extremely limited right of way, complicating any future efforts to widen the road.

In addition to automobile traffic, Route 1 and Route 186 carry specialized vehicular traffic. Because these are popular tourist routes, large recreational vehicles are increasing in numbers, including the emerging market of recreational motor coaches, or buses towing cars. Route 1 still carries a large number of local serving and interstate freight, including very large pulpwood trucks.

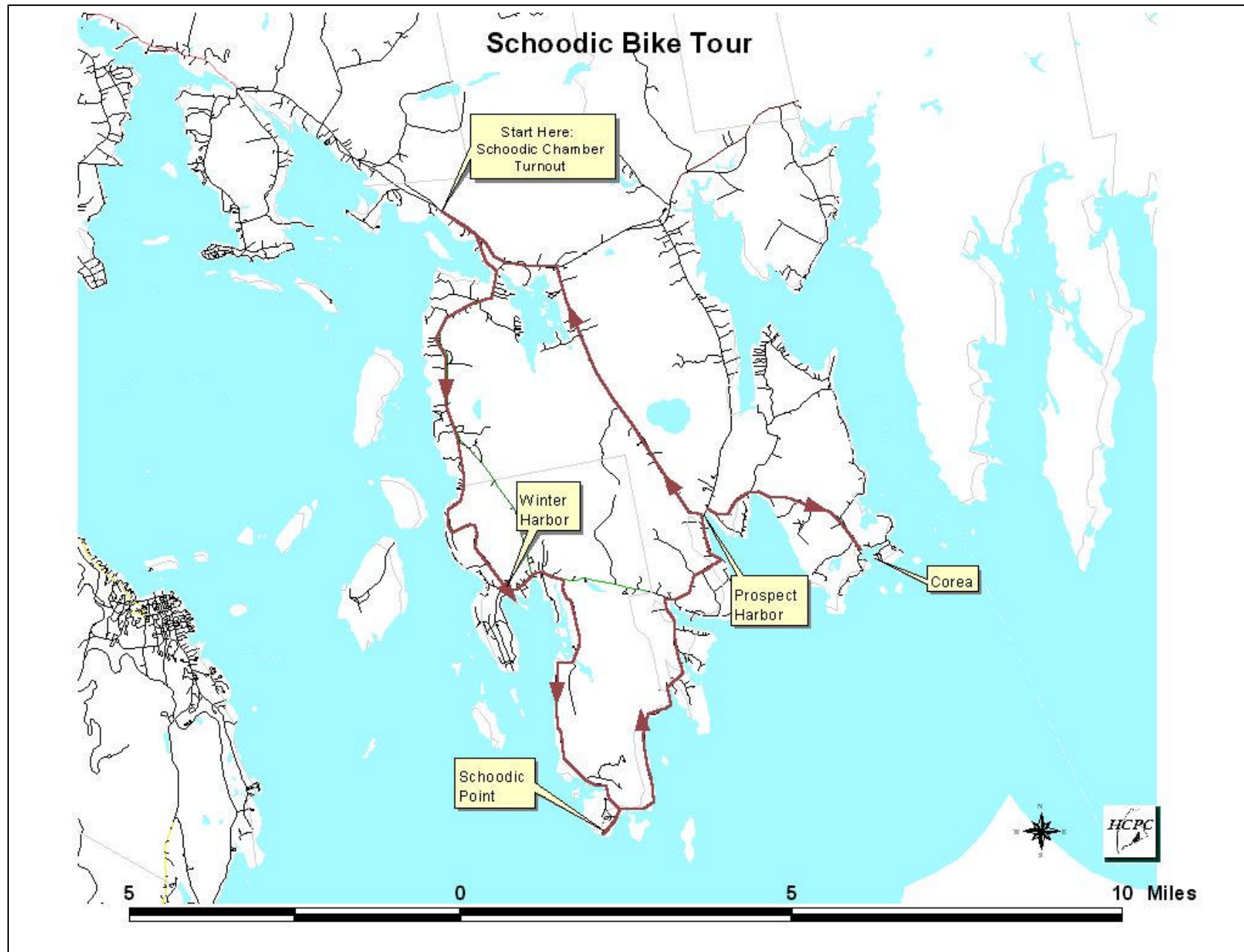


- Bicycles -

Bicycle traffic is light along Route 1 and Route 186, but has points of concentration. The Maine Department of Transportation lists Route 186 as one of 25 bike tours in the state. The trip begins at the Schoodic Chamber of Commerce scenic overlook and follows Route 186 through the park loop and back. Due to the near total absence of paved shoulders on this route the state cautions "Narrow roads and state highways with paved shoulders only on US 1; traffic may be heavy in summer. Use extra caution on Rt. 186." Approximately four miles down Route 186, bicyclists are encouraged to take Summer Harbor Road, to the village of Winter Harbor. This avoids approximately 2.3 miles of Route 186, including the only paved shoulder on the entire route.

The attached map indicates the MDOT Schoodic Tour. More information can be obtained on the MDOT web site at <http://www.state.me.us/mdot/biketours.htm>.

Three sections of the Schoodic byway pose particular difficulties for bicyclists. The first is the section of Route 1 between Hancock and Sumner High School. Vehicular traffic is very heavy and shoulders virtually non-existent. The second stretch is Route 186 in Gouldsboro from the intersection with Route 1 to Summer Harbor Road. Here again, there is no room for maneuvering between cars and bicycles. The third section is Route 186 going west from Birch Harbor to Winter Harbor. This last section is used more heavily than any other as it is the only route by which cyclists can complete a one-way loop scenic tour of Acadia National Park.



Inventory of Existing Facilities

The Schoodic Byway has limited public facilities. The matrix below summarizes some of the public facilities that currently exist on the byway. In addition to public facilities, private services are available in several locations along the byway. Locally owned restaurants can be found in Sullivan, Gouldsboro and Winter Harbor, several of which operate year-round. Seasonal bed and breakfasts and small inns, cabins and campgrounds are also available along the byway. These private establishments should be considered as potential transit stops for any future trolley or bus services following the model of Mount Desert Island's "Island Explorer" bus system.

In addition to the facilities in this matrix, the large Navy facility located near Schoodic Point will be converted to a National Park Service facility in July, 2002. Planning is underway for future use of this facility, which includes numerous buildings, parking areas, maintenance and recreational facilities. Disposition of this property may have a significant impact on the frequency of visitation and length of stay on the Schoodic Peninsula.

Location (Owner)	Scenic Views	Parking (auto)	Drinking Water	Picnic Facilities	Restroom Outhouse	Trash Receptacle	Other
Sorrento - Sullivan Recreation Center (Town of Sullivan)		50+					Sullivan Historical Society museum.
Frenchman Bay (MDOT)	1						Small grocery
Long Cove* (MDOT)	1			1	1	1	
Schoodic Chamber (MDOT & Private)	1	10 [#]					Gas station convenience store
Winter Harbor (Undefined)	1	20+					Village shops, gas station, grocery, municipal offices, historical society museum
Frazer Point (NPS)	1	24	1	1	1	1	
Schoodic Point (NPS)	1	35			1	1	
Blueberry Hill (NPS)	1	11					
Prospect Harbor (Town of Gouldsboro)	1	20+					Restaurant, library, municipal offices.

* Long Cove facilities do not meet current ADA standards.

Short-term parking preferred by land owners, but currently acting as a de facto park-and-ride lot. The vista from this site was recently cleared by MDOT.

Overall Corridor Needs

In this stage we look at the entire corridor, and beyond the corridor, to identify needs of residents and visitors. Byway planning should be demand-driven. Put another way, people have needs, not byways. Some of these needs can be met by a well planned byway. Much of what Scenic Byway programs can provide is in the realm of "public goods" or those things which are made for all and are not "consumed" or used-up by individuals. For instance, safe roads are either available for everyone or not available for anyone. By contrast, private goods are those that can be "consumed" or used-up by individuals, such as food, fuel and lodging. Most private needs are or can be provided by local businesses and will not be the focus of this study. Byways programs cannot address the full array of issues presented in the analysis overview section. Managed correctly, they can contribute in a number of ways to meeting local needs.

The byway is a venue that provides opportunities for new businesses to emerge. The Corridor Management Committee encourages partnerships with the private sector, particularly groups like the Schoodic Chamber of Commerce, to encourage and coordinate a prosperous future. The Schoodic Byway CMP guides preferred locations for private sector activity, but does not act to provide these private goods directly to visitors.

"Needs" can be identified at various levels of specificity. The five goals expressed in the CMP are quite broad and abstract. Similarly byway user needs can be understood in broadly as safety, sustenance, enjoyment, and learning. As more basic needs, such as safety and sustenance are met, higher level needs are pursued.

- **Safety** is the need to be secured from harm, and in the case of roadways this refers primarily to security from accidents.
- **Sustenance** needs are those which at some time must be met such as eating, resting and elimination of waste.
- **Enjoyment** includes a broad range of potentially good experiences including relaxation, excitement and awe.
- **Learning** goes on at several levels, including gathering sufficient information to successfully find your way through the byway, answering basic questions you have about this place, and drawing meaningful connections between this experience and your personal life.

Not all needs will be met for all visitors to this byway. This 30 mile corridor can be traversed in less than one hour by persons in a hurry. During that time most needs, other than safety, can be postponed. Even during a quick drive-through, learning can be augmented with tours on cassette tape or compact disc, enjoyment can be facilitated with easy access to scenic views. Visitors wishing to spend more time on the byway are likely to have greater needs and in fact are likely to stay only as long as those needs are being adequately met.

The following list describes ideas that were supported in public meetings and that merit consideration in this study. CMP goals are aligned with these specific needs, though there is overlap between these categories.

Safety

CMP GOAL 2: Provide safe traveling lanes for pedestrians, bicycles and motor vehicles.

- 1) Safely accommodate current and projected traffic patterns
 - a) Safe driving - drivers need adequate line-of-site and lane width to avoid accidents
 - (1) line of site - intersections, entrances and driveways
 - (2) lane width and shoulders
 - (3) turning and passing lanes
 - b) "Way finding" - accidents occur when drivers make spontaneous movements in response to unexpected conditions
 - (1) directional signage
 - (2) maps and way finding brochures
 - c) Enforce current speed limits, parking regulations and other laws for traffic safety
- 2) Parking - insufficient parking results in illegal, unsafe and inefficient choices, and indicates the need for parking for specific needs and time periods
 - a) long-term park-and-ride lots - providing secure place for day long parking to encourage ridesharing, bus and ferry transit for work commuting and recreational excursions.
 - b) mid-term parking for shorter recreational and commercial excursions
 - c) short-term parking for picnics, on-site recreation, and views - rest areas, scenic overlooks, scenic turnouts
 - d) Accommodating large vehicles - recreational vehicles and tour buses require larger parking spaces with easier turning radii. Private motor coaches often tow smaller vehicles, mopeds and bicycles. RVs should be encouraged to park-and-ride rather than entering Acadia National Park due to lack of space and difficult turning radii.
- 3) Alternatives to driving - the less time behind the wheel the lower probability of an accident.

Sustenance

CMP GOAL 5: Support year-round economic growth and seasonal tourism.

- 1) Provide amenities for area residents and visitors
 - a) rest rooms - currently the only ADA restroom on this byway is located at Frazer point. A facility is needed on Route 1.
 - b) picnic areas - currently one site on Route 1 at Long Cove is very scenic, but lacks sufficient parking. Frazer Point offers excellent picnic facilities.
 - c) waste receptacles - limited receptacles are available at Long Cove, Frazer Point and Schoodic Point.

- 2) Improve inter-modal options for area residents and visitors
 - a) transit services linking the Schoodic region to Ellsworth and beyond
 - b) ferry services linking Winter Harbor or South Gouldsboro to Bar Harbor
 - c) inter-modal facilities - such as park-and-ride lots and bus stop shelters
 - d) bikeways - currently very difficult through much of the byway. Road improvements such as paved shoulders or alternative trails are two means for making this a safe activity.

- 3) Create and distribute informational materials on the byway - also see education
 - a) Shoulder season (principally September - October) and off season tourism opportunities (principally December - February)
 - (1) Eco-tourism
 - (a) Environmental research and education
 - (b) Winter recreation
 - (c) Winter wildlife
 - (2) History and Antiquities - heritage tourism
 - (3) Traditional rural recreation
 - b) Support creation of information on investor opportunities along the byway

Enjoyment

<i>CMP GOAL 1: Maintain and enhance the scenic and historical value of the scenic byway.</i>
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- 1) Maintain scenic vistas
 - a) Create vantage points for scenic vistas and other amenities as identified by the public, local organizations, businesses, state and local agencies
 - b) Use of vegetation management to preserve open vistas of the water, pastures and mountains.
- 2) Reduce traffic congestion on the byway with transportation alternatives such as bikeways, buses and ferries - also see safety
 - a) Create a park-and-ride facility in Winter Harbor to reduce use of large vehicles in the Park area and encourage visiting the village.
 - b) Provide shuttle service or other transportation alternatives
- 3) Work with towns to develop protection techniques to encourage preservation of historic and scenic resources.
 - a) Assist towns in updating comprehensive plans and ordinances

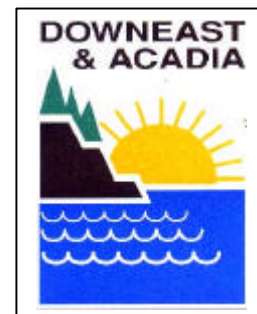
Education

CMP GOAL 3: Foster participation and community support for the scenic byway.

- 1) Implement Community Participation Program
 - a) Use the print and broadcast media to keep the public informed
 - b) Provide educational open forums, meetings and workshops
- 2) Sponsor events for byway recognition
 - a) Facilities dedications
 - b) Information kiosks at town fairs
- 3) Press releases and other media-based communications

CMP GOAL 4: Promote education on the need for resource protection and preservation.

- 1) Prepare and distribute visitor brochures describing the byway
- 2) Place interpretive information at select locations along the byway
 - a) Historic landmarks and museums
 - b) Working landscape - blueberries, fishing, forestry, quarrying
 - c) Geological features - such as indications of glaciation - "Ice Age Trail markers"
- 3) Assess potential for more intensive educational programs
 - a) guided tours
 - b) unattended and attended information kiosks
- 4) Provide information to persons considering visiting the region
 - a) Enhance current Internet site www.schoodicbyway.org
 - b) Work with the Office of Tourism to provide up-to-date information on the byway at tourism centers
 - c) Work with Schoodic Chamber of Commerce to develop materials on business and tourism opportunities
- 5) Develop ties between the Downeast and Acadia Trail and the Schoodic Scenic Byway.



Location Analysis

This report now turns to alternative locations along the byway which offer efficient and safe solutions for unmet needs. A [locations * facility] matrix identifies what can be provided and where. A thematic map identifying service locations will also be included.

The recommendations are not organized along the basic needs categories, as many of the needs overlap at the intervention location. Rather, they are organized by location and type of intervention. However, this section includes a series maps that reinforce the basic needs and set priorities for what to do first.

The table below lists projects that have been identified along the Schoodic Byway in the Corridor Management Plan and subsequent grant proposals. Site specific needs are listed along with resources that can help to address these needs.

Scenic Byway Grant Proposals - Turnouts Construction

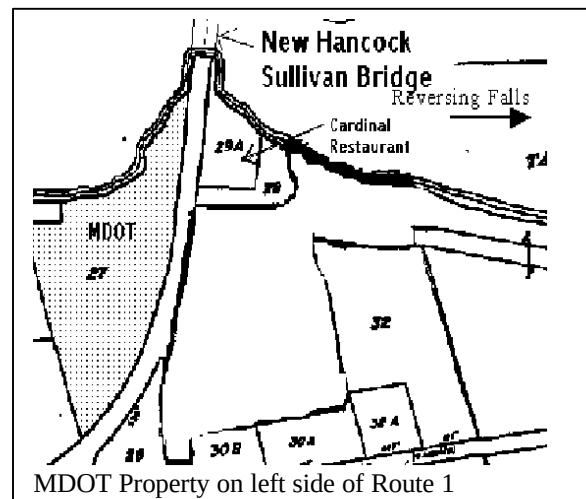
Taunton Bay Gateway

The gateway facility is anticipated to be a scenic overlook with an unattended information kiosk and septic facilities, and space permitting a rest area with picnic tables and grills. The key function of this facility is to alert visitors to the many opportunities offered along the byway.

The proposed site is a tract of MDOT land located on the northern side of Route 1 in the Town of Hancock just prior to the Hancock-Sullivan bridge. This site used to be Waukeag Station, a rail platform for passengers traveling from Bangor and points beyond to reach Mount Desert Island. Passengers could disembark at this level-grade crossing with Route 1 or continue to a ferry terminal on Schoodic Point, thence by water to Bar Harbor.



Taunton Bay Gateway MDOT Property

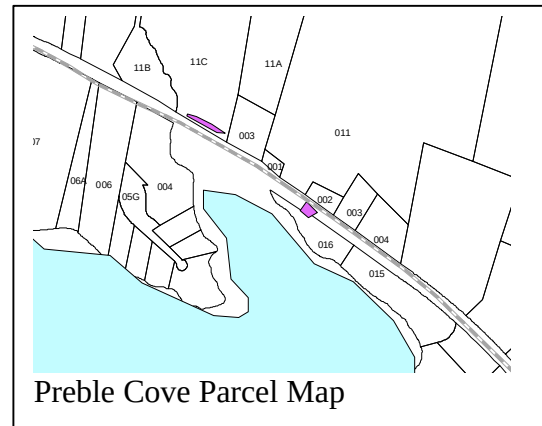


Facility or activity	Specifications	Resources
Environ-mental mitigation	This site has been identified to have contaminants in the soil from prior uses. Contaminants must be removed, mitigated or capped before reuse.	As owner of this property, MDOT must perform this mitigation.
Directional signage	Sight lines are not ideal at this location. Directional signage should be located 1,000 feet west of the turnout and 2,000 feet east of the turnout to provide fair warning.	Grant funds for preliminary engineering have been procured.
Gateway sign	There is no signage indicating the byway. New signs should notify drivers stopping and those not stopping. "Entering Schoodic National Scenic Byway"	Sufficient funds may exist within the current grant to produce either a basic or artistic sign.
Landscaping	This site is barren and following environmental mitigation, will need top soil and planting.	MDOT may use this as the staging area for road reconstruction. Post-project restoration should include landscaping improvements.
Parking	This facility should have adequate space for 40 cars and 5 larger vehicles or cars with trailers at any one time. A bicycle rack or locking facility is also needed.	Requires phase 2 funding for construction.
Rest rooms	One ADA rest room or ADA outhouse recommended.	A septic system and well exist on this site. Water must be tested due to surrounding contamination. Septic system must be located and tested.
Trash receptacle	At least one receptacle recommended. This should be used on a trial basis to ascertain if responsible use ensues.	Ongoing funds or partnership agreement needed for waste removal.
Public access to water	A hand launch facility may be feasible at this site for small craft.	Recreational boat launches eligible for Dep. of Conservation Small Harbor Improvement Program.
Flag pole or other landmark	A flagpole at this site would compliment a 35' pole with yardarms that will be erected on the Sullivan end of the bridge in the spring, 2002.	A flagpole was funded under the 2001 Gateways Grant program. Hancock declined the grant pending further discussions.
Information kiosk	An unattended information kiosk with a laminated map, brochures and other information. The byway committee would	Sufficient funds may exist within the current grant to produce either a basic or

Facility or activity	Specifications	Resources
	like to experiment with an attended kiosk in the future.	artistic sign.
Interpretive signage	One or two signs can be located at this site, one describing the granite features and quarrying. A second sign might describe the ecology of Taunton Bay.	Sufficient funds may exist within the current grant to produce either a basic or artistic sign.

Preble Cove Vista

Due to limitations in line of site and space between the highway and the water and uncertainty over road alignment changes during pending road reconstruction, short-term improvements to this site should be limited to vegetation management. Relocation of utility lines is also recommended as possible.



Facility or activity	Specifications	Resources
Vegetation management	Limb removal and brush control recommended to maintain vista. The land is owned by MDOT.	Sufficient funding available in the current grant for Preble Cove.
Utility Lines	Electrical lines are located on the north side of Route 1 while telephone lines are located in the vista on the south side. We recommend relocating all wires to the north side of the highway.	Committee will explore partnership opportunities with the regional utilities.

Frenchman Bay Scenic Turnout (Dunbar's Store)

This site is already designated as a scenic turnout by MDOT. This location has approved construction funds from the 2000 round of Scenic Byway competitive grants. Two elements of the site are of particular concern. It is overly narrow, allowing little room for cars to pull off safely and the view is increasingly obstructed by trees.



Frenchman Bay Scenic Turnout



Blue area indicates full extent of parcel. An expanded turnout might require a narrow band of additional land from this parcel.

Facility or activity	Specifications	Resources
Surveying	Establish state right-of-way and potential for widening turnout.	Construction funds approved in 2000.
Landscaping	Fill bank to widen turnout area. Move or replace guard rail accordingly.	" "
Parking	Hot top pull out area. Seek adequate space for 4 cars and 1 large vehicle.	" "
Directional signage	Improve signs indicating turnout.	" "
Interpretive signage	Install two interpretive signs: ♦ Frenchman Bay environment ♦ History of shipping on Frenchman Bay	" "

Long Cove Rest Area

Long Cove is an MDOT designated picnic area. Its amenities include a picnic table, grill and outhouse. This site is picturesque, but lacks adequate pull-out space for cars. The outhouse is in poor condition and does not meet ADA standards.



View from Long Cove at High Tide



Current footprint (blue) of the Long Cove parking area is small

Facility or activity	Specifications	Resources
Increase parking	Expand parking area as possible. Increase width on western end to facilitate deceleration from Route 1. Pave entire apron and parking area to reduce erosion and improve safety. Replace guardrails as needed.	Limited funds approved in 2000.
Upgrade outhouse	Out house should meet ADA requirements.	Additional funds needed from 2002 grant cycle.
Directional signage	Improved directional signage to provide better driver preparedness.	Funded in 2000 grant cycle.
Interpretive signage	Signs highlighting: Clamming and worming occupations Estuary Environment	Funded in 2000 grant cycle.

Schoodic Chamber Turnout (Young's Store)

The site hosts a Schoodic Chamber of Commerce kiosk and adequate pullout space. Concerns for this site include close proximity to private property and use of the pull-out area as a park-and-ride lot and by persons employed by Young's Store, located across Route 1. This site has recently been improved by MDOT using Scenic Byway funds, removing vegetation that obstructed the view.



Vista from the Schoodic Chamber Turnout recently cleared using Byway funds.



Site map indicating location of Schoodic Chamber turnout.

Facility or activity	Specifications	Resources
Sign MOU with adjacent landowner	Memorandum of understanding was signed between MDOT and the owner.	Funds approved in 2000.
Vegetation management	Significant clearing carried out in 2001.	Funds approved in 2000.
Increase parking	Pave parking area to permit striping entrance and egress as well as indicating parking slots.	Funding should be sought in 2002 application process as needed.
Directional Signage	Install signs to provide adequate driver preparedness and to limit length of stay in parking area. Encourage park-and-ride in alternate locations.	Funds approved in 2000.
Interpretive Signage	Install signs highlighting the view over Frenchman Bay to Acadia	Funds approved in 2000.

Winter Harbor

Several sites have been considered for byway services in Winter Harbor. The village is in transition with the closure of the Schoodic Naval Base, vacating more than 100 housing units and expanded operations by Acadia National Park and partner organizations in the former naval compound. A shortage of housing on Mount Desert Island has prompted discussions of reuse of housing by MDI workers and creation of commuter ferry and bus service originating in Winter Harbor or South Gouldsboro. The Schoodic Byway can be a partner in this transition supporting adequate parking for tourists wishing to travel between the Schoodic National Scenic Byway and the Acadia All American Road and by providing information facilities for visitors.



View of Winter Harbor from Off-shore



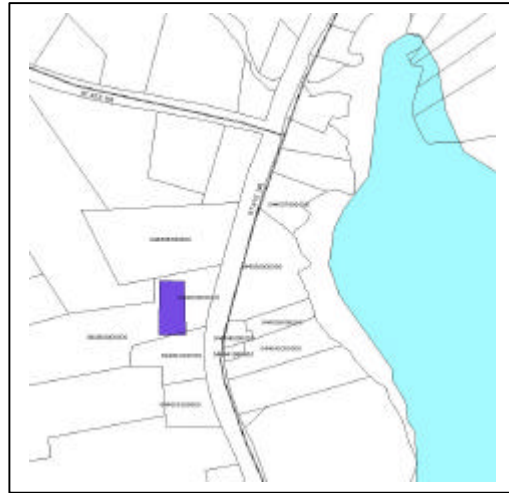
Map indicating location of Chart Room

Facility or activity	Specifications	Resources
Increase parking	Site has yet to be identified.	
Information kiosk	The "Chart Room" located behind the Winter Harbor IGA may provide a good location for information distribution. Decision pending transfer of property to new owners.	Funds approved in 2000 grant cycle may be adequate for initial design and use. Operating funds must be identified.
Trash receptacle	Chart Room Building	Funds approved in 2000 grant cycle.
Rest rooms	Chart Room Building	Funds approved in 2000 grant cycle.
Interpretive signage	It may be possible to locate a low-profile interpretive sign near the benches and flagpole. This is a scenic location for viewing harbor activity.	
Directional signage	Install signs to provide adequate driver preparedness. This is a low-speed area.	Funds approved in 2000 grant cycle.
Public access to water	No current site identified.	

Prospect Harbor



View of Harbor from Route 186



The space between these two buildings could be redesigned to accommodate additional cars and an informational kiosk. The building on the left may be suitable for a seasonal restroom. The building on the right is the Gouldsboro Town Office and Fire Department.

Prospect Harbor is the eastern gateway to the Schoodic Byway and has several elements in place for expanded use. The Town of Gouldsboro recently acquired the Women's Club, which will permit much better parking and a potential site for an information kiosk.

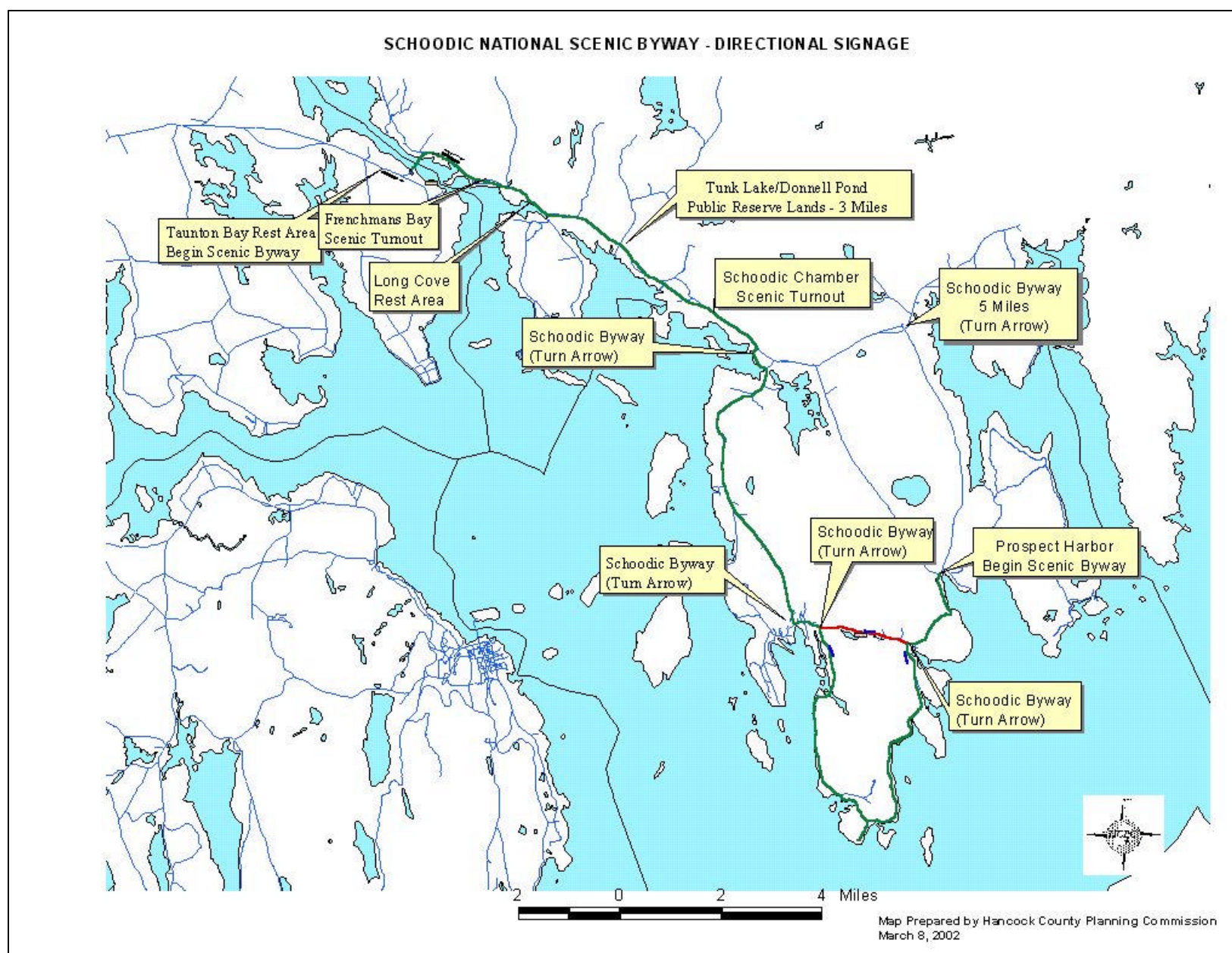
Facility or activity	Specifications	Resources
gateway sign	Sign indicating entrance to Scenic Byway.	
Landscaping	Space between the town office and the Women's Club building may be available if leveled and paved.	Funds approved in 2000 grant cycle for design. Additional funds may be needed for construction.

Facility or activity	Specifications	Resources
Information kiosk	Un-staffed information kiosk with a byway map display and brochures. The complexity of traveling this byway from east to west requires a good way-finding map.	Funds approved in 2000 grant cycle.
Restroom	Non-ADA rest rooms in Women's Club building may be arranged. Additional discussion will be needed. Maintenance continues to be a concern.	Funds approved in 2000 grant cycle may sufficient if no additional renovation is needed.
Interpretive signage	Interpretive signage should be placed in a good viewing location indicating: - Prospect Harbor Activities - Prospect Harbor History	Funds approved in 2000 grant cycle.
Directional signage	Sign indicating start and end of byway.	Funds approved in 2000 grant cycle.

Directional Signage Needs

There is an inherent contradiction in posting signage in byways. The signs are necessary for way finding, but they can clutter the roadside and obstruct views. The Route 1 portion of the Schoodic Byway is also the "Downeast Acadia Trail", a "Blue Star Memorial Highway" as well as the point of sale marketing tool for many local businesses. In order to balance informational needs with the need to preserve the rural character of this region, directional signs should be relatively small, employ a simple, yet recognizable logo and be placed in visible locations not obstructing scenic views.

The map below indicates locations for many of the directional signs that will be needed. This map overstates needs, in that it includes signs for turnouts that may not be constructed and advanced notice signs that may not be deemed necessary. The complication of having a one-way section of the byway through Acadia National Park will create confusion on the part of visitors who begin their journey at the eastern gateway in Prospect Harbor. They will need to run a complete lap from Birch Harbor around the point to Birch Harbor before continuing west to Winter Harbor village.



Bicycle Access Needs

The map below illustrates several locations where residents have expressed greatest concern about conflicts between bicycle and motor vehicle use. These locations are narrow, with no shoulders or gravel shoulders that are not suitable for bicycles.

Location 1: Route 1 in Sullivan - Very heavy seasonal traffic, no cycle friendly shoulders. This section was scheduled for rebuilding in the late 1990s, but work was indefinitely postponed. Current projects are that shoulders will be paved within the next six years.

Location 2: West Gouldsboro from intersection with Route 1 to Summer Harbor Road - Due to undulating hills and curves, this section of Route 186 has poor line-of-sight. Neither shoulders nor right-of-way for shoulders exist in some sections.

Location 3: Route 186 from Birch Harbor to Winter Harbor - This section has heavier bicycle traffic as the only return route for riders who have taken the one way loop from the Winter Harbor Village or Frazer Point.

Location 4: The red dotted line indicates the location of a logging road that nearly traverses the entire peninsula. This gravel road would prove an ideal return route for cyclists completing the one-way section of the park loop road. HCPC is in the process of contacting the property management firm responsible for this land. Grant funding may not be needed, but minor improvements are indicated.

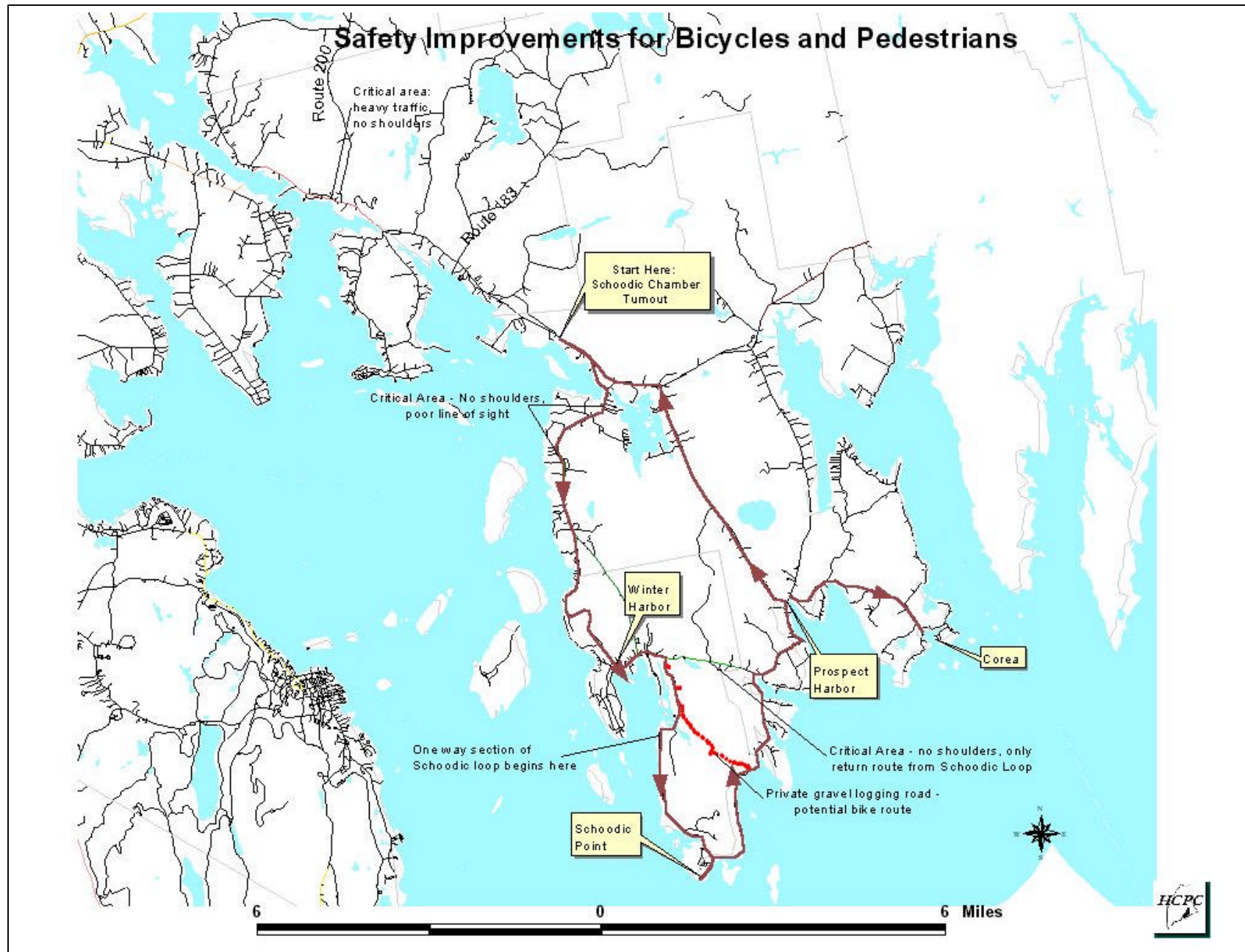
- ♦ Construction of a walking path from East Schoodic Drive up hill to the end of the gravel road, as distance of between 500 and 1,000 feet. One section is probably too steep for a riding trail and could be improved with volunteer labor adequately to meet walking needs.
- ♦ Signage on both ends indicating the route
- ♦ Signage indicating no parking on both ends
- ♦ Signage indicating no dumping
- ♦ Possible construction of a locked automobile barrier or gate on the western entrance



Gravel logging road that traverses Schoodic Point



Rough section of road near to the eastern end

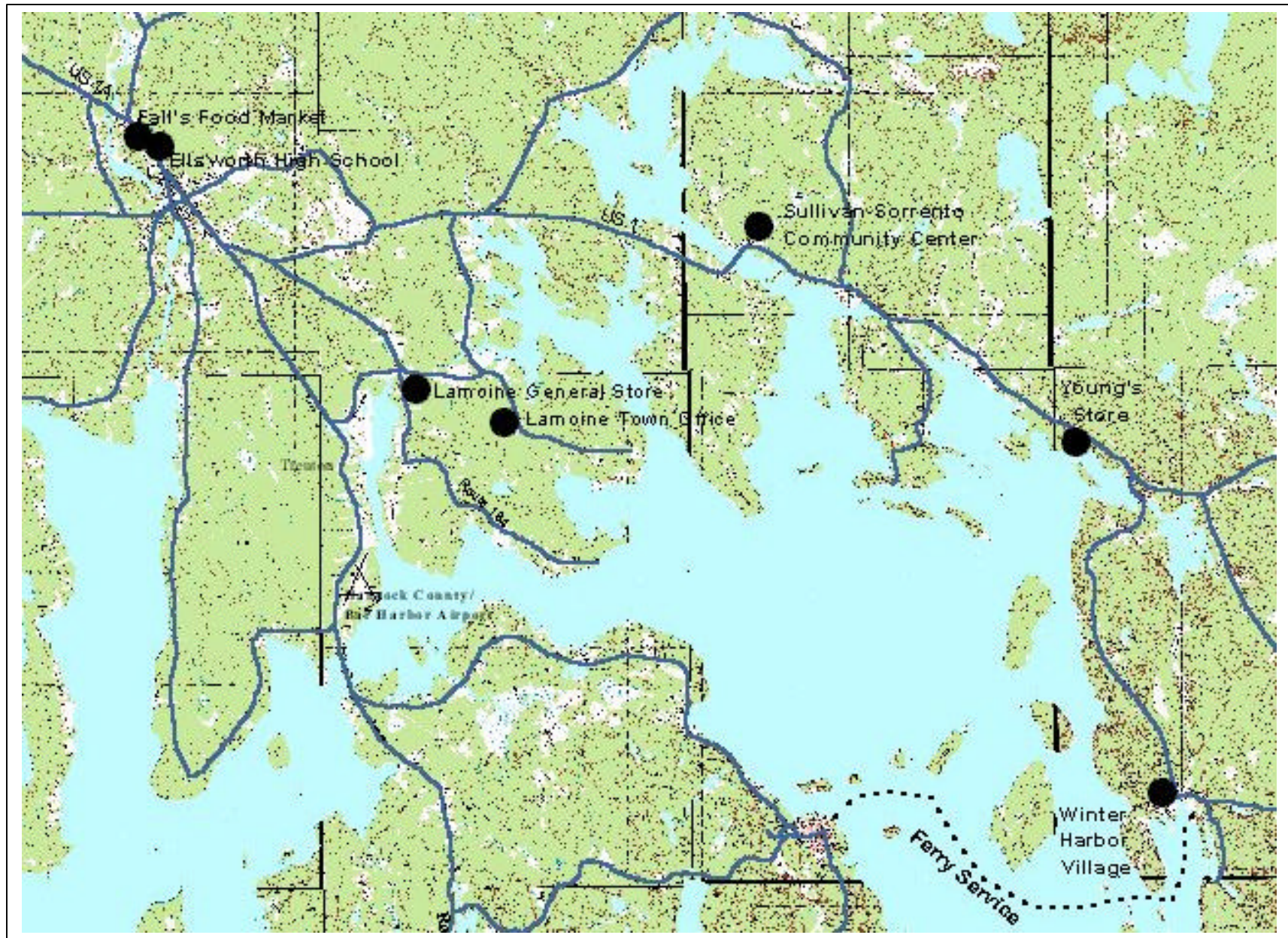


Park-and-Ride Facilities

To date there are no formal park-and-ride lots located along Route 1 in Hancock County. Steady increase in commuter traffic in the region has resulted in informal use of public parking areas, including scenic turnouts, for ride sharing. This is particularly evident in the Schoodic Chamber turnout (across from Young's Store) and parking lots in Prospect and Winter Harbor villages. In addition to informal park-and-ride behavior, the Maine Department of Transportation encourages bicycle tourists to park in the Schoodic Chamber Scenic Turnout to embark on a tour of the Schoodic Peninsula. "From the Schoodic Peninsula Chamber of Commerce information kiosk in West Gouldsboro head east on US 1 and go 1.1 miles." (<http://www.state.me.us/mdot/biketours.htm>)

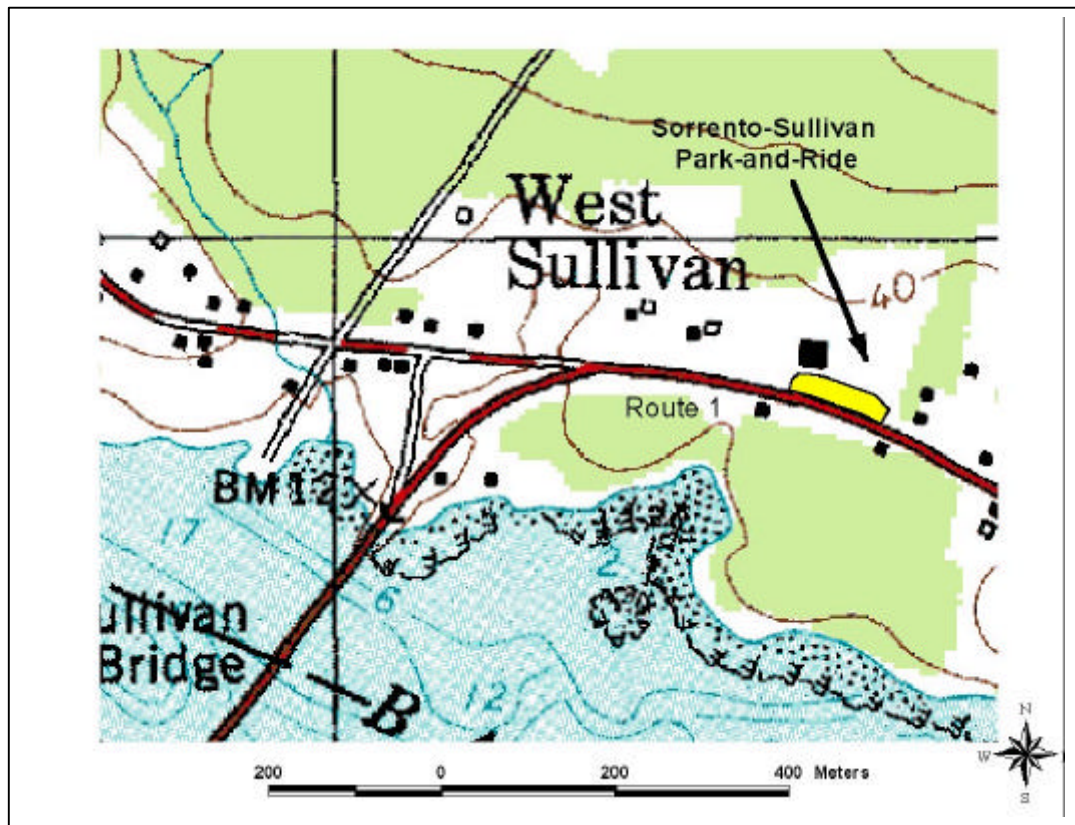
The emergence of ferry service between Schoodic and Bar Harbor and the likely increase in commuter traffic connected with National Park Service reuse of the Schoodic Naval Base facility are generating new forms of commuter traffic that may also demand parking in several locations.

The dispersed settlement pattern and observations of current ride sharing activity suggest that multiple, small park-and-ride facilities will serve the region better than one large facility. Several local parking lots are designed to meet peak use during evenings and weekends, and have low weekday occupancy rates. The map below indicates some potential locations.



Sorrento-Sullivan Recreation Center

Discussions are ongoing with the Sorrento-Sullivan Recreation Center. This site offers convenient, highly visible parking on a paved surface. The adjacent building provides classroom space for the Summer Adult Education program as well as a mix of social services. Usage peaks at this site only occasionally, most often during Bingo nights.



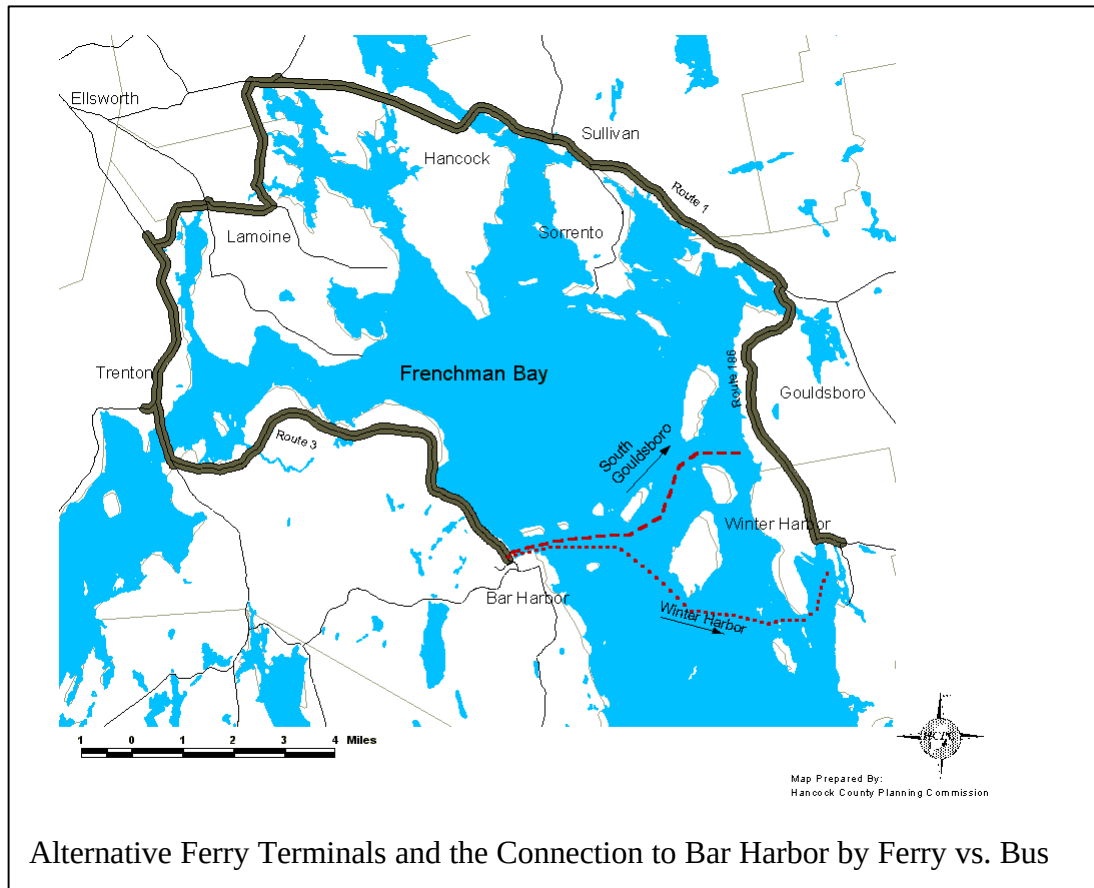
Winter Harbor Village

Winter Harbor has been served for two years by Downeast Windjammer Cruises with a seasonal ferry to Bar Harbor. The owner, Steve Pagels, can be reached at (207) 546-2927 / decruise@midmaine.com. Discussions are underway for extending ferry service hours and months of operation to accommodate commuters. Extended service for commuters would probably require construction of a facility in South Gouldsboro which is not within walking distance of Winter Harbor Village nor any other amenities.

A park and ride lot could serve commuters to Bar Harbor as well as tourists wishing to leave their large recreational vehicles behind as they embark on day-trips. Location of the

parking facility is dependent upon proximity to the village, a ferry dock and local ground transportation.

The village of Winter Harbor receives once per week bus service from Downeast Transportation Inc.. DTI Manager Ed Dewitt can be reached at 194 Main Street Ellsworth, ME 04605 / (207) 667-5796 / dti@acadia.net. Expanding bus service to daily



commuter runs is unlikely without significant external support. There are no shuttle buses to move visitors around the Schoodic peninsula, rendering a South Gouldsboro Ferry particularly unattractive for tourism.

If a suitable site for a park-and-ride facility connecting the ferry or transit service with the Schoodic Scenic Byway can be located, the Corridor Management Committee may pursue a grant to support design and construction.

Programming

This work plan included on the following page for implementation of the recommendations is very general. This work plan outlines steps that are needed to implement these proposals, the major stakeholders in the process and a timeline for project implementation.

Details that are not included in this summary such as content of interpretive signage, detailed site layout, materials needed and so on will require preliminary engineering, interpretive planning, budgeting and other implementation steps.

GENERAL WORK PLAN (detailed steps in site specific tables)			
Description	Partners	Time line	Funding
Signage			
Byway directional signage	MDOT, CMC	2002	Schoodic Byway
Byway logo signs installed	MDOT, CMC	2003	Schoodic Byway, MDOT
Route 1 Reconstruction (Hancock and Sullivan)			
Route 1 design engineering	MDOT, Hancock, Sullivan	2002 - 2003	MDOT
Route 1 construction	MDOT	Hancock- 2003 Sullivan - 2004/05	MDOT
Gateway, Scenic Turnout, Park-and-Ride and Information Center Improvements			
Sullivan Gateway Flagpole	MDOT, Sullivan	2002	MDOT Gateway Grant
Western gateway facility design	MDOT, CMC, Hancock	2002 - 2003	Schoodic Byway
Eastern gateway facility design	MDOT, CMC, Gouldsboro	2002 - 2003	Schoodic Byway
Winter Harbor Information Center Design & Construction	CMC, Winter Harbor, Owners	2002 - 2003	Scenic Byway
Scenic turnout design	MDOT, HCPC, CMC	2002 - 2004	Schoodic Byway
Scenic turnout construction	MDOT	Gouldsboro - 2002/3 Sullivan - 2004/5	Schoodic Byway
Locate Park-and-Ride Lots	MDOT, HCPC	2002 - 2003	MDOT
Route 186 Bicycle and Pedestrian Access			
Schoodic Point Trail	MDOT, HCPC, CMC	2002 - 2003	MDOT
Route 186 design engineering for shoulder paving	MDOT, Gouldsboro, Winter Harbor	2003 - 2004	Proposal pending
Route 186 construction	MDOT	2005 - 2006	MDOT
Visitor Information			
Schoodic Byway Brochure	CMC, HCPC	2002	Scenic Byway
Statewide Byway Brochure	MDOT, CMC, Buxton Communications	2002 - 2003	MDOT
Interpretive signage planning	CMC, HCPC, MDOT	2002	Scenic Byway
Interpretive signage installation	CMC, MDOT	As turnouts are improved.	Scenic Byway

APPENDICES

Environmental Office Non-Interstate Rest Areas Guidelines

Definitions

For the purpose of studying existing facilities and planning new facilities, we need to first standardize the terminology to be used, using the following characteristics. All facilities are considered seasonal use only.

Rest Area

Usable land Area: Generally the most usable land area.

Auto Parking: Provides the most auto parking of the three facilities.

Buses/RV's: Designed to accommodate bus/ RVs.

Truck Parking: Designed to accommodate limited truck parking if possible.

Restrooms: Permanent restroom facilities.

Tables / Grills: Yes

Waste Receptacles: Yes

Other: May provide access to recreation (trailheads, water, etc.). Should include interpretive elements about resources - view, history, culture, etc., as well as traveler information.

Scenic Overlook

Usable Land Area: Typically larger than scenic turnouts, but generally smaller than rest areas.

Auto Parking: Fewer stalls than rest areas but typically more than scenic turnouts.

Buses/RV's: Designed to accommodate limited bus/RV use

Truck Parking: Not designed for semi-truck parking.

Restroom facilities: No

Tables / Grills: Limited - Benches preferable to tables.

Waste Receptacles: No

Other: Separation from travel lane or shoulder for increased safety. May include interpretive elements about scenic views, etc.

Scenic Turnout

Usable Land Area: Normally the smallest type of facility, limited to a widened space in a highway at a scenic view for vehicles to safely pull off the travel lane for a short time period.

Auto Parking: Typically the fewest.

Buses/RV's: Not designed to accommodate bus/RV use

Truck Parking: Not designed to accommodate semi-trucks.

Restroom facilities: No

Tables / grills: Not generally provided.

Waste Receptacles: No

Other: Not generally provided.

Design Considerations

- Signage / Advanced Signage
- Site Furnishings
- Use volume specific designs and establish urban / rural context
- Landscape
- Scenic Byways - Vegetation native to northern New England - context

Recommendations

- Clarify role of different offices at DOT - establish review committee
- Conduct traffic counts on highway near rest areas, as well as entering rest areas.
- Establish “comment box” or provide phone/e-mail numbers for comments / surveys
- Identify highway distances between rest areas and distance from developed town areas. Establish minimum distances to help justify continued operation.
- Use the above to establish minimum usage needed to justify maintenance.
- Prioritize improvements needed, if any, based on usage volumes and customer feedback (close 1 / make 1 in same area better?)
- Classify areas and establish urban / rural context based on traffic volumes and other criteria.
- Coordinate commercial vehicle issues with Tim Bolton / Freight Transportation
- Identify potential existing facilities to close or offer to other state agencies or local communities.
- Investigate other agencies’ experiences with trash disposal.
- Establish context-sensitive design standards for site amenities (paving, restrooms, tables, grills, handrails, guardrails, etc.) and landscaping.

Public Input in Needs Assessment Planning

HCPC is extensively involved in the Schoodic Peninsula. The table below summarizes some of the many meetings that were attended by HCPC staffers and/or Schoodic Byway Corridor Management Committee members in which inputs were provided for future regional and byway needs. HCPC documented each of these meetings, often volunteering to take minutes for the meetings. Particularly significant planning events included the Schoodic Regional Workshop, in which HCPC facilitate a focus group discussing transportation, energy, communications and infrastructure needs, a series of multi-town discussions held to seek MDOT assistance in improving the transportation infrastructure and the Volpe Transportation Center Study of Schoodic Peninsula Transportation Needs.

Schedule of Meetings to Discuss Transportation and Related Needs

Schoodic Scenic Byway Corridor Management Committee Meetings

Sullivan (w/Bret Poi)	1/09/01 8:00 AM
Sullivan (w/base closure team)	2/13/01 8:00 AM
Sullivan	3/13/01 8:00 AM
Sullivan	4/10/01 8:00 AM
Sullivan	5/08/01 8:00 AM
Sullivan	9/18/01 8:00 AM
Sullivan	10/16/01 8:00 AM
Sullivan	11/20/01 8:00 AM
Sullivan	1/30/02 8:00 AM
Sullivan	2/25/02 8:00 AM
Sullivan	3/11/02 8:00 AM
Sullivan	3/28/02 8:00 AM

Meetings with Town Select boards

- Preliminary Discussion of Needs -

Sullivan

Winter Harbor

Gouldsboro

10/25/01 7:00 PM

- Discussion of Draft Needs Assessment -

Sullivan

2/19/02 1:00 PM

Winter Harbor

3/11/02 7:00 PM

Gouldsboro

2/28/02 7:00 PM

Schoodic Area League of Towns

Sullivan

3/07/02 7:00 PM

Sullivan

4/16/02 7:00 PM

Schoodic Regional Workshop

Sullivan (Mountain View School)

3/24/01 9:00 AM <http://www.hcpcme.org/schdev/schdevproc.html>

Gouldsboro Public Meeting

11/27/01 7:00 PM

Schoodic Area Futures

Gouldsboro

12/07/01 7:30 AM

Gouldsboro (Ferry Study Group)

1/09/02 4:00 PM

Rails and Trails Planning

Sullivan

11/08/01 7:00 PM

Healthy Schoodic

Gouldsboro (Dixon Clinic Presentation)

10/29/01 6:00 PM

Navy Base Closure and Park Reuse Planning

HCPC has been involved in other aspects of transportation planning in the Schoodic region as part of our ongoing commitment to the Navy Base Closure and National Park Service Reuse process. HCPC provided local, regional and geo-spatial information to the Volpe Transportation Center for their National Park Service study on future Schoodic Transportation needs. This study makes specific recommendations for ferry and bus services to the region as well as expansion of bicycle access for the park and nearby roads. Minutes from the preliminary Volpe presentation are attached.

Regional Transportation Advisory Committee

HCPC continues to provide staff support for the RTAC II committee, that met approximately once per month over the past year. HCPC provided the RTAC with updates on the Scenic Byways program and has received input from the RTAC for specific regional needs. In the past year HCPC has assisted in completing RTAC studies, the Six Year Plan and the Regional Advisory Report. Both documents engaged representatives from area towns in defining priorities for corridor improvements, alternative modes, funding, safety, and more. The completed documents are on file at HCPC, MDOT and the town offices. Recommendations for the Schoodic Region included a high priority on rebuilding "unbuilt" portions of Route 1, adding paved shoulders to Route 186, implementing commuter ferry service.

Route 1 Corridor Committee

Barbara Shanahan and Frank Dedmon attended regular monthly meetings of the Route 1 Corridor Committee in Machias. They have presented Schoodic Byway issues to the Committee and received feedback and support. For example, the Route 1 Corridor Committee provided a letter of support for the Schoodic Gateway (flagpole) grant currently being implemented. The Corridor Committee has also presented their own needs to MDOT and HCPC regarding improved transportation corridors between Washington County and Coastal Hancock County.

Volpe Presentation on Schoodic Transportation Needs - 10/03/01

Problem, Approach, Analysis, Findings

Two time periods 2005 and 2015

Four alternatives

- do nothing
- bus service
- seasonal ferry and bus
- year round ferry and year round bus

Alternatives 2,3 and 4 include improvements parka and ride for bicycling

Questions:

- Did Volpe consider restricting cars in the park? No
- Who will use the park-and-ride lots? A variety of folks, including car pool, transit, bike and walk.
- Did Volpe look at parking capacity in Schoodic? No
- Application of Remi model for projecting employment and place of residence - did not make adjustments for the base-closure

Did standard transportation projection - total movement, then intra-regional and modal splits

Ferry demand analysis

- assume \$6.00 round trip ferry for commuters
- \$12/20 round trip fair for tourists (youth/adult fares)

Background documents for Ferry Service

- Cost revenue model
- HCPC Report
- selection of routes
- Commuter and recreational demand

Docks

- most emphasis on Schoodic end
- factors navigation, depth, infrastructure, access from roads, etc
- preferred Winter Harbor Marina Dock - better approach, parking,
- Cost of renovating South Gouldsboro facility would be more

Boat types

Pagels boat currently goes about 10 knots and takes most of an hour
 proposed mono-hull would travel at 22 knots
 catamaran would travel 27 knots (and carry a lot more passengers)

Summary

Start with seasonal service using smaller, mono-hull design
Expand service as possible

Bicycle enhancements

Current conditions

- 13 mile loop, with 7.8 miles in the park
- no current bicycle accommodations

Use AASHTO standards

anticipate 35k to 70 k bikes???

Enhancements

- Retain one way designation, reassign seaward land for 5' bike lane and 5' extended shoulder.
- No roadway expansion
- Schoodic point road - modest widening for bike lanes on each side
- Len - Alternative would be to build a separate trail from base property
- Expand and pave shoulders on Moore Road, Schoodic Road and Route 186
- Lane striping and signage
- resolve right-of-way issues
- amenities including bike facilities, bike rentals
- Variable message signage

Paul Haertel asked about just turning over the right lane to bikes and not permitting parking.

Tom Cricklair

- Bus service charts
- Paul - why not just use buses? The ferry adds a lot of complexity

Conclusions

Delta ADT estimates -

Do nothing option forecast most increase in vehicular traffic

Other scenarios have increasing levels of impact reducing the projected growth in vehicular traffic

Prefer alternative 3

Role for MDOT? Not sure.

Tom Cricklair - major cost associated with acquiring a vessel, possibly owned by DTI

Jim - MDOT will have to be involved in some of the infrastructure improvements particularly improving Route 186, park and ride lots and any other infrastructure improvements at the ends of the trips.

Paul - What ongoing participation with Volpe? Volpe works on a fee for service basis

Deadline: October 17th for written feedback

Schoodic Regional Workshop 3/24/01 Session 3

Living and Livelihood: Transportation, Communication, and Energy

Session Resource Team: Kathy Billings, Bangor HydroElectric Company, Jim Fisher, Hancock County Planning Commission, and Kathy Gunderman, Down East Resource Conservation and Development Council.

Jim Fisher, Hancock County Planning Commission (HCPC) served as facilitator for the session. Introductions were made and Jim gave an overview for the session. The main subjects for discussion are Transportation, Energy, Communication, Local Infrastructure and Housing. He outlined the agenda in three phases:

1. Priorities (Values)
2. Issues and Challenges
3. Opportunities and Strengths

Part I: Transportation

Jim Fisher gave an overview of his work at HCPC on transportation planning projects in conjunction with the Maine Department of Transportation (MDOT). Jim includes local interests and thinking into the planning process. MDOT carries out projects under a remarkable number of plans, and Jim shared some of the documentation, including the latest Regional Advisory Report. This report contributes to a twenty-year plan (What do we want to see in 20 years? What is most important goal? , etc.). The twenty-year plan is then subdivided into a six-year plan where projects can be included or not, and then three biennial plans (freight transport, bicycle lanes, etc.). These short term plans prioritize transportation needs that promote economic growth, and include factors such as population changes, regional challenges, and how to keep transportation lines open.

Poor road infrastructure in the Schoodic area is a major concern because the highways cannot handle heavy commercial traffic. In turn, this limits residential and business growth. Upkeep is very difficult because years of poor planning has led to underprepared road beds, seasonal road closures, and lack of paved shoulders for bicycle riders.

Though more people are attracted to the Schoodic area from Bar Harbor because of the scenic beauty and lack of intense crowds, tourist-related services are hampered from entering the area because the roads are not designed to support heavy use by recreational vehicles or goods transport trucks. Lack of good roads also leads to concern about safety issues during high traffic times. A road that bypasses Ellsworth might lessen the heavy congestion of the roads. Many people are going to Bangor to shop because they do not want to fight the traffic in Ellsworth. The new Sullivan Bridge has been a tremendous help in moving traffic and improving safety. The Trenton Airport has also been tremendous benefit for the Downeast area. The airport has increased its business while other regional airports such as Bangor International have seen business decline.

There are several other transportation possibilities for the Schoodic region. A ferry system initiating service from Sorrento, Hancock, Sullivan, Gouldsboro and/or Winter Harbor or other Downweast towns to Bar Harbor could provide a new transportation link. A complete transportation loop would include larger transport vessels, vehicle parking areas, and a bus service. MDOT has control of the only existing rails in the area. The Calais branch is the only existing track in the Schoodic Region. The Maine DOT is considering a rail system from Bangor to Ellsworth and Trenton. Even though a private firm has proposed the use of a “DoodleBug” (a light one car train which does not need turn around space) to transport tourists from Ellsworth to Franklin, the DOT has not shown any interest in the prospect.

Priorities or values of transportation concerns, challenges and opportunities are:

1. Overall the Schoodic region road infrastructure is viewed as a negative because of poor condition.
 - a. Better reconstruction, not just a quick fix.
 - b. Pave shoulders broadly enough to promote safe bike travel.
 - c. Towns need to be more assertive and innovative with road financing, i.e. partner with neighboring towns and communities to find funds.
2. Consider alternative transportation modes such as ferries and bus systems. Look for opportunities to provide seed money for these alternative modes.
 - a. Increase opportunities for Park-N-Ride areas at ferry or bus terminals to promote commuter travel.
3. Continue to provide support for the Trenton Airport.

Next Step:

1. Organize six-town coalition such as SALT to plan road improvement effort.
2. Expand working relationship with Route 1 Corridor Committee to promote funding for road improvement.
3. Make collector roads a priority.

Sample Schoodic Region Promotional Document

Draft for Maine's Best Regional Guide, 2002

A Downeast Schoodic Adventure

Revised:4/29/02B Jim Fisher, HCPC 667-7131 jfisher@hcpcme.org

Renewing America's Love Affair with the Maine's Coast

Located a little east of Ellsworth along historic Route 1, at the beginning of the Downeast Acadia trail, the Schoodic Region offers visitors a unique combination of historical working landscapes, tremendous scenic beauty and a rich cultural heritage of art, music and literature. Whether you are seeking the excitement of kayaking through sea spray, hiking among the Maine woods and lakes, the ambiance of a small New England sea-side village or a quiet rocky perch for watching lobster boats pulling in their catch, the Schoodic region is a treat.

Living off the Land and Sea

The Schoodic Region has long been a place where people make a living with local resources and ingenuity. The rugged coastline, rocky soils, cool summers and snowy winters provide unique opportunities for people who live close to the land and sea.

Originally called Waukeag, or "horseback" where the tide is especially strong, Sullivan is the gateway to the coastal Schoodic region. Early indigenous inhabitants subsisted on seafood, game and wild fruits. Buried mounds of shells revealed by shore erosion still mark where they lived. The first documented European visitors included Portuguese, English, Spanish and French explorers who mapped the rocky coast in the early 1500s. Frenchman Bay, between Mount Desert Island and the Gouldsboro Peninsula, got its name when English sailors saw (and avoided) a French man-of-war moored there. Great views of the bay can be seen from Route 1, Route 186 and Schoodic Point.

Settlers were attracted to the Schoodic region for lumbering, farming, small-scale gold and silver mining and granite quarrying. People then and now work as fishermen, lumbermen, carpenters, shipbuilders, seafarers, and tradesmen. The region retains many sites illustrative of its historic and economic development.

Touring the Schoodic Scenic Byway

The backbone of the Schoodic region, Route 1 at Taunton Bay, to Route 186 in West Gouldsboro, thence to Prospect Harbor became a National Scenic Byway in June, 2000. The pace slows down here, but you won't be bored.

Here is some of what you can do.

Scenic touring: As you travel the 27 mile Schoodic Byway you will see tidal falls that reverse direction every six hours, historical architecture, piers piled high with lobster traps, clambers working knee-deep in tidal mud flats, and a very scenic portion of **Acadia National Park**.

Outdoor recreation: There are many places to fish by boat or from the shore, you can rent a bicycle or kayak to tour Acadia National Park and surroundings and stay in one of many local area campgrounds. Bicycle and kayak guides are available. Hunting is a popular late-autumn sport.

Heritage and lighthouse touring: Historians and architects will be delighted by the preserved rural character of the Schoodic area. There are more than 20 lighthouses in downeast Maine and some of the most noteworthy can be found right here. Heritage visitors not only get to see historic architecture like the Stone Store on Route 1 and the West Gouldsboro Village Library on Route 186, but can even live it. Several local inns and bed and breakfasts are themselves registered restored historic buildings recognized in Downeast and Yankee magazines.

Gifts and galleries: There are no shopping malls or retail franchises here. Our businesses are locally owned, and offer a wide range of locally produced arts, crafts, food and gift items. You can browse country stores, art galleries and antique shops along the way, buy bread from local bakers, and sample the catch-of-the-day. In July and August you are likely to see artists at work at the Schoodic Arts for All Festival and other events.

For more information

The sites and activities are too numerous to list here. Visit www.schoodicbyway.org for an interactive tour map and detailed discussion of the sites. You can also visit www.acadia-schoodic.org for pointers on places to stay and eat, art galleries, seasonal events and local services. You can call the Chamber at 1-800-231-3008 (outside Maine) or 207-963-7658 or email them at info@acadia-schoodic.org and request a map and brochure describing of the region. More information on the National Scenic Byways program can be found at www.byways.org.

Schoodic invites you.