

F. GOALS AND OBJECTIVES OF THE MANAGEMENT PLAN

The goals and objectives of the Bold Coast Scenic Byway Corridor Management Plan support the community's vision for the byway and provide a framework to successfully accomplish the byway mission. Five key components establish the outline for development and implementation of this scenic byway corridor management plan: resource stewardship, the visitor experience, regional promotion, organizational sustainability, and multimodal transportation safety and development. Specific strategies to achieve each goal and objective are outlined in *Chapter 13, Six-Year Action Plan*.

Resource Stewardship

Goal 1—Protect Byway Resources

Objectives

- Preserve and protect the scenic, natural, historic, cultural, and recreational resources of the Downeast region.

The Visitor Experience

Goal 2—Create New and Improve Existing Visitor Opportunities

Objectives

- Invest in appropriate public facilities that ensure successful visitor experience.
- Improve and develop new visitor information and education regarding the way of life in Byway communities.
- Grow opportunities for the Byway visitor to access authentic experiences the region offers.
- Enhance hospitality services in the Byway communities.
- Support expanded recreation opportunities in the corridor.
- Support enhancement of non-recreation visitor activities in Byway communities.

Regional Promotion

Goal 3—Promote the Byway and Its Communities

Objectives

- Develop and implement a comprehensive promotional plan for the Byway as a travel destination.
- Assist existing businesses, municipal governments, and promotional agencies in promoting the Byway/region.

- Strengthen existing and create new promotional materials.
- Establish clear objectives and benchmarks by which to evaluate the positive effect of promotional efforts on visitation and local economies.

Sustainability

Goal 4—Develop a Sustainable Byway Organization

Objectives

- Build lasting partnerships with community, local government, and agency stakeholders.
- Establish and maintain a Byway management organization with stable participation and funding.

Multi-modal Transportation

Goal 5—Increase Transportation Safety and Multi-modal Opportunities

Objectives

- Provide a safe, efficient, and attractive transportation corridor that balances the needs of visitors, residents, and businesses.
- Create a byway visitor way-finding and interpretive signage system compatible with the MaineDOT state highway signage.

G. ASSESSMENT OF LOCAL AND REGIONAL TRANSPORTATION SYSTEMS

The driving route that is the Bold Coast Scenic Byway physically touches 24 communities in Washington County. The Byway route literally and figuratively provides cultural links within the region, and connects these communities to the entire Downeast and Acadia region, to Maine and New Brunswick, and to the rest of the world. The scenic byway transportation corridor, along with the many undesignated side routes, enables travelers to discover the special places, histories, cultures, people, stories, events, and products that make this region unlike any other. Through the physical interconnection of assets provided by the roadway, a “critical mass” of stories and activities is created, visitors are encouraged to stay longer and explore deeper, and what they ultimately discover instills a desire to return for more.



Aside from a scenic travel corridor, the Bold Coast region boasts numerous self-guided, thematically organized driving destinations, including the Schoodic International Sculpture Symposium’s Sculpture Trail, the Downeast Birding Trail, the Maine Ice-Age Trail, the Maine Wine Trail, and the Downeast Fisheries Trail, and several international equivalents in New Brunswick. The 85-mile Downeast Sunrise Trail, which is both a travel destination for visitors and a primary transportation corridor for local residents, follows the former Calais Branch Rail corridor and roughly parallels the Bold Coast Scenic Byway.

The Bold Coast Scenic Byway Corridor Management Plan identifies important local assets, describes the physical conditions including safety and mobility issues along the transportation corridor, and makes recommendations for both organizational and infrastructural improvements to support the traveler’s needs.

Scenic byway infrastructure should not solely focus on interpretive panels that tell a region’s stories, scenic turnouts for photo opportunities, and rest areas for picnicking. While these leisure

and recreation assets are important, it is critical to first lay the foundation for a safe, pleasant transportation experience for all uses.

A traveler whose front end is destroyed by potholes and frost heaves won't return, and won't recommend the region as a place to visit. A bicyclist who doesn't have a safe route to ride won't return, and won't recommend the region either. Locals who can't get where they need to go due to increased congestion won't support growth in tourism, and will in fact fight against it.

With these issues in mind, and with an understanding of the long-term benefits of attracting and retaining regionally appropriate tourism, the Bold Coast Scenic Byway Corridor Management Plan includes

Goal #5: Increase transportation safety and multi-modal opportunities by providing a safe, efficient, and attractive transportation corridor that balances the needs of visitors, residents, and businesses.

With increasing popularity of the region as a tourism, recreation, and retirement area, we can expect increases in vehicular, pedestrian, and bicycle traffic. Community and regional investments in planning solutions and roadway infrastructure are needed to provide a safe, efficient, and pleasurable traveling experience for all roadway users.

Transportation Infrastructure for Economic Development

There are [several existing planning documents](#) in Washington County with inventory and policy direction on transportation infrastructure to support economic development. Successful corridor management planning requires transportation planning to be integrated with land use planning and economic development planning. Several regional transportation-planning initiatives define goals and strategies for supporting safe multi-modal transportation access throughout the byway region while facilitating economic development and maintaining natural and cultural integrity.

Three "Corridors of Regional Economic Significance to Transportation" or CRESTs were designated in Washington County as part of Maine's Statewide Long-Range (20-year) plan, *Connecting Maine* (2007). The Washington County CRESTs associated with the Bold Coast Scenic Byway include the Coastal Canadian Corridor and the Downeast Coastal Corridor. Each corridor includes the multiple modes of transportation: rail, road, air, trail and port that allow movement of goods and people through the corridor. These corridors and the planning documents for them include the following:

[Downeast Coastal Corridor Management Plan \(2009, 2014\)](#) —Washington County Council of Governments and the Hancock County Planning Commission worked together to develop a Corridor Management Plan for the Down East Coastal Corridor, which is defined as the broad East-West transportation corridor that moves people and goods between Eastern Washington County and Bangor/Ellsworth. The corridor includes Route 1, Route 9 and connector routes (e.g. 193, 192, 191, 214).

[Coastal Canadian Corridor Management Plan \(2011\)](#) —A state-designated transportation corridor in eastern and northern Maine that extends from Eastport to Houlton. The Washington County Council of Governments is the lead agency for the portion of the plan covering the Corridor in eastern Washington County, between Eastport and the Aroostook County line in Danforth.

[Route 1 Mobility and Safety Analysis](#) — Route 1 is the primary transportation corridor for coastal Washington County, and provides vital transportation links for freight, commuter and tourist traffic moving into, out of, and through the Bold Coast region. Municipal land use regulations play a role in preserving the corridor’s ability to serve as a regional transportation artery. Design solutions that facilitate the separation of freight from commuter and tourist traffic are also needed to maintain an adequate level of service. This report identifies three primary strategies and multiple alternative options for separating freight from commuter and tourist traffic.

[Routing Study for Potential/Alternative Trail Connections Between Pleasant Point and Eastport \(2012\)](#) — Prepared by the Washington County Council of Governments, this study presents alternatives for the development of a trail corridor that would link the Pleasant Point Tribal Community to the terminus of the old railroad bed on Sea Street in historic downtown Eastport. The Study examines the current location, condition and ownership of the original railroad bed and provides alternative routes to avoid private homes, bypass protected natural features and create a safe bicycle and pedestrian route between the places where residents live and where they attend school or other community functions. Connecting this trail to the Sipayik Trail in Pleasant Point would provide a continuous, safe trail approximately 7 miles long linking Route 1, the Town of Perry, the Tribal Community of Pleasant Point, Quoddy Village, the Redoubt Hill residential area, Shackford Head State Park (depending on routing) and downtown Eastport.

[Eastport Freight Rail Restoration Study \(2009\)](#) ([Chapter 1](#); [Chapter 2](#); [Chapter 3a](#), [Chapter 3b](#), [Chapter 4](#), [Chapter 5](#), [Chapter 6](#), [Chapter 7](#)): The purpose of this preliminary report was to estimate the cost of restoring rail freight service to the port of Eastport and to determine a feasible location, layout and cost for a rail to truck trans-load facility within reasonable distance to the port of Eastport. The results of this report were incorporated in an application for an ARRA TIGER Grant for Federal Stimulus funds (NOT FUNDED) that would have been used to solicit funding to restore vital rail freight access to the port of Eastport.

[Rail to Port Alternatives Analysis \(2014\)](#) Building on the [2009 Eastport Freight Rail Restoration Study](#), GROWashington-Aroostook completed a alternatives analysis from potential trans-loading sites in Perry to the port using GIS maps and a review of site constraints, flushing improvement to the upper reaches of Cobscook Bay and reducing freight traffic through the Passamaquoddy Reservation at Pleasant Point.

[Bicycle and Pedestrian Assessments](#) —The safety and mobility of sidewalks and shoulders have been analyzed in the following Bold Coast Scenic Byway towns (in

partnership between the Washington County Council of Governments and the Maine Department of Transportation):

- Milbridge
- Machias
- Lubec
- Eastport

The following towns were also analyzed for connectivity to the Downeast Sunrise Trail:

- Cherryfield
- Harrington
- Columbia Falls
- Whitneyville
- East Machias
- Dennysville



Roadway Users and Surface Conditions

The byway route consists of 125 miles of paved, two-lane roadways that provide year-round residential, commercial, and tourism access to the coastal and inland villages of Washington County. These roads also provide commercial and international access between the Canadian Maritimes and the United States. Logging trucks, tractor-trailers, over-size agricultural equipment, and commercial fishing boats are common sites along the byway route.

The byway route includes portions of roadway classified by the Maine Department of Transportation as ‘Minor Arterial,’ ‘Major Collector’ and ‘Other Principal Arterial.’ Route 1 is a two-lane highway with well-developed traffic safety measures such as paved

shoulders and turning lanes. Large portions of Route 1 and much of Routes 187, 189, 190, and 191 remain “unbuilt” in that surface conditions are rough, and roads have no painted lines, no or badly damaged paved shoulders, and no guardrails. **In many places, roadway surface conditions along the byway route are fair for vehicles and poor for pedestrians and bicyclists.**

Some roadways adjacent to the byway route are open to ATVs, and numerous ATV and snowmobile trails cross the byway. Although not prolific, bicycle traffic is becoming more common along all portions of the route, especially near more populated town centers. Pedestrians are typically concentrated in village areas, but because residences are scattered throughout the entire byway route, casual walkers should be expected anywhere. More accommodations for bicyclists and pedestrians are needed.



Big Trucks, Rough Roads and Damaged Shoulders

Freight traffic on Route 190 rose in recent years with increased activity at the Federal Marine Terminal in Eastport. Route 189 and 187, which connect Lubec and Jonesport/Beals (respectively) to Route 1, also carry significant volumes of freight traffic and function as important commuter and tourist routes.

Route 1 serves as the “Main Street” for many communities in the region including: Milbridge, Cherryfield, Harrington, Jonesboro, Whitneyville, Machias, East

Machias, Whiting, Perry, and Pembroke. In these communities, vehicle-dominated downtown environments result from speed and congestion of through-traffic.

Narrow streets, pedestrian traffic, on-street parking, structures built close to the right-of-way, reduced speed zones, and multiple curb cuts impede through-traffic in village areas. In Jonesport the right-of-way is notably narrow with structures very close to travel lanes, sometimes making two-way traffic difficult or impossible when commercial trucks are servicing local businesses.

Conversely, pedestrians, bicyclists, and visitors must use extra caution in these areas as they shop, dine, sightsee, and otherwise enjoy the downtown areas accessed by Route 1. Most village centers have paved sidewalks and marked crosswalks, however, drivers do not always slow to a speed suitable for a village atmosphere or properly yield to pedestrian and bicycle traffic.

Traffic Volume and Flow

Census data from the American Community Survey (2007-2011) 5-year estimate indicates that commuting to work throughout the region continues to be dominated by single occupancy vehicles (approximately 74%). Buses carry less than 1 percent of commuters. Approximately 4.7% of all commuters throughout Washington County reported walking to work, and approximately 12% throughout the county reported carpooling to work.

Commuting Patterns for Bold Coast Byway Village/Downtown Centers						
Commuting Pattern	Work in town		Commute Out		Commute In	
	2007	2011	2007	2011	2007	2011
Columbia	165	132	113	127	149	124
Eastport	484	516	163	201	416	310
Jonesport	382	276	205	297	326	238
Lubec	466	349	113	197	355	243
Machias	2,038	2,066	472	489	1,520	1,737
Milbridge	512	575	430	486	252	510

Source: <http://onthemap.ces.census.gov/>

Average Annual Daily Traffic (AADT) volume along the byway route (in 2012) ranges considerably along the byway route, from 250 in Trescott and 9,030 in Machias. The highest average annual daily traffic counts are found on Route 1 (Columbia-5,200; east of Harrington-5,230; East Machias-5,820; Milbridge-5,890; and Machias-9,030).

Truck traffic is heaviest along Route 1 west of Machias, and Route 190 carries significant truck traffic to and from Eastport. All segments of Route 1 and Route 190 on the byway route are part of Maine’s Heavy Haul Truck Network (HHTN). (Routes 187, Route 191 and Route 189 are not part of the HHTN.)

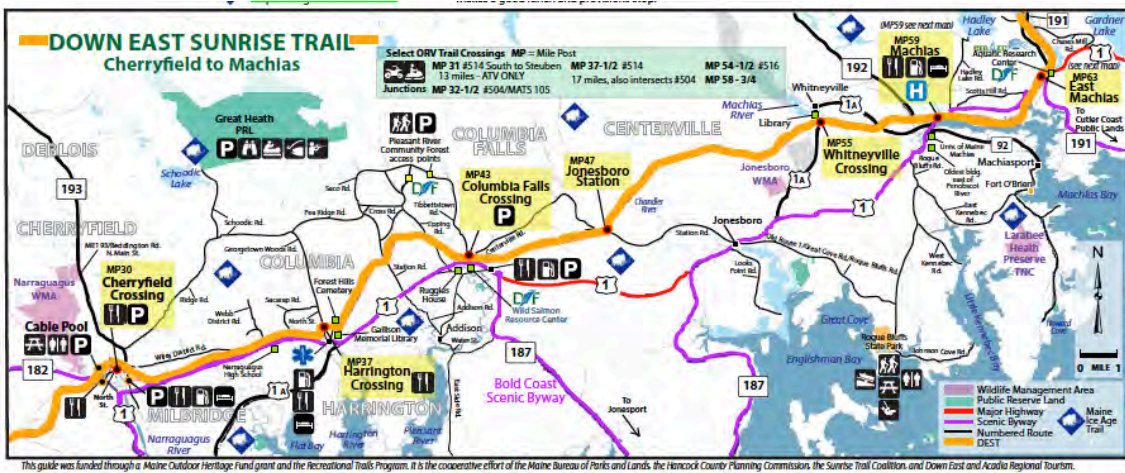
Bicyclists and pedestrians most commonly use the portions of the Bold Coast Scenic Byway located in village centers where there are, for the most part, adequate bicycle and pedestrian facilities (e.g. sidewalks and paved shoulders). No daily count data on bicycle or pedestrian use is available for the byway route.

Bicycle and Pedestrian Facilities

No designated bicycle lanes exist in the Bold Coast region, and much of the route, including Route 1, has no paved shoulder for bicyclists. Some areas of roadway have no shoulder at all, not even a gravel shoulder, forcing both bicyclists and pedestrians into the traveled way and at risk of conflicts with vehicles. Bicycle and pedestrian facilities are primarily concentrated in service center communities, where they provide an important transportation option for those without access, or those choosing alternatives to automotive transportation.

In recent years, many new shoulders have been constructed, facilitating bicycle access within communities. However, an interrupted patchwork of shoulders remains throughout Washington County that inhibits use of roads for bike commuting or touring. The East Coast Greenway and other designated bike routes contribute to the mix of bicycle and pedestrian facilities.

The Downeast Sunrise Trail is an 85-mile off-road multi-use trail, which passes through the Byway communities of Milbridge, Harrington, Cherryfield, Columbia, Columbia Falls, Jonesboro, Whitneyville, Machias, East Machias, Dennysville, Pembroke and Charlotte. This trail is shared with ATV's, making the provision of a trail surface that is also appropriate for bicycle users problematic. Minimizing multi-user conflicts and improving trail access to community services are priority missions of the Downeast Sunrise Trail.



The condition of pedestrian facilities (sidewalks and crosswalks) varies greatly from town to town and even within each community. Winter conditions of sidewalks are often poor. When sidewalks are not cleared of snow, pedestrians are forced to walk along the edge of the travel lane, creating significant safety issues.



A Young Biker Navigates Downtown Eastport

Bicycle and pedestrian inventory and assessments have been completed in the towns of Milbridge, Lubec, Eastport, and Machias, with recommendations for safety and mobility improvements. A Village Bicycle and Pedestrian Access Plan was completed for the six communities of Cherryfield, Harrington, Columbia Falls, Whitneyville, East Machias and Dennysville, due to their location on or along the Down East Sunrise Trail.

Safety and Mobility Issues

According to MaineDOT High Crash Location data for 2010-2012, there are 9 high crash locations within Washington County. Of those, three occur along the Bold Coast Scenic Byway. One high-crash site exists along Route 1 between Milbridge and Cherryfield, one exists along Route 1 between Cherryfield and Harrington, and one exists east of Machias at the intersection of the Gardiner Lake Road and Route 1. Of these, the location between Cherryfield and Harrington has the highest crash rate, and the location between Milbridge and Harrington has the second highest crash rate. This information corresponds with recommendations for turning and passing lanes, scenic turnouts, and other mobility improvements provided by the “Washington County Route One Mobility & Safety Analysis” (WCCOG, 2007).

The most significant transportation problems associated with the Byway Route identified in the 2007 Mobility and Safety Analysis include:

- Restricted mobility on Route 1 due to the lack of passing lanes and safe truck turn-out facilities; and
- Crash rates in areas along Route 1 associated with congestion and excessive speed.

Restricted mobility on Route 1 is most severe in the late summer when tourist traffic and freight movement are both at their highest volumes. In the absence of formal trucker rest areas along Route 1, long-haul drivers use informal rest areas along shoulders near services, such as the junction of Route 1 and 1A in Harrington and at the triangle in Pembroke, resulting in diminished sight distances for other motorists.

The condition of connector roads, most of which are also classified as “un-built,” present significant safety risks for pedestrians and bicyclists, and impede the movement of freight traffic. Natural resource-based industries (forestry, blueberries, wreaths, and seafood), many of which are located along connector roads, are all reliant on the ability to move freight safely and efficiently. Due to the lack of freight rail, all freight moving through and along the corridor, as well as all freight moving through the Federal Marine Terminal at Eastport must be transported by road. This impedes mobility and contributes to roadway safety concerns. It also increases roadway deterioration, particularly along un-built sections of highway.

There are no passing lanes along the entire length of the Byway route. With no separate passing lanes for 100 miles, motorists take greater risks to pass slower moving vehicles. Passing opportunities on Route 1 are limited to passing zones designated by yellow dotted lines. In addition, much of the length of secondary Routes 187 and 191 are not striped. In some locations, existing passing opportunities are sufficient to allow for unimpeded flow of traffic. However, along most of the length of the Byway route, additional passing opportunities are needed. At times of peak traffic, oncoming traffic frequently limits the use of existing passing zones. This is especially true during summer months. As traffic volume increases, passing opportunities are essential, especially at time of peak traffic volume.

Scheduled Roadway Improvements

Washington County contains 556 miles of Highway Corridor Priority Miles ¹(includes categories 1-5) and contains 174 bridges. Many improvements to these priority roadways and bridges are slated for repair in the current Maine DOT Work Plan (January 2014). Major projects located along or near the byway route are:

- Addison: Replacement of Dyke Bridge, West Branch Pleasant River
- Jonesport/Beals: Improvements to Beals Island Bridge over Moosabec Reach
- Cherryfield, Milbridge, Harrington: Highway preservation paving from Blackwoods Road to Dorman Road.
- Cutler: Construction of a new float system including 5 new floats and pilings, adding off-street parking, stabilizing the shoreline, and improving beach access at the Cutler Harbor public access site on Wharf Road.
- East Machias: New sidewalk from Hadley Lake Road to Elm Street School; Replacement of Jacksonville Bridge over the East Machias River; Highway reconstruction on Route 1, extending 1.8 miles northerly from Pope Memorial Bridge.
- Eastport: Install automated weather observation system at the Eastport Municipal Airport; New snow removal equipment Building; Highway reconstruction on County Road from Route 190 to Baron Road; Design and construction of a new breakwater.
- Edmunds Township: Bridge Replacement of Tide Mill Number Two Bridge (#3171) over Crane Mill Stream.
- Jonesboro/Whitneyville: Route 1 Highway Reconstruction south of Route 1A.



Jonesport/Beals Island Bridge

¹ For definitions of these categories, please see www.maine.gov/mdot/about/assets/hwy/

- Lubec, Trescott, Cutler: Light capital paving from Route 189 in Lubec to Cove Road in Cutler.
- Machias: Design and reconstruction of runway, including lighting at Machias Valley Airport; Replacement of Dyke Bridge (Route 1) over Middle River.
- Milbridge: Light capital paving of Wyman Road 2.23 miles south from Route 1; Public transportation administrative assistance and capital equipment purchase for rural transit (Washington Hancock Community Agency).
- Milbridge, Cherryfield: Reconstruction of Route 1 extending 4.81 miles northerly from Spruce Street.
- Perry: Pedestrian safety crossing and landing from Warrior Road to Wapap Road.
- Roque Bluffs: Replacement of Englishman River Bridge.
- Whiting/Edmunds: Highway reconstruction of Route 1, north of Dodge Road extending northerly to Tide Mill #2 Bridge (Crane Mill Stream).

Priority Policy Recommendation:

Some of these scheduled repairs are located within areas that have been or could be identified as important places to locate vehicle turnouts or turning or passing lanes, as noted in several of the transportation studies listed above.

Prior to final design or commencement of construction, the MDOT should work with local communities and the byway committee to determine whether passing and turning lanes and vehicle turnouts should be located within these areas. Additionally, new paving and new construction projects should always strive to include paved shoulders for bicycle and pedestrians. MDOT should work with communities and the Byway committee to determine any opportunities for inclusion of paved shoulders in these planned projects.

When implementing safety and mobility recommendations for turning lanes, passing lanes, scenic turnouts, and other mobility, bicycle and pedestrian accommodations should be taken into consideration and incorporated whenever possible.

Way-finding—Road Signs and Maps

Scenic Byway way-finding system consists largely of signs, and in part of maps. Travelers often do not have the patience to search for a destination they cannot easily find, and will quickly change gears and head in a different direction. Way-finding systems help people determine the route of travel to best access the desired experience. Way-finding systems educate locals and visitors as to existing amenities, and, when designed well and used correctly, can deliver a pleasant visitor experience. Way-finding systems can help mitigate traffic flow by directing travelers along a community's preferred route, and can eliminate sign clutter and traveler confusion. Way-finding

systems can also introduce a brand, create a sense of place, and create a sense of arrival in a region.

Signs: The following types of signs occur along the byway route:

Regulatory Signs: Regulatory signs include speed limit signs. Speed limit and other regulatory signs are typically placed near villages and major intersections. Placement of regulatory signs appears to be consistent throughout the byway route.

Advisory Signs: Warning signs along the corridor include curvature, wildlife crossing, school zone, pedestrian crossing, and trail crossing signs. Placement of advisory signs appears to be consistent throughout the byway route.

Official business directional signs: Private businesses apply to the MaineDOT for permits to place official business directional signs. The signs are placed by the MaineDOT in advance of roadway junctions. There are a few places along the byway route with notable clusters of business directional signs, but these clusters do not significantly detract from the experience of the byway travelers.



Priority Policy Recommendation: Explore opportunities better coordinate and co-locate placement of directional signs along the byway. Please see Chapter O: The Six-Year Action Plan and Priority Capital Improvements Plan for a detailed list of proposed way-finding sites.

Directional Signs: Directional signs along the byway include street signs, informational signs for getting to major routes (direction and distance), and signs placed by the Department of Conservation (DOC) directing visitors to state parks and public lands. This latter type includes signs for McClellan Park in Milbridge, Roque Bluffs State Park in Jonesboro and Machias; Great Wass Island in Jonesport, Fort O'Brien State Historic Site and Jasper Beach in Machias; Cutler Coast Trails in East Machias; and Quoddy Head State Park and Roosevelt International Park in Whiting and Lubec. In conjunction with nature-based tourism initiatives, the DOC has promoted use of the nature-based tourism "Chickadee" logo in directional signage along the byway route. Both DOC and MaineDOT have both made recent investments in byway quality signs along the route.



Priority Policy Recommendation: Explore opportunities better coordinate and co-locate placement of directional signs along the byway. Please see Chapter O: The Six-Year Action Plan and Priority Capital Improvements Plan for a detailed list of proposed way-finding sites.

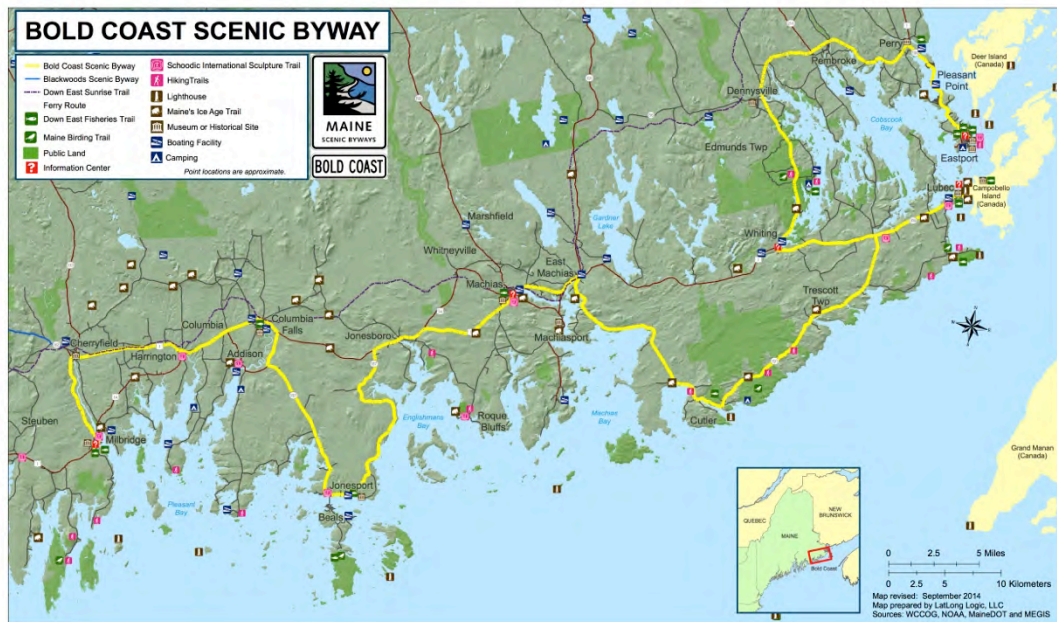
On-site business signs: On-site business signs are regulated by municipal land use ordinances in Milbridge and Eastport. None of the other communities along the byway route currently have any ordinances regulating business signs. Most signs throughout the corridor are consistent with the identified intrinsic scenic, historic, and natural qualities of the byway. However, there are some notable exceptions, including lighted signs and signs with moving text in Machias’ “bookend” commercial districts.



Priority Policy Recommendation: Partner with Bold Coast communities on general design and location standards for on- and off-site signage.

Maps: Maps of the region are produced privately and publicly. Some are printed while others are web-based maps. Those maps most accessible to Bold Coast travelers include the Delorme Gazetteer and other road atlases, state-printed and AAA road maps, a “Discover DownEast & Acadia” map created by Washington County Council of Governments and Downeast Acadia Regional Tourism, and a Merchant Map Street Guide and Index of Washington County printed by Mass Marketing Inc. Numerous visitor guides available at Chambers of Commerce also include page and centerfold maps of the region and individual communities.

The map produced with DownEast & Acadia Regional Tourism is out-dated as it does not include the Bold Coast Scenic Byway or the sites along the Schoodic International Sculpture Trail. The Bold Coast Scenic Byway website includes numerous local and regional maps: boldcoastbyway.com/maps/. Following is a DRAFT of a full-sized Byway map being produced by the WCCOG. Once complete, this map will be made available to businesses and information centers for on-site display throughout the region. As funding allows, a fold-out pocket version of this map will be made available for visitors.



Public Transportation

The Bold Coast region has limited public transportation options. West's Transportation offers daily round trip service from Calais to Bangor with in-town stops along Route 1. The Washington Hancock Community Agency (WHCA) mainly provides transportation for clients referred to them by the Maine Department of Human Services; transportation is also available for members of the general public on a space-available basis.

The general public may schedule rides with WHCA, although the average traveler cannot use Sun Rides as a commuter service, because:

- General-public riders are taken on a space-available basis only, so even a ride scheduled well in advance will be bumped if the transit vehicle is at capacity with contracted clients;
- Demand-response systems serve some rural communities just one day a week, with fluctuating departure and arrival times.

Ferries connect Eastport and Lubec in the summer with the Fundy Islands, including the [Quoddy Loop Ferry](#) and the [Eastport/Lubec Ferry](#), as well as private transport and touring companies. The only taxi service is located in Calais, and one limousine service is located in Machias.

Airports

Primary regional airports within the Bold Coast region include:

1. Bangor International Airport is the nearest airport with regularly scheduled

- passenger commercial service. BIA provides national and international commercial passenger and freight services, as well as Air National Guard operations. It has an 11,441-foot main runway and car rental services are available.
2. Deblois Flight Strip, off State Route 193, has a 4,000-foot runway but no beacon or fueling services. Last rated by the state in poor condition.
 3. Eastport Municipal Airport has a 4000-foot runway and provides limited charter and instructional services. Beacon and fueling services. Last rated by the state in good condition.
 4. Hancock County - Bar Harbor Airport located in Trenton provides daily commuter service to Boston, Massachusetts, and charter service is offered. Car rental services are available. 5,200-foot main runway.
 5. Lubec Municipal Airport has a 2032-foot gravel/turf runway, with beacon, but no fueling services. Last rated by the state in good condition.
 6. Machias Valley Airport has a 2909-foot runway and is used by private plane owners and in an emergency, by air ambulance services. Beacon, but no fueling services. Last rated by the state in good condition.
 7. Princeton Municipal Airport has two runways, the larger of which is 3999 feet, and is used primarily by private businesses and recreational fliers. Beacon, but no fueling services. Last rated by the state in good condition.

Railroad Facilities and Rail Services

Passenger rail service to Washington County stopped nearly fifty years ago and freight service stopped in the mid-1980s. Recent efforts have created recreational trails along abandoned rail lines and rights-of-way. The Downeast Sunrise Trail is an 80-mile multi-use trail on the exempt Calais Branch rail line corridor from Ellsworth to Ayers Junction. The Management Plan for the Calais Branch specifies that if rail becomes a feasible use of the corridor then the Downeast Sunrise trail will no longer be the primary use of the corridor. The East Coast Greenway is a bicycle and walking trail planned to extend from Key West, Florida to Calais, Maine, which also uses the rail line rights-of-way. Passenger rail service in the State has increased with the reinstatement of passenger service between Boston and Portland and, more recently up to Brunswick, Maine. However, the only connecting transportation between Brunswick and the Bold Coast region is private taxi or limo service.

Ports

The deep-water port of Eastport at Estes Head boasts the greatest natural depth of water of any port on the east coast of the United States and as the easternmost port in the United States, is significantly closer to Europe. With 100 feet of water on approach channels, 64 feet of water at the pier at low tide and more than sufficient space to turn the largest ships afloat, Eastport is uniquely positioned and naturally endowed to accommodate any size vessel existing or planned. The port has two piers, three berths, with a low tide depth of 40 feet, and over 75,000 square feet of covered storage. The outer berth can accommodate a ship up to 900 feet in length. There is also a municipal breakwater in downtown Eastport for use by smaller vessels. Smaller cruise lines already schedule

stops in Eastport, and new cruises are being added each year. Private sailing vessels can be accommodated in the walkable waterfront villages of Eastport, Lubec, and Milbridge.

Downeast Coastal Scenic Inventory

The February 2010 Downeast Coastal Scenic Inventory was prepared by the Hancock County Planning Commission and the Washington County Council of Governments, along with a collaboration of governmental and non-profit agencies. This inventory utilized a methodology outlined by the (former) State Planning Office (SPO). By their definition, scenic resources are public areas, features, and sites recognized, visited, and enjoyed by the general public for their inherent visual qualities. The inventory focused on scenic resources viewable from public access places such as roads, parks, scenic turnouts, coastal water bodies, great ponds, public hiking trails, and similar features. Scenic features specifically noted included bridges, marshes, sail boats, historic buildings, cemeteries, islands, cliffs, working docks, lighthouses, cottages, tidal creeks, wildlife, rocky outcrops, and compact fishing villages.

Utilizing the SPO methodology, sites of regional scenic significance are those areas achieving a total value score in the 50's and 60's, while areas of statewide or national scenic significance receive a value score of 70 or higher. Sites scoring below 50 are considered of local significance, and are not included in the following list (please see the Downeast Coastal Scenic Inventory, February 2010 (<http://www.wccog.net/scenic-inventory.htm>), for a description of the scoring criteria and a full list of sites inventoried).

According to the method used, Washington County contains 59 sites of regional scenic significance, and 35 sites of statewide or national scenic significance. Following is a listing of regionally, statewide, or nationally significant scenic sites within the Bold Coast Scenic Byway corridor.

Bold Coast Scenic Byway Corridor Scenic Inventory (2010)		
State or National Scenic Significance		
Scenic Area	Scenic District	Score
Pigeon Hill	Pleasant River Bay	92
Shackford Head	Cobscook Bay	88
MCHT Bold Coast	Bold Coast	86
Roque Bluffs State Park	Englishman's Bay	85
Petit Manan	Prospect Harbor	84
Cobscook State Park	Cobscook Bay	83
Sipp Bay	Cobscook Bay	81
West Quoddy Head	Bold Coast	81
Reversing Falls	Cobscook Bay	80

Bold Coast Scenic Byway Corridor Scenic Inventory (2010)		
Flake Point	Englishman's Bay	79
Gleason's Cove	Cobscook Bay	79
Eastport Waterfront	Cobscook Bay	78
St. Croix Waterfront	Passamaquoddy Bay	78
Hamilton Cove	Cobscook Bay	77
Machiasport	Machias Bay	77
Mooseabec Reach	Englishman's Bay	77
Alley Bay	Englishman's Bay	76
Cutler Harbor	Bold Coast	76
Lubec Channel	Cobscook Bay	76
Schooner Cove	Bold Coast	76
South Addison	Pleasant River Bay	76
Johnson Bay	Cobscook Bay	75
Youngs Cove	Cobscook Bay	75
Jasper Beach	Machias Bay	74
Maguerrowock	Pleasant River Bay	74
The Bar	Pleasant River Bay	74
Carrying Place Cove	Cobscook Bay	73
Little Kennebec	Englishman's Bay	73
Pinkham Bay	Prospect Harbor	73
Whitlock Mills	Passamaquoddy Bay	73
Little Machias Bay	Machias Bay	72
Starboard	Machias Bay	72
Upper Machias	Machias Bay	71
Bucks Harbor	Machias Bay	70
Shipyard Cove	Machias Bay	70
Bailey's Mistake	Bold Coast	69
Bog Brook Cove	Bold Coast	69
East Machias	Machias Bay	69
Sandy River Beach	Englishman's Bay	69
Milbridge	Pleasant River Bay	68
Mill Cove, Robbinston	Passamaquoddy Bay	68
Morong Cove	Cobscook Bay	68
North Lubec	Cobscook Bay	68
Pond Cove	Englishman's Bay	67
Tibbett Island	Pleasant River Bay	67
Halfmoon Bay	Cobscook Bay	66
Bad Little Falls	Machias Bay	65
Bellier Cove	Cobscook Bay	65

Bold Coast Scenic Byway Corridor Scenic Inventory (2010)		
Denbow-Leighton Point	Cobscook Bay	65
Head of Sipp Bay	Cobscook Bay	65
McClellan Park	Pleasant River Bay	65
Pike Lands	Cobscook Bay	65
Cable Pool	Pleasant River Bay	64
Sipayik	Cobscook Bay	64
Whitneyville	Machias Bay	63
Addison Point	Pleasant River Bay	62
Narraguagus	Pleasant River Bay	62
Sanborn Cove	Machias Bay	62
St. Croix Island	Passamaquoddy Bay	62
Columbia Falls	Pleasant River Bay	61
Holmes Bay	Machias Bay	61
Pleasant Bay	Pleasant River Bay	61
Blueberry Hill	Pleasant River Bay	60
Boise Bupert	Pleasant River Bay	60
Jacksonville Bridge	Machias Bay	60
Indian River	Pleasant River Bay	59
Cherryfield Downtown	Pleasant River Bay	58
Fort O'Brian	Machias Bay	58
Haycock Harbor	Bold Coast	55
Gardner Lake	Machias Bay	54
Gin Cove	Passamaquoddy Bay	54
Dennysville	Cobscook Bay	53
Larabee Cove	Machias Bay	52
Middle River	Machias Bay	52
Whiting Corner	Cobscook Bay	52
Wescogus	Pleasant River Bay	51
Bog Brook	Bold Coast	50
Devils Head	Passamaquoddy Bay	50
Regional Scenic Significance		
Scenic Area	Scenic District	Total Score
Indian Lake	Machias Bay	49
Tide Mill Creek	Englishman's Bay	49
Woodruff Cove	Machias Bay	49
Crowley Island	Pleasant River Bay	48
Great Cove	Englishman's Bay	48
Boyden Lake	Passamaquoddy Bay	47

Scenic Turnouts and Interpretive Sites

Scenic turnouts provide opportunities for travelers to rest, recreate, and enjoy scenic and historic sites that initially drew them to the region. Scenic turnouts also provide opportunities to separate tourist traffic from commuter and freight traffic, thereby minimizing traffic conflicts and increasing roadway efficiency, safety, and enjoyment. For the length of the Bold Coast Scenic Byway, the overall assessment is that turnouts and public infrastructure is deficient.

The 2007 *Washington County Route 1 Mobility and Safety Analysis*, which explored design solutions to separate freight from commuter and tourism traffic, identified two designated scenic pull-offs along the Route 1 section of the byway route, and only one seasonal public privy.

The two identified pull-offs and the privy are in Edmunds Township (Little Augusta Boat Launch and the Edmunds Picnic Area) on the stretch of Route 1 between Lubec and Eastport. Additional informal scenic pull-offs identified by the report include: “the Dike” in Machias and the public boat launch at Indian Lake in Whiting. Public facilities are not available at either of these locations.

The *Route 1 Safety and Mobility Analysis* also identified another seven sites along the Route 1 section of the byway route that currently function as scenic pull-offs or have the potential for development as a scenic pull-off/interpretive site. Sites were identified based on existing use, visual amenities, and input from local officials.

The Bold Coast Corridor Advisory Group identified many other formal and informal scenic turnouts and picnic area sites along Routes 187, 191, and 190, for a total of 37 potential scenic turnouts and interpretive locations along the byway route.

Routes 187 and 191, which connect Jonesport and Lubec with Route 1, do not have any designated scenic turnouts. Existing roadside municipal green spaces and areas currently utilized as informal pullouts provide opportunities for designated scenic and interpretive sites. Three such sites were identified along Route 187, and three along Route 191.

Route 190 into Eastport currently has one designated scenic turnout with interpretive signage, located at Carrying Place Cove. Two other scenic areas, already utilized as informal turnouts, are located at either end of Carlow Island.

The Corridor Advisory Committee compiled the following list of existing or potential locations for scenic turnouts that could function both to help separate tourism traffic and provide interpretive information about the region.

Existing and Potential Scenic Turnouts/Interpretive Sites

Site		Direction/Location	Intrinsic Attributes	Existing Facilities	Recommendations For Improvements	Partners
1	Milbridge Municipal Center and Sculpture Park	Adjacent to Town Hall, Library, Post Office, Medical Center, Moosehorn NWR	Coastal Scenery, Historic Village, Sculpture Park, Wildlife	Sculpture park, parking, bathroom, walking trail	Route 1 Signage, Interpretive signage, path to NWR headquarters, picnic tables	SISS, Town of Milbridge, Moosehorn NWR
2	Narraguagus River (Milbridge)	Northbound <i>Open views across open fields just before entering Cherryfield</i>	Narraguagus River	None	Paved pull-off Interpretive signage	Town of Milbridge
3	Town Park, Train Depot (Cherryfield Town Center)	Southbound <i>At the intersection of Route 1 and Main St.</i>	Narraguagus River; National Historic District; Historic Train Depot	Landscaped park, picnic tables, train depot	Interpretive signage Information Center Vault Toilet	Destination Cherryfield; Downeast Sunrise Trail; Cherryfield Narraguagus Historical Society
4	Harrington Village Green	Northbound <i>At the intersection of Mill Street and Route 1, town center</i>	Park, historic downtown	Landscaped park, granite benches	Interpretive signage, picnic table	Town of Harrington, Library and Historical Society
5	Village of Columbia Falls	Route 1 Northbound	Historic District, Coastal Scenery, Fisheries, Maritime and Lumbering Heritage, Wreaths	Fish Hatchery, Museums	Route 1 Signage, Wreath-making interpretation, Historical Interpretation	Downeast Salmon Federation, Ruggles House, Wreaths Across America, Town of Columbia Falls
6	Wescogus Overlook and Cemetery (Addison)	Southbound on 187, <i>cemetery adjacent to Wescogus Farm</i>	Broad vista over blueberry fields, marshes and bays of Addison. Historic cemetery.	None	Interpretive signage (blueberries?) gravel pullout	Town of Addison, Wescogus Farm, Historical society/library
7	Indian River Church and Grange (Addison)	Both Directions <i>At intersection with Crowley Island Road and Route 187</i>	Historic structures in good condition	None	Interpretive signage	Town of Addison, Wescogus Farm, Historical society/library
8	Lincoln Park (Jonesport)	Route 187, Southbound <i>At Lamb of God Church (intersection of Indian River Road and Main)</i>	Coastal Scenery, Jonesport/Beals Bridge, Working Waterfront	Municipal park with picnic table and benches, paved roadside parking, historic cemetery	Interpretive Signage (sculpture and local information kiosk are being constructed) vault toilet at Fire Station or on church property	Jonesport Economic Development Committee, Downeast Fisheries Trail, Schoodic International Sculpture Symposium; Jonesport Fire Department; Lamb of God Church
9	Jonesport Heritage Center	21 Sawyer Square, <i>adjacent to State boat landing</i>	Maritime Heritage, oral history, interpretive programs	Museum, working waterfront, ship building, parking	Interpretive signage	Town of Jonesport, Jonesport Historical Society, Jonesport Shipyard, Downeast Fisheries Trail
10	Sardine Museum (Jonesport)	Route 187 <i>east of downtown</i>	Maritime Heritage, interpretive programs	Museum, parking	Interpretive signage	Town of Jonesport, Jonesport Historical Society, Jonesport Shipyard, Downeast Fisheries Trail
11	"The Washout" (Jonesport)	Route 187 Northbound <i>(8.4 miles from Route 1, east end of 187)</i>	Chandler Bay Englishman Bay, open ocean with islands	Informal gravel parking for 3-4 vehicles with stone bollards	Paved Parking Interpretive Signage	Jonesport Economic Development Committee, Downeast Institute, Jonesport Historical Society
12	Sandy Beach (Jonesport)	Route 187 Southbound (from east end of 187) Sandy Beach Municipal Park	Chandler Bay, open ocean with islands, Sandy Beach	Municipal Park with picnic tables and BBQ facilities. Seasonal porta-potty, designated parking	Interpretive Signage Landscaping Vault Toilet	Jonesport Economic Development Committee; Downeast Institute; Jonesport Historical Society

Existing and Potential Scenic Turnouts/Interpretive Sites

Site		Direction/Location	Intrinsic Attributes	Existing Facilities	Recommendations For Improvements	Partners
13	Mason Bay Scenic Area (Jonesport)	Eastern end of Route 187, Both Directions	Coastal Scenery, Mason Bay views, blueberries, fisheries	None	Paved pull-off Interpretive signage	Town of Jonesport, local conservation groups
14	Chandler Village, Chandler River (Jonesboro)	Route 1, northbound, at intersection with Old US Route 1	Chandler River, Chandler Village Historic Site	Municipal Park with interpretive signage about the village, parking, benches	Assess need for further interpretive information	Town of Jonesboro
15	Blueberry Barrens (Whitneyville)	Route 1 Northbound ~3/4 mi west of Whitneyville/Machias town line	Blueberry barrens, scenic vista, geology	None	Paved pull-off Interpretive signage	Ice Age Trail (<i>Down East RC&D</i>) <i>Blueberry companies</i>
16	Bad Little Falls (Machias)	Route 1 Northbound	Fisheries, Scenery, History	Bad Little Falls Park	Assess need for further interpretive information	Town of Machias, Beehive Collective, Machias Bay Area Chamber of Commerce
17	Machias Dyke (Machias)	Route 1 Southbound <i>In-town Machias</i>	Machias Bay; Middle River	Paved parking; Boat launch; Farmers' Market; Downeast Sunrise Trail	Development of visitor center, picnic area, and interpretive signage at Station 98, future site of Machias Chamber of Commerce	Machias Bay Area Chamber of Commerce, Downeast Sunrise Trail, East Machias Historical Society
18	East Machias Aquatic Research Center	Route 1 Northbound	Maritime Heritage Fisheries	Interpretive center	Assess need for additional interpretation	Downeast Salmon Federation, Downeast Fisheries Trail, East Machias Historical Society
19	Woodruff Cove (Machiasport)	Either Direction, at intersection with East Side Road	Woodruff Cove	Informal historic information sign	Interpretive panel, small gravel pull-off	Town of Machiasport, Historical Society
20	East Machias Historic District	Either Direction, Route 191	Historic Village, Maritime Heritage	Registered historic district	Parking, signage, interpretive information	East Machias Historic District, Town of East Machias, Washington Academy
21	Holmes Bay (East Machias)	Route 191 Southbound, just before Whiting Town line	Holmes Bay, open ocean with islands	None	Paved Parking Interpretive Signage	Town of Machiasport, local conservation groups
22	Looks Gourmet Foods (Whiting)	Route 191 Southbound from western end <i>approximately 6 miles from Route 1, just past Looks</i>	Historic Fisheries, Holmes Bay, open ocean with islands	None	Paved Parking Interpretive Signage	Looks Lobster, Downeast Institute, Downeast Fisheries Trail
23	Little Machias Bay (Cutler)	Route 191 Southbound from western end <i>10.7 miles from Route 1</i>	Little Machias Bay, Gravel beach, Cutler Towers	Informal gravel boat launch, gravel parking	Paved Parking Hand Carry Boat Launch Interpretive Signage	Town of Cutler, Downeast Institute
24	Cutler Town Office and Library	In-town Cutler	Cutler Harbor, Little River Lighthouse	Paved parking, grassed area	Interpretive Signage Picnic Tables Landscaping	Town of Cutler, Little River Light House
25	Moose Cove (Trescott Township)	Northbound, Route 191	Moose Cove views	None	Gravel Turnout, Interpretive signage	Unorganized Territories, conservation groups
26	Bailey's Mistake (Trescott Township)	Northbound, Route 191	Bailey's Mistake views	None	Gravel Turnout, Interpretive signage	Unorganized Territories, Trescott Historical Society
27	Johnson Bay (Lubec)	Eastbound, Route 189	Johnson Bay views	None	Gravel Turnout, Interpretive signage	Town of Lubec, Conservation Groups

Existing and Potential Scenic Turnouts/Interpretive Sites

Site		Direction/Location	Intrinsic Attributes	Existing Facilities	Recommendations For Improvements	Partners
28	Lost Fisherman's Memorial Park (Lubec)	Downtown, Intersection of North Water Street and Commercial Street	Maritime Heritage, Coastal Scenery, Working Waterfront, Historic Downtown	Lost Fisherman's Memorial Park	Many improvements are in progress!	Town of Lubec, Lost Fisherman's Memorial Association, Lubec Historical Society, Downeast Fisheries Trail, Charlotte County Regional Tourism Association
29	Little Augusta (Edmunds)	Northbound, Route 1	Whiting Bay	Gravel parking; Hand-carry Kayak launch	Maintenance of Gravel Turnout and launching site, Interpretive signage	Unorganized Territories, conservation groups
30	Bell Mountain Trails (Edmunds)	Southbound, Route 1, <i>across from Tide Mill loop road</i>	Roadside Trails	None	Trail head signs and parking	Unorganized Territories, conservation groups
31	Moosehorn NWR South and North Trails (Edmunds)	Route 1, Either Direction, at intersections with North and/or South Trails	Roadside recreation, wildlife viewing	Picnic table area, Outhouse, Paved parking; Informal gravel parking	Interpretive signs, Picnic table, maintained gravel parking	Moosehorn NWR, Unorganized Territories
32	Historic Dennysville	Route 1, Either Direction	Historic District, Lumbering History, Dennysville River	Registered Historic District	Scenic turnout with interpretive signage	Town of Dennysville, Dennysville Historical Society & Library
33	Pleasant Point Boat Launch	Pleasant Point, end of town, prior to boat launch	Gleason Cove, Herring Weirs	Parking	Interpretive Signage Picnic Tables Landscaping	Waponahki Museum
34	Carlow Island North (Eastport)	191 Southbound <i>north end of Carlow Island</i>	Gleason Cove, Herring Weirs	Informal gravel parking, beach access	Paved Parking Interpretive Signage Beach Access	Eastport Historical Society, Waponahki Museum
35	Carlow Island South (Eastport)	191 Northbound <i>south end of Carlow Island</i>	Bar Harbor	Informal gravel parking	Paved Parking Interpretive Signage Beach Access	Eastport Historical Society, Waponahki Museum
36	Carrying Place Cove (Eastport)	191 Southbound, head of Carrying Place Cove	Carrying Place Cove, ocean vistas and islands	Paved parking, interpretive panels, landscaping, beach access	Assess need for additional interpretation	Downeast Fisheries Trail
37	Eastport Visitor Center	Intersection of Water Street and Sullivan Street	Coastal Scenery, Working Waterfront, Maritime Heritage, Historical Downtown	In progress. Visitor information, public bathroom, Interpretive center	Improvements in progress. Work with Port Authority to assess interpretive needs.	Port Authority, Downeast Fisheries Trail

Sources: 2007 Washington County Route 1 Mobility and Safety Analysis (2007); Bold Coast Scenic Byway Corridor Advisory Group (2014)

Recommendations for Improvements to Roadway Safety

The potential for development of seasonal and year-round homes in coastal communities along the corridor could result in increased commuter and tourist traffic throughout Washington County. Municipal land use regulations and comprehensive plans play an important role in preserving the corridor's ability to serve as a regional transportation artery. Community and regional design and planning solutions are needed to separate freight from commuter and tourist traffic.

The 2007 report identifies three primary strategies for separating freight from commuter and tourist traffic:

- Improved turning access to facilitate separation of commuter and through-traffic;

- Additional scenic pull-offs to facilitate separation of tourist and freight traffic; and
- The addition of passing lanes.

The 2007 “*Mobility & Safety Analysis*” specifically identified the need for several turning and passing lanes along what is now the designated Bold Coast Scenic Byway route. To allow for adequate (safe) passing opportunities and separation of tourism traffic from freight and commuter traffic, this Bold Coast Scenic Byway Corridor Management Plan recommends that the Maine Department of Transportation make necessary roadway improvements for turning access at all identified locations in cooperation with the Bold Coast Scenic Byway, the Downeast Sunrise Trail, the Downeast Coastal Corridor Multimodal Management Plan (WCCOG/HCPC 2009), and any other current, pertinent transportation initiatives.

The 2009 *Downeast Coastal Corridor Multimodal Management Plan*, and its update in 2014, are a study of Route 1 which provide recommendations for maintaining safe and efficient passage of commuter, freight, and tourist traffic while increasing (tourism-related) economic development opportunities in the region. Several recommendations of this report directly relate to the byway route:

- Improve un-built Sections of Route 1 in Washington County that are not built to modern standards, including the addition of guardrails, shoulders and additional passing lanes;
- Make necessary roadway improvements for turning access at identified locations;
- Make necessary roadway improvements for passing lanes at identified locations;
- Construct or improve potential sites for scenic pull-outs, to facilitate separation of tourist and freight traffic.

Long-term recommendations for Route 1 corridor management, as written in the 2009 *Downeast Coastal Corridor Multimodal Management Plan*, which directly relate to byway route management include:

- Assure that future road improvements reflect the needs of the major groups of users: truckers, commuters and tourists. ***The needs of these three groups must be addressed in a manner that preserves and protect the unique character of the [entire] corridor.***
- Promote effective access management policies and other land management measures recognizing resistance to land use controls. ***Maintaining the scenic, natural, and historic attributes of the byway route is critical to long-term preservation of the culture of the region, and unmitigated residential and commercial sprawl has the potential to deteriorate the integrity of these intrinsic resources.***
- Prepare for increased rates of congestion due to more traffic. ***Increasing popularity of the region as a tourism, [recreation,] and retirement area means continued increases in vehicular, pedestrian, and bicycle traffic.***

Other recommendations set forth by this Corridor Management Plan include the incorporation of striping and paved shoulders along Routes 187, 189, 190, and 191 wherever possible. These roadway features provide separation between bicycle and vehicle traffic, providing a reasonable measure of safety to all users. Potential bicycle routes should be analyzed and prioritized for feasibility and correlation with byway route intrinsic values, and funding sought in partnership between municipalities, the County, and the MaineDOT.

Although signage does not currently create any significant detractor from the intrinsic qualities of the byway route, signage will become more numerous and diverse as communities grow. Municipalities with frontage along the byway route should consider incorporating at least minimal design and co-location standards, such that future signage remains consistent with the byway route's overall scenic, historic, and natural qualities.

As noted above, scenic turnouts provide opportunities for separation of tourism traffic from commuter and freight traffic, and this Bold Coast Scenic Byway Corridor Management Plan recommends the designation and maintenance of identified formal and informal scenic turnouts as interpretive, scenic, and recreational sites, as appropriate (See Chapter 15, Priority Capital Improvements Plan, for detailed recommendations).

H. LAND USE AND DEVELOPMENT PATTERNS

Existing Land Use

The 125-mile length of the byway passes through 22 jurisdictions and diverse topographic features. The byway route is a tapestry of land uses varying from village center, multi-use, commercial and residential to marine industries, agricultural, forested, coastal, rural residential, and back to village center, over and over again. The predominant characteristic of the byway landscape is rural and residential in nature, with village centers and commercial/industrial activities scattered throughout. Industrial uses are typically resource-oriented—wreaths, blueberries, boat-building, seafood processing. The byway passes through denser downtowns and village centers in Milbridge,



Blueberry Barrens in Autumn, Jonesboro



Moosehorn National Wildlife Refuge

Cherryfield, Harrington, Columbia, Jonesport, Jonesboro, Machias, East Machias, Cutler, Lubec, Pleasant Point, and Eastport. Most village centers are compact; Machias and East Machias are the only communities along the byway that contain a predominantly vehicle-oriented commercial strip of development—this occurs at both ends of Machias, and spreads into East Machias.

Coastal Villages – Milbridge to Machias

The byway route begins (from the west) in the village area of Milbridge, a traditional fishing village on the shores of Pleasant Bay and at the mouth of the Narraguagus River. Outside of the town center, Route 1 parallels the Narraguagus River and is characterized by low-density residential development interspersed with undeveloped woodlands and open fields, some of which are actively managed for hay.

Entering downtown Cherryfield, Route 1 crosses the Narraguagus River and quickly passes through the town center, which is within a large historic district. Beyond Cherryfield, Route 1 parallels the Downeast Sunrise Trail, which runs along the edge of the forest with a thin buffer of marshland.

Route 1 passes through a broad open area of active farmland, with a high school and scattered commercial development. Harrington’s village center is predominantly residential, with one restaurant, an antique store, a park, and a library and post office. Several commercial storefronts are vacant. Worcester Wreath Company and a marine shop are located at the edge of the village center. Route 1 crosses water on both ends of Harrington. On the eastern side of the village, tidal marshes are easily visible along the Harrington River in several locations. Gas station/convenience store and auto supply shops are located at the intersection of Routes 1 and 1A.



William Nash House, Cherryfield



Public Hiking and Private Camp Access

The stretch of road between Harrington and Columbia contains rural, light residential, and dispersed commercial uses. Route 1 crosses the upper reaches of the West Branch of the Pleasant River at the gateway to the “Four Corners” commercial center in Columbia. Beyond this, predominant land cover is forest and open blueberry land with intermittent, usually small commercial businesses.

Southbound on Route 187 land use is predominantly forest and blueberry fields, with interspersed homes and rural home-based businesses (including agriculture). At Indian River, Route 187 passes through a small historic village area and tidal marsh.

Jonesport perches above Moosabec Reach, with sweeping ocean views from several locations throughout the town, including a park at the town’s western gateway, a small beach near the Jonesport/Beals Bridge, and another small beach at the eastern gateway to the town.

Route 187 northbound from Jonesport passes through a low-lying stretch of land with blueberry barrens, marshland, and scrub forests interspersed with residential and agricultural development on both sides. A long stretch of blueberry land affords a sweeping vista of Mason’s Bay.

Jonesboro is located at the mouth of the Chandler River, and the small village center contains an historic, interpretive park just east of the bridge, where tidal influences on the river are observable.

From Jonesboro to Machias, Route 1 has shoulders and is wider than it is on many other sections of the byway route. The landscape is mainly forest and blueberry barrens, interspersed with residential and industrial uses, includes a MaineDOT maintenance lot, a biomass co-generation plant, and the Whitney wreath company.

The western gateway to Machias is dominated by commercial businesses occurring in a continuous strip-style of development. Commercial strip-style development extends through to East Machias, the eastern gateway of the city. The Machias River passes through the compact, walkable center of town, and small businesses in historic structures are situated along the river. College Hill, the location of the University of Maine at Machias, and Bad Little Falls Park at the bottom of College Hill, offer green spaces to observe the panorama of the city and enjoy vistas of the river.



Lobster Fishing Gear Waiting to be Set



Main Street (Route 1), Downtown Machias

The Bold Coast – East Machias to Lubec

Through East Machias the byway route wanders along Woodruff and Shipyard Coves, with rocky, wooded hills on the inland side and occasional views of the Downeast Sunrise Trail on the coastal side. Development is mainly residential with several bed and breakfasts and other businesses located in historic homes.

Route 191 South along Holmes Bay and Little Machias Bay wanders along elevated ridges with sweeping views of the water to the south and west. Along the entire stretch of Route 191 from East Machias to Cutler, residential development is light and the dominant landscape features are forests and the bays.

Route 191 crosses the Little River, passing through the heart of Cutler village on the north side of Cutler Harbor. Cutler is a small working waterfront village characterized by historic homes perched above the harbor. On the east side of Cutler village, Route 191 passes through a stretch of low-lying open land with a mix of fields, blueberry land, streams, and marshes. The road then enters a long stretch where preserved forests, held

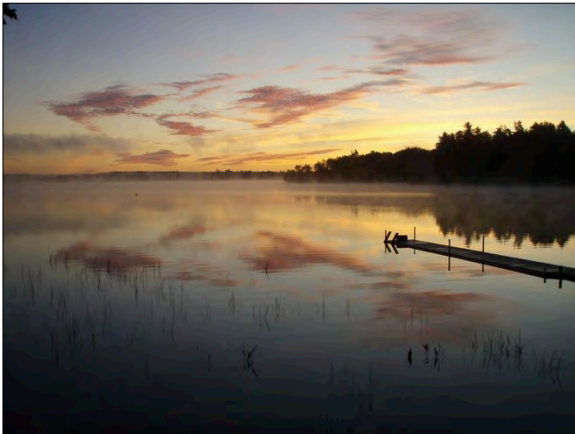
by Maine Public Reserve Lands and Maine Coast Heritage Trust holdings, bound the roadway on both sides.

From Route 191, Route 189 passes southward through small coastal hamlets at Moose Harbor and Bailey's Mistake, and then through a stretch of inland forest and woodlands (locally known as the Dixie Road).

From West Lubec to downtown Lubec, Route 189 sits on a prominent ridgeline. Ocean vistas, historic homes, and small businesses are set within a largely rural landscape, with increasingly dense residential and small commercial development as the road enters Lubec. The roadway's position on the line of the ridge offers occasional views toward Johnson and Straight Bay and across Lubec Channel toward Grand Manan. The compact and walkable downtown Lubec offers intimate vistas of historic structures and a working waterfront. The Lost Fisherman's Memorial Park provides a green space in the center of the action at the edge of the channel with views of the international bridge and Campobello Island.

Cobscook Bay – Whiting to Eastport

Leaving Lubec, Route 189 meets with Route 1 in the small crossroad community of Whiting. Immediately north of Whiting village, Route 1 parallels Whiting Bay. The State of Maine and the Moosehorn National Wildlife Refuge hold much of the land on both sides of the road in conservation. A few scattered residential uses and home-based businesses occur, but forests are the dominant land use.



Route 1 widens slightly through Perry. Forests and low density residential land uses dominate, with a cluster of mixed-use residential and commercial uses near the junction of Route 190 south toward Pleasant Point and Eastport.

The landscape along Route 190 between Perry and Pleasant Point is wooded, with dispersed commercial and residential development. Pleasant Point Indian Reservation is a small yet dense village surrounded on three sides by ocean. Predominant land uses are residential homes or Tribal services (which include educational, religious, cultural, emergency, and governmental uses). A boat landing is located on the south end of Pleasant Point, where the Museum maintains an interpretive panel.

Route 190 crosses causeways through Gleason Cove to Carlow Island and northern Moose Island. Land use on the islands is rural and low density residential. The road is immediately adjacent to the water on one or both sides for significant periods. Several well-used informal gravel turnouts occur along this stretch. A designated, paved turnout with interpretive panels is located at the head of Carrying Place Cove. Route 190 circles the curve of the cove with excellent ocean vistas. Scattered residential and small commercial/industrial uses increase in density as Route 190 turns toward Eastport.

Eastport's historic village center is dominated by coastal vistas and historic structures in a dense retail center at the edge of the sea. A public pathway along the water and working wharfs in the heart of town provide opportunities to enjoy the panorama and the coastal working way of life.

Existing/Historic Development Patterns

Historic development patterns along the byway route include dispersed rural land uses (forestry, agriculture, fisheries, residential, small commercial). Small service centers are mainly located along Route 1. Working waterfronts and dense village centers occur at the peninsula communities of Jonesport, Cutler, Lubec, and Eastport. Historic trends of low-density, dispersed rural/residential development with small, dense community centers are likely to continue, with one exception; the spread of commercial development along Route 1 between Machias and East Machias is likely to continue.



Machias, 1896



Modern Day Machias 1

Current land ownership in built-up areas is typically small residential holdings and larger commercial lots. Lots tend to be small adjacent to water bodies. Outside of downtowns and village centers, lots may be as large as several hundred acres or more. Many larger holdings are agricultural and forest land, including blueberry growers and industrial (large-scale) forests.

Expansion and new development of roadside commercial uses mainly occurs near existing commercial development and settled areas. New homes are more often built on municipal roads and along Routes 189, 190, and 191. The absence of excess sewer treatment capacity and/or municipal water in most towns along the byway steers much of the development into denser settlements or high-intensity uses.

In addition, development constraints along the byway route are many, including wetlands, shore lands, areas with steep slopes and the presence of rare and endangered species and significant wildlife habitats. In some cases, these natural constraints act as a natural limit to the extent of development. Conserved lands such as the Baring Division of the Moosehorn NWR reduce sprawl along the byway and retain the natural resources that contribute to its most important intrinsic qualities.

Few communities along the byway route have land use ordinances designed to influence the pattern of development. The only communities with town-wide zoning are Cherryfield, Milbridge, and Eastport. Roque Bluffs, which is an important “detour” community, also has a comprehensive plan and town-wide zoning. Apart from state mandated shoreland zoning, a majority of the corridor towns exercise limited land use restrictions.

Descriptions of the existing land use districts along the byway in these three towns are listed below.

Milbridge

- Down Town Commercial—areas along Route 1 beginning about ½ mile after the start of the byway route to just past the junction of Route and Route 1A.
- Down Town Residential—along Route 1 immediately north and south of the Downtown Commercial district.
- Limited Residential—along Route 1, immediately north of the Downtown Residential district.
- Rural—areas along Route 1 north between the village and Cherryfield.
- Conservation—no areas located along the byway route.

Cherryfield

- Historic Village—established to protect an area of approximately 75 acres lying on both sides of the Narraguagus River—located along Route 1 between the junction of Route 182 and the junction of Municipal Way.
- Mixed Use District—along Route 1 from approximately ½ mile north of the Milbridge town line through the village.
- Rural District—from the Milbridge town line north along Route for approximately ½ mile; and the segment of the Cherryfield Stretch (Route 1) near Harrington.

Eastport

- Rural District—along both sides of Route 190 on Carlow Island; and portions of the east side of Route 190 from between the north end of Moose Island and the airport.
- Highway Business District—along portions of the west side of Route 190 near Quoddy village, portions of the east side of Route 190 across from the airport, a small area near junction of County Road.
- Industrial District—areas on both sides of Route 190 near Quoddy Village; an area on the west side of Route 190 near the airport.

- Downtown Business District—both sides of Route 190 in the downtown area.

Future Land Use

Although change in land use patterns of the Bold Coast region is not dramatic or fast, it is occurring. Each year timber is harvested, and the cleared lots are put up for sale. Each year more land in the region is converted from forest to blueberry fields. Young farmers are moving in and resurrecting, maintaining, or creating new farmland. Home-based businesses increasingly dot the landscape. Some retail businesses grow, some simply change hands, and others close their doors. Wind towers and cell phone towers are being erected. A few homes are rehabilitated, and a few new ones are built each year. These are trends that are likely to continue. Agricultural and forestry uses, marine, industrial, tourism, and commercial fisheries uses will continue as significant economic drivers.

Population projections by the Office of Policy and Management indicate that the general population of Washington County will continue to decrease through 2020, from 33,941 in 2000 to 31,090 in 2020. Individual coastal communities are likely to experience a small amount of growth during this time. Local residents may shift from coastal to inland communities as taxes and real estate values increase in coastal communities. Based on past trends, residential development will most likely be concentrated in coastal communities and inland communities with available lake frontage, while, retail, commercial and industrial uses will occur along Route 1 and in the larger villages.

The aging population of the region has measurable impacts on land use. Coastal Washington County is a popular retirement destination, and younger residents are leaving for employment opportunities. As population is decreasing and age is increasing, household size is declining. Meeting the housing and transportation needs of an older population is at the forefront of many community development goals in local comprehensive plans. Communities recognize the need for more multi-unit and accessory (“mother-in-law”) developments closer to town centers. Construction of single-family, year-round and seasonal dwelling units is likely to continue at a slow but steady rate. Visitors and summer residents are likely to continue slowly choosing to relocate to the region. Residential and tourism development could be accompanied by a corresponding increase in commercial and other service-related development.

There is an abundant supply of existing, unused or under-used, commercial and residential real estate available throughout the byway region. Many of these structures may be too deteriorated to be worth repair, but new development is likely to utilize existing foundations and utilities. Although economic growth is expected to result from increased visitor traffic along the byway, new development is most likely to occur within the bounds of existing development, whether by a complete reconstruction or renovation of an existing structure.

One emerging land use pattern identified in the Downeast Coastal Corridor Management Plan is a shift of new local residential development away from the coastal communities to more inland locations. The high price and declining availability of land along the coast

has made inland towns more attractive locations for local residential development. However, most jobs are located along the coast. If more local residential construction does trend inland more commuting-related traffic from inland towns to the coast could be expected. A related pattern is the sale and conversion of large parcels of land previously used for forestry for residential uses. Despite rising property values, coastal communities will continue to increase in their attractiveness to seasonal residents or new retirees.

Municipal Comprehensive Planning – Land Use Districts

Most communities in the byway region have adopted comprehensive plans consistent with Maine’s Growth Management Act. Byway community plans generally express a desire for economic growth that provides needed jobs and services but retains and revitalizes the rural and small-town characteristics.

Local Comprehensive Plans address a range of corridor management concerns such as access management and concentrated commercial development. Most also include goals and strategies that promote safety and economic development, and are consistent with the Bold Coast Scenic Byway Corridor Management Planning process.

Milbridge

The Milbridge Comprehensive Plan (2012) outlines measures to promote the downtown, including construction of additional municipal parking, pedestrian improvements and enrollment in Maine’s Downtown program. Protection measures for rural areas include increased lots size and limiting curb cuts.

Cherryfield

Cherryfield’s Comprehensive Plan (2003) includes designation of a village mixed-use area and a rural area and recommends development of specific protection measures for the Cherryfield Historic District.

Harrington

Harrington’s Comprehensive Plan (2009) adopts a policy “to promote development that is consistent with the historic character of the Village.” The Comprehensive Plan also designates an “Educational/Institutional District” in the vicinity of Narraguagus High School.

Columbia

Columbia’s Comprehensive Plan (2004) includes a Mixed Use District in the vicinity of “the Four Corners” to accommodate retail and commercial operations with provisions for development of access management policies. The remainder of the land along of the byway in Columbia is designated as rural.

Columbia Falls

Columbia Falls’ Comprehensive Plan (2001) includes the village – which sits just off the proposed byway route - in the designated growth area.

Addison

Addison's Comprehensive Plan (2007) proposes two districts along the byway route. The Residential-Recreational-Resource District includes areas around the junction with the Wescogus Road and the Basin Road / Indian River area. Among other things, this district protects agricultural and forestry uses and provides open spaces for recreation and habitat. The Residential and Home Business District, which includes the remainder of the byway route in Addison, supports an existing pattern of residential and home based business activities in areas where roads and services are already established. The Plan recommends performance standards for compatibility among residential and business uses, and ensures that agriculture will continue.

Jonesport

Jonesport's Comprehensive Plan (2010) proposes a number of land use districts along the byway route, including: a Medium Density Residential District and a Residential Mixed Use District between the Village and the Addison town line. The Village/Mixed Use District proposed small lots sizes, and performance standards for "access requirements, parking, landscaping, signage, as well as design criteria to ensure attractive development." The remainder of the proposed route is included in rural districts "where minimal new development will take place and where existing resources will be protected including agricultural land, forested land, wetlands, scenic areas, and open space." The Comprehensive Plan includes a list of Scenic Areas and a recommendation to "create a detailed Scenic Inventory that identifies scenic resources in town."

Jonesboro

Jonesboro's Comprehensive Plan (2008) proposes a Village/Mixed Use district in order "to retain the unique character of the center of the community and to allow for growth in the future near existing services". A "Low Density Residential/Home Based Business District" west of the Village along the byway places greater emphasis on agricultural uses.

Whitneyville

The Town of Whitneyville completed its first Comprehensive Plan (2012) in 30 years. The small section of the Byway route located within Whitneyville passes through a proposed commercial/industrial zone along Route 1 that already supports industrial land uses, and runs adjacent to a resource protection zone.

Machias

Machias's Comprehensive Plan (2007) proposes a number of land use districts along the byway route with a goal of permitting a wide variety of uses appropriate to a vital, pedestrian-friendly downtown, to provide for both pedestrian-friendly businesses and high density residential uses, and to maintain the rural character of Machias. The Commercial District occupies a relatively constrained area between the Roque Bluffs Road and the University. The roadway passes through a Mixed Use District on College Hill and a Downtown District on the north side of the river designed to accommodate a relatively dense level of mixed commercial and residential development compatible with exist land uses. A second commercial district exists on the east side of the Dyke.

East Machias

The East Machias Comprehensive Plan (1997) designates Village and Rural areas. The Village area extends along Route 1 from near the Machias Town line to the junction of 192 and then along Route 192 to Wiswell Hill Road (approximately). The remainder of the byway route in East Machias passes through the designated rural district.

Machiasport

Machiasport's Comprehensive Plan (2009) proposes a Rural Residential Area designed to "protect the mix of rural land uses that exist through much of Machiasport including agricultural, low-density residential and forestry uses while continuing to provide for affordable residential dwellings; support home-based businesses; and provide open spaces for recreation and habitat."

Whiting

Whiting's Comprehensive Plan (2004) designates the portion of town through which the majority of the byway route passes as Rural, with some Limited Commercial/Residential shoreland areas. The Rural designation is designed to "maintain the rural character of the town, to protect agricultural and forestry uses, to provide open spaces, and to provide for single family residential dwellings with larger lot sizes. Commercial agricultural and commercial forestry operations will be permitted, as well as limited business use.

Cutler

Cutler's Comprehensive Plan (1991) identifies areas "suitable for development" and areas "unsuitable for development." Most of the proposed byway route is designated as "unsuitable for development." Identified constraints include poor soils, wetlands, and land held by public agencies (including the US Navy and the Maine Department of Conservation). The most extensive areas along the byway route that are identified as "suitable for development" extend from Holmes Bay to the Little Machias Bay Road, and then again through the village.

Trescott and Edmunds

The Land Use Regulatory Commission regulates land use in Trescott and Edmunds under the Comprehensive Land Use Plan (2010). Community guided planning and zoning in the Unorganized Territories of Washington County will begin in 2015.

Lubec

Lubec's Comprehensive Plan (2010) designates rural areas, a West Lubec Village District, and a Village/Mixed Use District, all designed to support the types of land uses that currently exist.

Dennysville

The Dennysville Comprehensive Plan (2003) designates a Rural District designed to maintain the rural character of the town, protect agricultural, forestry, recreational and wildlife habitat; and provide open spaces. No municipal water or sewer is currently available and none is anticipated in the future.

Pembroke

Pembroke's Comprehensive Plan (2010) designates a Rural Distract along most of the byway. This district is designed to support an existing mixture of land uses and development activity including agricultural; forestry; residential; home based businesses; extractive activities; interpretive trails; nature areas; and high yielding aquifers. The byway route passes through a designated growth area near the junction with Route 214 (from approximately Old Route 1 to Front Street). Performance standards proposed for this area include access requirements, parking, landscaping, signage, and design criteria to ensure attractive development.

Perry

Perry's Comprehensive Plan (2010) proposed a Rural Distract along most of the byway and a designated growth area near the junction with Route 190. However, the Town did not adopt the Comprehensive Plan.

Pleasant Point

Land use in Pleasant Point is governed by the Passamaquoddy Nation in accordance with tribal law. Pleasant Point does not have a comprehensive plan. Land use in Pleasant Point appears to be compatible with the scenic byway program.

Eastport

Eastport's Comprehensive Plan (2004) designates both Rural Areas and Growth Areas along the byway route. All of Carlow Island and most areas on the east side of Route 190 are designated as a Rural Residential area. Mixed Use and Industrial Growth Areas are designated along the byway route in the vicinity of Quoddy Village and on the west side of Route 190 near the airport; and both Residential and Downtown growth areas along the remainder of Route 190.

I. PLANNING, MANAGEMENT, AND PROTECTION TECHNIQUES

A primary goal for designation of the Bold Coast Scenic Byway is to promote economic development by encouraging tourism that celebrates and supports the Washington County way of life. This way of life draws upon a long cultural history of a people who live, work, and play within a wild and scenic coastal environment; it is also reliant on safe and efficient access to healthy and abundant natural resources.

Compatibility Between Byway Goals and Local Efforts

According to research conducted by the Maine Office of Tourism, travelers value outstanding scenery and a clean environment. They enjoy destinations that preserve natural, historic and cultural sites. The MaineDOT Scenic Byway program promotes economic development along roadways that offer the traveler an opportunity to experience exceptional scenic, cultural, recreational, archeological, and historical qualities. The Maine Scenic Byways Program Mission Statement reflects the interconnected nature of Maine's roadways, resources and communities.

The Maine Scenic Byways Program will preserve, maintain, protect and enhance the intrinsic resources of scenic corridors through a sustainable balance of conservation and land use. Through community-based consensus and partnerships, the program will promote economic prosperity and broaden the traveler's overall recreational and educational experience.

The Maine Scenic Byways Program focuses on community-based support and resource protection while seeking to promote regional economic benefits that may result from designation. The ultimate goal of the Program is to preserve, maintain, protect and enhance Maine's unique intrinsic resources.

Scenic Byway designation promotes economic development by:

- Introducing visitors to the beauty, solitude, and rejuvenating qualities of the landscape;
- Providing access to the numerous recreational opportunities;
- Sparking curiosity about the people, culture, and history of the region; and
- Enticing patrons to local businesses and community events and celebrations.

Local Comprehensive Planning: Byway Compatible Municipal Policies

Many Comprehensive Plan policies and implementation strategies in Byway communities are compatible with the goals of the scenic byway program. The land use

districts in municipal Comprehensive Plans were described in Chapter H. Land Use and Development Patterns. The following describes the Byway compatible policies in these local Comprehensive Plans. Note: All Comprehensive Plans referenced in the following pages are available for download in the WCCOG digital Comprehensive Plan library (<http://www.wccog.net/library.htm>).

Milbridge

- Encourage the identification and protection of significant historic and archaeological resources through voluntary registration and protection programs and through its land use and subdivision ordinances. (B12)
- Ensure room for sidewalks, but encourage building close to the road in the downtown. (II.C.1)
- Pursue funding for construction of a public parking lot in Town. (II.C.2)
- Limit size and quantity of curb cuts Downtown to improve quality of street, improve traffic flow, and improve the Town for pedestrians. (II.C.2)

Cherryfield

- Develop and refine a sign policy directing that signs be developed in a manner that is tasteful and appropriate to their subject, namely to direct visitors to the historic district and specific historic sites in Cherryfield. Signs will direct visitors from intersections outside of town and once they are in the village itself. (H-12)
- Historic awareness of historic structures and artifacts should be promoted, especially in the Historic District, including the consideration of listing of additional sites on the National Register of Historic Places for Cherryfield. (B-16)
- Appoint a committee to assist with implementation of Economic Development and Downtown Revitalization objectives. (E-17)
- Support the maintenance of existing trails as well as the creation of new ones, where warranted, for snowmobile and other uses. (G-6)

Harrington

- Ensure that land regulation provides access management standards for new commercial and residential development along Route 1 and Route 1A. (K-16)
- Improve the pedestrian environment including adequate parking, pedestrian and inter-modal facilities serving the village center. (H-13)
- Develop a Village Improvement Plan that identifies parking, and sidewalk improvements needed in the village center. (H-13)
- Explore development of a trailhead proximate to the village for the Downeast Sunrise Trail. (H-13)
- Encourage further economic growth in the downtown by continuing the revitalization efforts. (E-17)
- Enhance Tourism by promoting Harrington downtown retail businesses historic character, outdoor recreational amenities, and scenic beauty. (E-18)

Columbia

- To encourage recreational opportunities and increase public access to the river, improvements on the newly obtained property at Saco Falls, landing facilities,

- hiking trails and other amenities will be implemented and maintained by the Downeast Rivers Land Trust. (G-5)
- Discourage development in its sensitive rural areas through public investment decisions. There will be no extension of paved surfaces beyond the current extent of paved roads in the town's ownership. In addition, to discourage conversion of existing seasonal camps into year round residences the town will not extend winter maintenance (plowing) beyond its current extent. (H-8)

Columbia Falls

- Columbia Falls' Comprehensive Plan does not have any policies that specifically address the scenic byway program, but land use districts proposed along Route 1 and in the village are compatible with the existing character of the roadway and appear to be consistent with the scenic byway program. The Town has recently undertaken historic preservation efforts at the Town Hall; and other projects consistent with the Byway program.

Jonesport

- Promote and support growth in the existing village area of Jonesport. (K-14)
- Seek funds to prepare a Downtown Revitalization Plan for improvements such as sidewalk extension, benches, street trees, benches, lighting, parking areas, recirculation of traffic. (K-14)
- Seek solutions for parking within village area to serve marinas, development and visitors to islands. (K-14)
- Promote a human scale of development within the village area. (K-14)
- Provide large rural areas for agricultural and forestry uses. (K-14)

Jonesboro

- Promote and support growth in the existing village area of Jonesboro. (K-13)
- Allow and encourage existing land resource based industries to thrive in their current locations. (K-13)
- Develop a Jonesboro Community Profile for use as a marketing and promotion tool; include local businesses, describe the fishing heritage and economic base, describe local regulations, post to web site. (E-12)
- Retain/ensure views of water across open land from public rights of way (see also Natural Resources policies) (E-13)
- Secure public access to the water and maintain traditional accesses to shell-fishing areas. (G-7)

Whitneyville

- Work with the Whitneyville Historical Society and the Maine Historic Preservation Commission to assess the need for, and if necessary plan for, a comprehensive community survey of the community's historic and archaeological resources. (B-4)
- Continue to maintain at least one major point of public access to the Machias River for boating, fishing, and swimming; and work with nearby property owners to address concerns. (E-4)

- Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. (E-4)
- Coordinate with neighboring communities and state agencies to protect shared critical natural resources. (F-9)
- Include major concentrations of farm and forestlands in the “rural areas” of the Land Use Plan. (G-6)
- Support efforts to construct additional parking near the junction of the Sunrise Trail and Middle Street (or Route 1A). (J-13)

Machias

- Develop a comprehensive transportation plan to include traffic flow, pedestrian links, sidewalk, scenic turnoff, and river walk, etc. (H-13)
- Develop a sidewalk/trail improvement program by evaluating existing systems, identifying the needs of the residents, establishing priorities for improving and maintaining existing sidewalks/trails, and developing a program for sidewalks/trails improvements. (H-13)
- Develop river walk trail connecting causeway to Bad Little Falls, across the river, then to Stillman Street; include botanical and interpretive elements. (H-13)
- Promote Machias Rail Station (1898) to include park and ride, bus stop, taxi service, walking and cycling trails. (H-13)
- Strive to limit sprawl along Route 1 and other town roads where they extend into the outlying areas of Machias. (K-11)
- Concentrate expanded commercial or urban (high density) residential growth districts adjacent to existing commercial development. (K-11)
- Plan for parallel roads servicing new development to limit additional exits and entrances onto Route 1. (K-11)
- Maintain the open space and rural character of outlying areas. (K-11)
- Support retail and tourism based development in the downtown core and inhibit retail and ‘strip’ development along Route 1 in compliance with state Access Management laws. (K-12)

East Machias

- Collect items and documents preserving the memory of East Machias, including its once-thriving industries.
- Distribute history of town to B&B’s, local businesses, and visitor centers.
- Maintain historic buildings and sites.
- Protect and enhance the alewife and elver resource.
- Protect those town water access points that are still desirable.
- Prepare and adopt an ordinance to prevent timber cutting right up to town roads.
- Encourage new small businesses to locate in the center of town.
- Develop town’s trails and attractions into a system.

The Town has also been supportive of village revitalization efforts consistent with the byway program, including an extension of village sidewalks, support for Down East

Salmon Federation efforts to rehabilitate the former Bangor Hydro site in the middle of Town; and renovation of the Fire Department building on the north side of Route 1.

Machiasport

- Explore designation of Machiasport village as a Historic District. (Appendix F.1)
- Potential areas and artifacts of historical and archaeological significance, especially along the coast, should be professionally surveyed and documented. (Appendix F.1)
- Zone significant archaeological sites that occur within the Shoreland Zone, such as the petroglyphs, as Resource Protection. (Appendix F.1)
- Explore development of snowmobile, ATV and/or hiking trails that may feed into the Sunrise Trail. (Appendix F.2)
- Seek funding for a feasibility study to explore development of recreational boating facilities (e.g. a marina) on the Machias River/Machias Bay. (Appendix F.3)
- Work with land owners to develop a plan to protect significant scenic resources. (Appendix F.7)

Cutler

- Designate appropriate areas for the development of low-impact commercial enterprises. (III.B.1)
- Require that applicants of major developments and subdivisions larger than 10 housing units or 10,000 sf. of commercial development submit appropriate traffic studies assessing the impact such developments will have on existing traffic conditions. (III.D.2)
- Make available a wide range of outdoor recreational opportunities including access to public waters. (III.F)
- Continue to protect and enhance to quality of marine resources. (III.G)
- Continue to encourage and promote the development of water dependent uses in appropriate areas, which will contribute to the economic well-being of the town. (III.G)
- Protect identified significant natural areas from adverse impact (III.I)
- Promote the identification and subsequent protection of significant historic and archeological resources. (III.K)

Trescott And Edmunds Townships

The Land Use Regulatory Commission governs land use in Trescott and Edmunds Townships under the Comprehensive Land Use Plan (revised: 2010). The Comprehensive Land Use Plan appears to be compatible with the scenic byway program. The Moosehorn National Wildlife Refuge manages much of the land along the proposed byway route in Edmunds.

Washington County initiated a Community Guided Planning and Zoning process in 2015 with the assistance of WCCOG. Scenic Byway priorities will be included in review and development of any new or revised land use districts in Edmunds and Trescott.

Lubec

- Ensure that new development does not negatively impact the capacity or safety of existing roadways (I-19)
- Consider additional parking requirements in future commercial development planning. (I-19)
- Improve the pedestrian environment including adequate parking, pedestrian and inter-modal facilities serving the village center. (I-19)
- Implement the recommendations of the sidewalk inventory.
- Permit infill development at similar densities and dimensions compatible with existing development within growth districts. (K-18)

Whiting

Much of the scenic byway route in Whiting is within the 250' shoreland-zoning jurisdiction.

- Goals for the protection and preservation of archaeological and historic sites will be developed. The Whiting Historical Society will assist the Planning Board in the development of land use controls as is appropriate. These guidelines or controls will ensure protection and preservation of historic and archaeological resources if identified. (B-6)
- Whiting's land use ordinance will contain appropriate land use regulations that will attract, enhance and support existing and future development, while minimizing negative impacts of non-compatible uses. The land use plan will identify appropriate areas for commercial and industrial development; this action will also reduce the likelihood of future strip development, resistance to new projects or incompatible uses. Home occupation performance standards will also be included in the future land use ordinance to ensure compatibility with residential neighborhoods and adjacent properties. (G-15)

Dennysville

- Guidelines for the protection and preservation of archaeological and historic sites should be developed. The Planning Board with the assistance of the Dennys River Historical Society will develop land use controls as is appropriate. These guidelines or controls will ensure protection and preservation of historic and archaeological resources if identified. (B-8)
- A Historic Preservation Overlay District will be created in the proposed Mixed Use District following the boundaries of the existing Historic District. The town will develop standards that will be incorporated into the future Land Use Ordinance to acknowledge and ensure the long-term preservation of the historic structures within the Overlay District. (K-10)

Pembroke and Perry

- Support nature based tourism as an economic development strategy for Pembroke and Perry. (N-6)
- Participate in regional economic development efforts that promote the natural assets in Pembroke and Perry. (N-6)

- Secure public access to the water for recreational and commercial users. (N-9)
- Pursue the wide variety of available measures to secure such accesses. These could include: Landowner negotiations, Cooperation with local land trusts, Accepting donations of land or easements, Purchase of easements or land, Use of Land for Maine's Future funds (N-9)
- Encourage the preservation of open space. (N-9)
- A revised land use ordinance will consider including provisions to require that major new residential developments reviewed by the planning board present recreational and open space areas in their plans. (N-9)
- The towns will advocate in regional and state meetings for creation, paving and management of shoulders along the entirety of Route 1 in Pembroke and Perry. (N-10)

Eastport

- Promote awareness of historic structures and artifacts and encourage participation by property owners in the local Historic Designated District, or by listing their property on the National Register of Historic Places. (B-11)
- Encourage municipal participation in the Historic Designated District by placing the municipal property located between lower Washington St. to lower Key St. in the District: Water St., sidewalks, Overlook Park, Fish Pier and parking lot, Seawall Walkway, street lights, and the former Boynton High School. The addition of this city property to the district will encourage other property owners to join and encourage cooperation among local historic preservation groups and organizations. (B-12)
- Support increased tourism as an economic development goal. (E-25)
- Improve public infrastructure: parking, phones, restrooms, an information center and better signage, and some form of public transportation especially during celebrations or special events. (E-25)
- Develop infrastructure in support of heritage tourism. (E-25)
- Place interpretive signs to explain significant historical events (see Appendix C for detailed recommendations). (E-25)
- Work with state and regional organizations on signage improvements to entice travelers to Eastport from Route 1 and Route 9. See detailed recommendations in Appendix C. (E-25)
- Continue to encourage walking tours of historical sites using self-directed, volunteer or paid guides aided by the Walking Tour Guide. (E-26)

Land Preservation

Several private land conservation organizations and two public entities (one state, one federal) are engaged in land preservation activities in the Bold Coast region. Their names, activities, and conservation/management priorities are described below.

The [Maine Coast Heritage Trust](#) (MCHT) works with partners including the State of Maine and the Downeast Coastal Conservancy to protect dozens of miles of shorefront

and numerous hiking trails along a rugged section of coastline between Cutler and Lubec in eastern-most Maine. MCHT owns and stewards more than 3,500 acres along this coastline, including preserves at Boot Head, Bog Brook Cove, Western Head, and Hamilton Cove - all of which provide hiking trails through spruce forest and along cobble beaches and steep cliffs with breath-taking ocean views.



The Trust also helped assemble the protection of the region's largest coastal conservation holding, the 12,234-acre Cutler Coast Unit owned by the Maine Bureau of Parks and Lands, using funds from the [Land for Maine's Future Program](#).

MCHT continues to work with private landowners and local communities along this stretch of coastline to conserve its unique natural and cultural values.

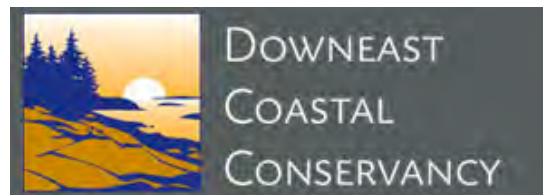
MCHT staff indicate that Boot Head Preserve in Lubec is a sensitive site and should not be widely promoted. Boot Head Preserve contains the oldest of the regional MCHT trails, and contains numerous bog bridges, which are being slowly replaced in small sections. The Preserve trailhead still has a sign up and the parking area is open, but this site has been removed from the MCHT website and from the Cobscook Trails map to limit use.

Hamilton Cove, near to Boot Head Preserve, is in good condition and is the preferred site to promote. The MCHT would like to promote Western Head Preserve, in Cutler, however, parking at the trailhead is not adequate, and alternative locations along Destiny Bay Road are being explored.

The [Downeast Coastal Conservancy](#) protects properties throughout coastal Washington County, roughly from Route 9 in the north to the Gulf of Maine. This region includes the five major watersheds and numerous sub-watersheds as well as the forests, rich estuaries and bays, and rugged communities that define our coastal region. To date, the Downeast Coastal Conservancy has protected over 6,100 acres of land and 62 miles of shoreline.

The Downeast Coastal Conservancy is dedicated to conserving the natural habitats and resources of the coastal watersheds, islands, and communities that make Downeast Maine special, for present and future generations. They accomplish their mission through:

- Land Protection
- Land Stewardship & Easement Monitoring
- Public Access
- Outreach & Education
- Collaboration
- Volunteer Engagement



The [Downeast Salmon Federation](#) (DSF) is a locally based conservation organization headquartered in Columbia Falls, Maine. Members of local sporting groups, anglers and conservation minded individuals created the organization. These organizations saw the need to pool their resources and influence to advocate for and make progress toward increasing state, federal and non-governmental investment in the Dennys, East Machias, Machias, Pleasant and Narraguagus river salmon restoration programs.

The DSF land trust program, the Downeast Rivers Land Trust (DRLT) was officially established in 2000. Since its founding, the land trust has completed or is actively involved in 30 habitat protection and recreational access projects. The results of this work have been permanent protection through fee purchase and easement of over 2000 acres of land, including several miles of stream and river frontage in the Narraguagus, Pleasant, and Machias River watersheds. This protection includes land adjacent to critical salmon rearing and spawning habitat, important cold water refuges for salmon and trout, three public river access points, two traditional salmon fishing pools, three canoe portage trails (one on each river), two important pre-historic archeological sites, and two camp sites.



The [Downeast Lakes Land Trust](#) (DLLT), based in Grand Lake Stream at the northern extent of the Byway region, protects lakeshores, improves fish and wildlife habitats, provides public recreation opportunities, offers educational programs, and supports jobs in the forest and on the water. Their mission is to contribute to the long-term economic and environmental well-being of the Downeast Lakes region through the conservation and exemplary management of its forests and waters. It is their vision for the future that Grand Lake Stream and the Downeast Lakes Region will be widely known for spectacular lakes and streams, productive forests, outstanding recreation opportunities, and welcoming communities that attract visitors and residents of all ages.

The DLLT has protected 370,000 acres of the forests, wildlife habitats, watersheds, and lakeshores that form the core of the U.S. portion of a nearly 1.4 million-acre international wildlife corridor between Maine and New Brunswick. DLLT sustainably manages the 33,708-acre Farm Cove Community Forest, with 71 miles of lakeshore, for wildlife habitat, forest products, and public recreation. DLLT provides guides and sporting camps a physical environment that supports their continued success, contributing to the preservation of the heritage and culture of Grand Lake Stream.



The DLLT is currently working to complete a top priority project, the [West Grand Lake Community Forest Project](#). This 21,870-acre parcel surrounding the village of Grand Lake Stream includes 17 miles of undeveloped shoreline on West Grand, Lower Oxbrook, and Big lakes. Under local stewardship, these lands will continue to be a source of sustainable forest products and public recreation, and will provide valuable forest and wetland wildlife habitats.

The [Maine Island Trail Association](#) (MITA) organizes a water trail spanning over 200 islands and coastal sites along the coast of Maine. One third of trail sites are public, and the remainder is in private ownership. MITA's goal is to establish a model of thoughtful use and volunteer stewardship that will assure the conservation of MITA sites in a natural state while providing an exceptional recreational asset maintained and cared for by the people who use it. In order to best oversee protection of natural resources and private land ownership, full Island Trail maps are given only to members of the organization. Details are available online at <http://www.mita.org/>.



The Trail includes approximately 33 sites in the Bold Coast Region, best accessed from the following locations:

- Milbridge Town Landing
- South Addison Town Launch
- Jonesport Public Ramp
- Pettegrow Beach
- Edmunds Public Launch
- Pennamaquan River Launch

The [Maine Bureau of Parks and Lands](#) protects and manages the natural and cultural resources of 10 sites in the Bold Coast region, offering a wide range of recreational and educational opportunities and providing environmental and economic benefits for present and future generations. These lands are managed for a variety of resource values including:

- Recreation
- Cultural and Historic preservation
- Wildlife
- Timber

The [National Wildlife Refuge System](#), within the U.S. Fish and Wildlife Service, manages a national network of lands and waters set aside to conserve America's fish, wildlife, and plants. Two refuges with multiple sites are located within the Bold Coast region, the [Moosehorn](#) and the [Coastal Islands](#).

The Maine Coastal Islands National Wildlife Refuge contains more than 55 offshore islands and four coastal parcels, totaling approximately 8,238 acres of diverse coastal Maine habitats including forested and non-forested offshore islands, coastal salt marsh, open field, and upland mature spruce-fir forest. The complex spans more than 250 miles of Maine coastline and includes five national wildlife refuges — Petit Manan, Cross Island, Franklin Island, Seal Island, and Pond Island.



Moosehorn National Wildlife Refuge is managed to protect migratory birds, endangered species, and wetlands. Approximately one third of the refuge is designated as federal wilderness. The two Wilderness Areas are part of the National Wilderness Preservation System. They are managed with a "hands-off" philosophy and granted special protection to maintain their primitive qualities. Internal combustion engines and mechanical means

of transportation (i.e. bicycles) are not allowed. Habitat management is kept to a minimum to allow the areas to develop into old- growth climax forests.

Regional Coordination

Many regional organizations currently implement management plans, protection policies, educational programs, and development strategies that directly and indirectly contribute to the protection/sustainability of identified cultural, historic, scenic, and recreational intrinsic qualities of the Bold Coast Scenic Byway. These plans, policies, and programs are quite varied, and the organizations are diverse. These entities share a general goal of health, education, continuity, and prosperity for the human, environmental, cultural, historic, and scenic assets of the Bold Coast region.

Regional Planning

[GroWashington-Aroostook](#)—A regional planning process focused on job creation, modern infrastructure, and healthy, affordable communities in the counties of Aroostook and Washington. Among other things, GROWashington-Aroostook seeks to create jobs and to capitalize on the extraordinary beauty of the Downeast region. Several aspects of this initiative relate to Bold Coast Scenic Byway planning, including economic development, water infrastructure investment, growth management, and healthy communities (improved access to recreation assets and local foods). The project is spearheaded by 3 economic development and planning organizations in the 2 county region as well as the Workforce Investment Board that serves the entire area.

Regional Coordination inventories and policies have been developed by the Washington County Council of Governments in the following topics, which all ultimately affect the success of environmental, economic and cultural development in support of tourism along the Bold Coast Scenic Byway. The Washington County Council of Governments will work with Bold Coast region communities to coordinate comprehensive policies in the following areas to support both municipal and Byway goals:

- Public Facilities and Services
- Fiscal Capacity
- Housing
- Energy Use and Production
- Economic Development
- Recreation
- Transportation
- Natural Resources
- Healthy Communities
- Adaptation to Climate Change
- Land Use

[Maine Woods Consortium \(MWC\)](#) — An open association of non-profit organizations, businesses and government agencies dedicated to advancing a “triple bottom line”

approach (economy, environment, community) to development and conservation in the Maine Woods region. The work of the MWC is currently concentrated in three areas:

1. Information sharing to promote awareness, collaboration and innovation among Maine Woods stakeholders;
2. Expanding the influence of members on relevant large-scale Maine Woods initiatives; and
3. Incubating and guiding investment in initiatives that advance the economic, community and ecological well-being of the Maine Woods region.

The MWC includes many of the economic and community development organizations in the Maine Woods and is closely aligned with the opportunities and challenges facing the region's people, businesses and communities. It operates a website and publishes a periodic newsletter (circulation: 1,200) intended to inform Maine Woods stakeholders of significant initiatives and trends and to encourage coordinated action across a number of sectors.

Regional Organizations

The Bold Coast Scenic Byway Corridor Management Entity will strive to coordinate planning, management, and protection efforts, with the following groups (*in addition to those discussed previously in this chapter. See [Chapter 12: Long Range Organizational Partnerships](#) for a description of partner roles*):

- University of Maine (Cooperative Extension, Blueberry Hill Farm, Maine Heritage)
- **Downeast Resource Conservation and Development** (*active collaboration*)
- **Department of Agriculture, Conservation, and Forestry** (*active collaboration*)
- **Association to Promote and Protect Lubec's Environment** (*active collaboration*)
- **Schoodic International Sculpture Symposium** (*active collaboration*)
- Machias Downtown Revitalization Committee
- Eastport Downtown Revitalization Committee
- **Jonesport Economic Development Committee** (*active collaboration*)
- **Washington County Council of Governments** (*active collaboration*)
- Maine Historic Preservation Commission
- **Hancock County Planning Commission** (*active collaboration*)
- **Lost Fisherman's Memorial Association** (*active collaboration*)
- Cobscook Community Learning Center
- Maine Blueberry Growers Association
- Northern Maine Development Council
- Washington County One Community
- **Downeast Acadia Regional Tourism** (*active collaboration*)
- **Sunrise County Economic Council** (*active collaboration*)
- Maine Lobsterman's Association
- Downeast Wreathmakers' Guild

- **GROWashington-Aroostook** (*active collaboration*)
- Maine Woods Consortium
- Fundy Audubon
- Maine Downtown Center
- The Beehive Collective
- **Maine Bicycle Coalition** (*active collaboration*)
- Downeast Institute
- Historical Societies
- Rockweed Coalition
- Lubec Landmarks
- **Maine Sea Grant** (*active collaboration*)
- Maine Crafts Guild
- Maine Artists Guild
- Tides Institute
- The Commons
- Abbe Museum
- The EdGE
- First Wind

J. PROMOTIONAL PLANS AND INITIATIVES

Over the past decade, many partnerships in Washington and Hancock Counties have focused on cultural and nature-based tourism and regional economic prosperity. Their efforts range across Economic Development, Ecological Conservation, Cultural Preservation, Local Coordination, and Education.

This work provides tourism stakeholders with information about travel patterns and the consistency between visitor expectations and their satisfaction. They identify tourism promotion needs in the region, including infrastructure and business development, and regional marketing strategies. They also broaden the public's awareness of Downeast Maine's nature-based tourism assets.

These partnerships also facilitate tourism-related technical assistance to the nature-based, heritage and cultural tourism community in the Washington/Hancock County region. The resulting relationships encourage cooperation and coordination in product development and marketing efforts between traditional travel industry sectors and the arts, heritage and culture tourism community.

The local, regional, and statewide promotional efforts that include the Bold Coast region and its immediate neighbors are highlighted below in four general categories: Tourism and Economic Development Studies; Regional Promotional Initiatives; Thematic Self Guided Trails; and Recreational Trails.

The Bold Coast Scenic Byway has the potential to provide the literal and figurative link among all of these studies, promotional initiatives, and physical assets. The byway is at once the vehicle and the passport that conveys, directs, and invites the visitor to enjoy the culture, natural bounty, and scenic beauty of the Bold Coast region.

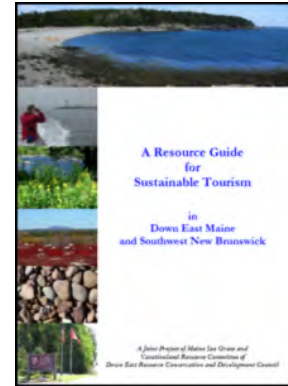
Tourism and Economic Development Studies

[DESTINY 2010](#) (Down East Sustainable Tourism Initiative Year 2010) — A sustainable tourism plan for Maine's Hancock and Washington Counties, written by the Vacationland Resources Committee¹ (VRC), as an update to DESTINY 2000 - Down East Sustainable Tourism Initiative Year 2000, released in 1999. These efforts sought to outline appropriate, responsible and sustainable development strategies for cultural and nature-

¹ *(The VRC was a group of business, environmental and planning professionals, extension agents, volunteers and tourism providers working together on sustainable tourism projects in eastern Maine. During its tenure, the VRC sponsored workshops and conferences to encourage businesses to incorporate and highlight sustainable tourism industry practices.)*

based tourism opportunities to bring economic prosperity to the region while protecting natural and cultural heritage.

[A Resource Guide for Sustainable Tourism in Maine and New Brunswick](#)— Completed in 2007 by the Vacationland Resources Committee (VRC), along with Maine Sea Grant, Sunrise County Economic Council, Downeast & Acadia Regional Tourism and the Washington County Council of Governments. This document is a guide for tourism businesses and destinations for greening their operations and incorporating best practices in various aspects of sustainable tourism.



[Downeast Nature Based Tourism Initiative](#) — A 2007-2009 initiative funded by the Maine Office of Tourism and coordinated by the Sunrise County Economic Council, in partnership with many. The project was intended to, among other things:

- Broaden the public’s awareness of the region’s nature-based tourism assets;
- Encourage cooperation and coordination in product development and marketing efforts between traditional travel industry sectors and the arts, heritage, and cultural tourism community; and
- Facilitate tourism-related technical assistance to nature-based, heritage, and cultural tourism communities in the Downeast Region.

An infrastructure/facilities/assets inventory was conducted for sites throughout Washington and Hancock County, and recommendations were made for improvements. Of the 31 sites selected for project consideration, 19 are in Washington County and 14 are within the immediate Bold Coast Scenic Byway corridor. Of the 14, 8 were selected as being “Gems of the Gems” visitor ready sites, and were poised for immediate promotion. Since this report was written, the remaining 4 sites have been improved and are being actively promoted by the Maine Office of Tourism and others. All of these sites are highlighted throughout the Intrinsic Qualities discussion and route description, and are included in the final Bold Coast Scenic Byway route map. Most of these sites are associated with larger local and regional trail systems (described below under Recreational Trails).

Regional Promotional Initiatives

[Two-Nation Vacation](#) — The New Brunswick Department of Tourism, Heritage and Culture and the Maine Office of Tourism are currently working together to create awareness of a unique cross border vacation experience – the “Two Nation Vacation”. Maritime Canada and Downeast Maine share a maritime and resource-based history and culture set amongst the breathtaking scenery of the eastern coast. Both New Brunswick and Maine have deep cultural



roots, and the cities and harbor towns highlighted in the Two-Nation Vacation driving tour itinerary share a rich and storied past. The initiative aims to highlight the similarities binding these countries together while encouraging respect for each region's unique strengths. The distinctive qualities of both New Brunswick and Maine complement each other – providing a truly exceptional vacation experience.

[Experience Maritime Maine](#) (EMM) — A multi-layered marketing campaign to share Maine's maritime heritage through an online presence highlighting Maine's maritime and coastal lifestyle activities and promoting Maine as a destination for maritime-related travel. EMM is a partnership of museums, historic sites, chambers and other maritime-related organizations throughout the state. The website highlights the best maritime culture and heritage offerings in Maine in a conveniently packaged and interactive web experience for cultural travellers. The website highlights people, places and their stories and encourages travelers to explore the best maritime assets along the entire Maine coast. The site includes links to historic sites and museums, family-fun festivals, celebrations of coastal food, outdoor recreation, art installations, genealogical research and scenic travel. Any non-profit organization or institution that celebrates, interprets or preserves Maine's extensive Maritime Heritage and promotes maritime and coastal lifestyle activities can participate in the project.

The project includes:

- Extensive radio advertising;
- A website with themed stories and travel ideas;
- A brochure; and
- A social media campaign.

[Maine Scenic Byways Program](#)

- [Schoodic Scenic Byway](#) – A 27-mile driving route providing access to fishing villages and stunning coastal scenery around much of the Schoodic Peninsula, including the Schoodic portion of Acadia National Park.
- [Blackwoods Scenic Byway](#) – This scenic byway extends 12.5 miles along Route 182 through undeveloped mountains, lakes, and forests between the towns of Franklin in Hancock County and Cherryfield in Washington County.
- [Acadia All American Road](#) – Winding through iconic Acadia National Park, this 40-mile scenic byway provides access to miles of interconnected carriage roads, 26 mountains, 22 lakes and ponds, all against the backdrop of the Atlantic Ocean.

Self-Guided Touring Trails

The following self-guided, themed touring routes are shown on the Bold Coast Scenic Byway Map.

[Schoodic International Sculpture Symposium](#) (SISS) — The (SISS) is an artist in residency program that gives sculptors from Maine and around the world the opportunity

to create a single piece of public art created in Maine granite within the environmental and cultural context of individual communities. Four Symposia have taken place, resulting in 27 sculptures that make up the new Sculpture Trail of Maine. The fifth symposium will occur in 2014. The finished works are part of a collection that spreads throughout the Downeast region. (The SISS is connected to Sculpture St. John, a similar symposium in New Brunswick.) Tour maps are available on-line and formal tours are independently organized. The project is supported through donations from the local communities, general fundraising, grants, and in kind support.



Nine sculptures are located along the Bold Coast Scenic Byway, and several of these are also Downeast Fisheries Trail sites. The sculptures integrate art, culture, history, and location. Opportunities exist for collaboration on interpretive signage and mapping. Bold Coast Scenic Byway communities with current or intended sculpture sites include:

- Steuben
- Milbridge
- Harrington
- Addison
- Jonesport
- Roque Bluffs
- Machias
- Lubec
- Eastport

[Down East Fisheries Trail](#) — Launched in 2000, the Down East Fisheries Trail highlights the culture and heritage of fishing in Downeast Maine. From Penobscot Bay to Cobscook Bay, the Downeast Fisheries Trail connects historic



DOWNEAST
FISHERIES TRAIL

and active fisheries sites that illustrate the region's maritime heritage. Marine resources sustain the culture and economy of Downeast Maine. The Downeast Fisheries Trail builds on these local resources to strengthen community life and the experience of visitors. Many sites on the Downeast Fisheries Trail are within the byway corridor. This is a project of the Maine Sea Grant and Sunrise County Economic Council working in collaboration with the Down East Resource Conservation & Development's Vacationland Resources Committee. This effort presents a number of opportunities for collaboration on development of interpretive and educational materials.

[Ice Age Trail](#) – The Ice Age Trail was created under the direction of the Quaternary Studies program at the University of Maine, in collaboration with other partners. The trail highlights significant geological sites related to the most recent Ice Age and directs visitors to the finest and most accessible of these features. It follows the margins of the last great North



American continental ice sheet and coincides with many Downeast tourist attractions. The Maine Ice Age Trail map is sold through the University of Maine bookstore is also available for free download on the website.

[Maine Birding Trail](#) – The Maine Birding Trail makes it easy to plan a birding vacation in wild, scenic places along the rocky coast or in the deep forest, that feature excellent birding, but also have excellent parking, paths, facilities, etc. The Trail was created in partnership with Maine Audubon, the Maine Office of Tourism, the Maine Department of Conservation, and the Maine Department of Inland Fisheries & Wildlife. This trail includes 82 official sites throughout Maine, with 14 sites located in the Down East region. Five of the Down East sites on the Maine Birding Trail are located in Hancock County and nine are in Washington County, 8 of which are along the Bold Coast Scenic Byway. Campobello and Grand Manan Islands are featured in the companion Maine Birding Trail Official Guide, which details over 260 sites, many of them off the beaten track. It features over 100 maps, secrets for finding sought-after species, and advice on trip-planning. A brochure containing short descriptions and regional maps is available for download on the website.

[Lighthouses and Lobsters](#) – A brochure created by DownEast & Acadia Regional Tourism provides information about the 27 lighthouses located in the Downeast Region, and provides the base destinations for a “lighthouses and lobsters” themed vacation. Brochures are available at area Chambers of Commerce. More information about area lighthouses can be found at www.downeastacadia.com.

Recreational Trails

[Downeast Sunrise Trail](#) (DST) – A four-season multi-use trail extending 87 miles between Ayers Junction in Washington County and Washington Junction in Hancock County. The compacted gravel trail makes up a portion of the East Coast Greenway, a trail extending along the eastern part of the United States from Key West, Florida to the Canadian border at Calais, Maine. The trail is owned by the Department of Transportation and managed by the Department of Conservation; the Sunrise Trail Coalition, a citizen advocacy group, is also actively involved in trail planning and promotion. More information can be found at www.sunrisetrail.org.



[Cobscook Trails](#) – A guide to walking opportunities around the Cobscook Bay and Bold Coast Region. The guide describes seaside and woodland trails, seeking to make them more accessible to residents and visitors. Twenty locations are highlighted the 2007 booklet, and a 2014 updated version contains new trails. This Guide is a cooperative project of conservation organizations, landowners, and community partners seeking to expand nature-based recreation and tourism opportunities. In addition to the trail guide, the project includes trail maintenance and stewardship activities.

[Maine Coast Heritage Trust](#) and [Downeast Coastal Conservancy](#) – Two land trusts with thousands of acres of conserved land, much of which is open to the public and developed with trails. Both land trusts are committed to conserving and stewarding our unique natural and cultural resources and recognize them as vital to the local economy and our way of life. Both Trusts focus on conserving our working landscape and areas of high ecological importance, promoting the region for tourism, and improving public access and recreational opportunities. Trail maps are posted on their websites, and trails are also included in the Cobscook Trails guide.

[Down East Lakes Water Trail](#) – The Trail brochure highlights 9 primitive camp sites accessible only by water and located on West Grand Lake, Pocumcus Lake, Fourth Machias Lake, and Wabassus Lake, all within Washington County. The Downeast Lakes Land Trust oversees these sites, which are each provided with a picnic table and fire ring. Campsite use is free, but donations to the land trust are welcome. A map can be downloaded from www.downeastlakes.org.

[Maine Island Trail](#) – A 375-mile recreational waterway that spans the entire coast of Maine. The trail connects over 200 island and mainland sites open for day visits or overnight camping while traversing a variety of natural settings from sandy beaches and quiet bays to saltwater rivers and bold shores. The Bold Coast region boasts 33 Maine Island Trail sites. Trail properties are owned by an assortment of private landowners, conservation organizations, and federal, state and municipal agencies, all of whom generously make their land available to visitors in exchange for the promise of respectful use and careful stewardship. All Trail sites are accessible by personal watercraft – such as sea kayaks, sailboats or powerboats – although reasonable access to some sites may depend on the sea conditions or the tide. A guidebook can be purchased through the Maine Island Trail Association by becoming a member.

[East Coast Greenway](#) – A 2,900 mile long connection of existing and planned shared-use trails that will eventually provide a continuous, traffic-free bike/ped route from Calais, Maine, at the Canadian border, to Key West, Florida. The East Coast Greenway is almost entirely on public right-of-way, incorporating waterfront esplanades, park paths, abandoned railroad corridors, canal towpaths, and pathways along highway corridors. Designed to accommodate tourists, locals, and users of all abilities, the East Coast Greenway has universal appeal. The Downeast Sunrise Trail comprises 85 miles of the East Coast Greenway.

[St. Croix International Waterway](#)—One of Maine’s 20 recognized Outstanding Rivers, the full length of the St. Croix waterway is shared by the Province of New Brunswick, Canada and the State of Maine. Shared too are the natural, historical and recreational resources that support its communities and economy. Recognized as one of the most unspoiled recreational river corridors in the Northeast, this river is highly valued by canoeists, fishermen and naturalists. The St. Croix River basin covers 1640 sq. mi/4235 sq. km of southwestern New Brunswick and northeastern Maine. The waterway system includes tributary streams, estuaries, lakes and ponds, and is developed with campsites that are available on both a first-come and a reservation system.

