

MINUTES SUBJECT TO CORRECTION BY THE SCENERY PRESERVATION COUNCIL. CHANGES, IF ANY, WILL BE RECORDED IN THE MINUTES OF THE NEXT MEETING OF THE COUNCIL.

**SCENERY PRESERVATION COUNCIL
MINUTES OF MEETING
NATIONAL LIFE BUILDING
FOURTH FLOOR, CONFERENCE ROOM #1
MONTPELIER, VERMONT
January 9, 2006**

MEMBERS PRESENT: Jill Michaels, Chairwoman
Tordis Isselhardt Diane Gayer
Lew Sorenson Danielle Fitzko
Rep. Deb Evans Matt Langham

MEMBERS ABSENT: Sen. Hull Maynard

STAFF: Peter Gregory
Tom Kennedy
John LaBarge

OTHERS PRESENT: Steve Gladczuk, CVRPC
Don Wexler, Moretown Selectboard
Marianne Riordan, Recording Secretary

1. CALL TO ORDER and APPROVAL OF MINUTES

Jill Michaels called the meeting to order at 1 p.m. Introductions were made.

Approval of Minutes of November 14, 2005

MOTION by Tordis Isselhardt, SECOND by Lew Sorenson, to approve the 11/14/05 minutes with the global spelling correction of "Steve Gladczuk". VOTING: all ayes except one abstention (Langham); motion carried.

2. LAKE CHAMPLAIN BYWAY – Barb Harding

Postponed (Barb Harding was unable to attend the meeting).

3. DISCUSSION OF ROUTE 100B CORRIDOR MANAGEMENT PLAN

Tom Kennedy reported on the December 12, 2005 site visit and public hearing regarding the Route 100B byway designation. The site visit highlighted attributes along the byway. There is much passionate enthusiasm at the local level and no concerns were expressed, stated Mr. Kennedy. Danielle Fitzko observed Moretown has a scenic byway committee in existence that meets on a fairly regular basis. Don Wexler, Moretown Selectboard, noted the town is working on a grant application for the byway. The federal application deadline has been extended to January 19, 2006.

Tordis Isselhardt observed the scenic byways in Vermont should be showcased at conferences (Historic Preservation or others, for example). Also, the brochure should be updated to reflect current byways.

MOTION by Tordis Isselhardt, SECOND by Lew Sorenson, to approve the Route 100B byway designation as presented and send a recommendation to the Vermont Transportation Board in support of the appropriate action.

DISCUSSION: Diane Gayer endorsed the work being done to link to Middlesex as a responsible connection. Don Wexler added the process for Fayston, Waitsfield, and Warren will be helped as well. Steve Gladczuk stated the Route 100B byway includes Route 2, Middlesex village, and all of Route 100B. The name of the byway will likely be “Mad River Byway”. Lew Sorenson commented the proposed name helps define the connectivity.

VOTING: unanimous; motion carried.

Steve Gladczuk will prepare the appropriate Route 100B byway documentation packages for the Transportation Board.

4. CONTINUED DISCUSSION OF BYWAY PROGRAM MANUAL

Connectivity

There was agreement a byway can not be a static point on the map, but must be a route with intrinsic values that provide connectivity. Byway applicants should think about linkages. Following further discussion, it was agreed “Preliminary Corridor Concept” should be added to the byway checklist and Appendix A of the Program Manual.

Consent on Byway Designation

The SPC discussed who should consent to a proposed byway designation, the Scenic Byway Coordinator at VTrans or the District Transportation Administrator (DTA) in the area where the byway is proposed, and whether consent is actually what should be sought from the aforementioned parties. There was agreement the word “consent” should be changed to “request comments”, and the gathering of comments should be broadened to include local and elected officials, planning commissions, regional planning commissions, state highway officials, and the Scenic Byway Coordinator.

Timeframe of Corridor Management Plan Update

The SPC discussed requiring corridor management plans to be updated after a specified time period. There is a five year cycle for recertification. Lew Sorenson felt each corridor management plan should be reviewed and updated as needed based on the five year recertification cycle. Danielle Fitzko spoke in support of keeping the document active and ensuring the goals outlined in the plan are being met. Peter Gregory suggested the byway steering committee be charged with ensuring the corridor management plan is up-to-date. This directive will be added to the recertification section of the program manual.

Recertification of Links vs. Entire Byway

There was discussion of portions of the byway (links) versus the entire length of the byway being recertified. Danielle Fitzko suggested if a link was adopted into an existing byway, then the timeframe of recertification for the entire (whole) byway is adopted. Lew Sorenson suggested if certification occurs in pieces, when it is time to recertify, then effort should be made to recertify the entire byway as a whole. There was agreement

recertification of an entire byway should be done, but the Lake Champlain byway may be an exception. Jill Michaels suggested adding language to address the Lake Champlain byway, such as: "There may be certain situations where this does not fit." Lew Sorenson interjected the language could simply state recertification is done on a byway-wide basis, thereby putting the onus on the applicant(s) to make the case as to how all the pieces come together. Peter Gregory will draft some language for review.

Recertification Required

Following brief discussion, there was agreement recertification should still be required even though the national program does not require this review.

5. UPDATE ON SIGN ISSUES

Peter Gregory reported the Connecticut River byway is moving forward on signage with the assistance of David Raphael. The Travel Information Council (TIP) approved the signage package including 18"x 24" wayfinding signs announcing "Byway" and showing the logo. The off-premise business directional side of the signs (left side) can be purchased by individual entities/resources (\$75 initial charge and \$60/year thereafter) to direct people to resources along the byway. The off-premise side of the sign can be blue in color while the byway sign will be brown. Mr. Gregory also reported VTrans is contacting the Federal Highway Administration regarding communities being able to have entry signs for the byway through their town at the entrance to the town. Peter Gregory will forward a copy of the letter from VTrans to Federal Highway to the SPC. Diane Gayer suggested the byways website include a note about signage. John LaBarge stated until the issue is settled, signs for byways will be handled individually. There was further discussion of signs in Vermont (too many or too few) and the need for current legislation to be changed to take an integrated approach to signs in the state.

6. OTHER BUSINESS

Promoting Scenic Byways at Conferences

There was discussion of effective ways to promote byways in the state. Ideas include hosting a conference promoting scenic byways, land conservation, and scenery preservation, doing a joint effort with Cultural Heritage, Tourism, or other partners, taking a regional approach by hosting the New England Byways Conference. Diane Gayer observed a conference could generate discussion of issues with byways (linkages, signs, historic building, resources, and such) and help educate communities contemplating seeking byway certification. Tom Kennedy will contact the National Resource Center and New England Planning Association for information.

Extending Lake Champlain Byway

John LaBarge reported extending the byway was discussed with the Grand Isle Selectboard. No action taken to date. A meeting with the Alburg Selectboard is scheduled.

Existence of SPC

John LaBarge reported due to the reorganization at VTrans, the state planning office no longer exists. The SPC was under this office. It was suggested the SPC be part of Policy

and Planning or Government Operations. Mr. LaBarge has drafted a short description of the SPC, and will follow up on the matter.

7. NEXT MEETING/AGENDA ITEMS

Next Meeting(s): February 13, 2006, 1 p.m. – 3 p.m., Montpelier.
February 27, 2006, 10 a.m. – 2 p.m., Montpelier

Agenda Items for 2/13/06:

- Conference Planning
- Lake Champlain Byway Discussion (Barb Harding)
- Continued Discussion of Vermont Byway Program Manual
- Applications

Agenda Item(s) for 2/27/06: Applicant Presentations and SPC Action

8. ADJOURNMENT

MOTION by Diane Gayer, SECOND by Danielle Fitzko, to adjourn the meeting.

VOTING: unanimous; motion carried.

The meeting was adjourned at 2:55 p.m.

Minutes respectfully submitted by M. Riordan, Recording Secretary.

“To Do” List from 1/9/06 SPC meeting:

1. Steve Gladczuk will prepare the appropriate documentation packages for the Transportation Board with regard to the Route 100B byway designation.
2. Amend the Byway Program Manual as follows:
 - a) Add “Preliminary Corridor Concept” to the byway checklist and Appendix A of the Program Manual;
 - b) In the section on who consents to a byway (VTrans Byways Coordinator or DTA in area of the byway), change the word “consent” to “request comments”, and broaden the gathering of comments on a proposed byway designation to include local and elected officials, planning commissions, regional planning commissions, state highway officials, and the Scenic Byway Coordinator;
 - c) Add to the recertification section of the Program Manual a directive to the byway steering committee to ensure the corridor management plan is up-to-date;
 - d) Draft language regarding recertification on a byway-wide basis with the exception of the Lake Champlain byway.
3. Peter Gregory will forward a copy of the letter from VTrans to Federal Highway to the SPC re: signs for byway at entrance to community.
4. Tom Kennedy will contact the National Resource Center and New England Planning Association for information on conferences to promote byways.
5. Existence of SPC: John LaBarge has drafted a short description of the SPC and will follow up on where the SPC should be located (Policy and Planning or Government Operations).