Winter Harbor Village
Bicycle and Pedestrian
Assessment and Plan

June 2016
Hancock County Planning Commission

Contents

Acknowledgement 3

Introduction 4

Walking 5

Bicycling 7

Safety Concerns and Proposals 8

Pedestrian and Bicyclist Safety 8

Wayfinding 9

Nuisance Vegetation Impeding Safety 9

Lack of Bicycle Storage 9

Trash and Debris 9

Parking 10

Recommendations and Investment Strategies 11

Conclusion 13

Appendix A. Photos 14

Appendix B. Maps 21

1. Village Bicycle and Pedestrian Map 21
2. Village Destination Map 22
3. Village Parking Map 23
4. 2016 Island Explorer: Schoodic Route 24

Appendix C. Walking Tours and Bike Loops 25

1. Historic Walking Tour of Winter Harbor Village 25
2. Architectural Gems 30
3. Shore Bike Loop (6.4 miles) 31
4. Schoodic Peninsula Bike Route 32

Appendix D. Bike-Ped Funding Options 33

Local/Municipal Funding Options 33

State and Federal Funding Options 34

Acknowledgement

This document was prepared with funding from Healthy Acadia, as part of their initiative to promote healthy living in the built environment through the adoption of plans for safe routes to sidewalks, trails, recreational, and retail areas. Additional support for this project was realized through collaboration with the Maine Department of Transportation, the National Park Service, the Betterment Fund, and a variety of partners, including the Schoodic National Scenic Byway, the town and citizens of Winter Harbor, and other local stakeholders.

Introduction

The village of Winter Harbor is a quintessential New England seaside town. Its village area welcomes residents and visitors to experience the views, sea breezes, shops, eateries, and architecture of one of Maine's most beautiful places. Getting out of a vehicle and enjoying these sights through healthy outdoor exploration on foot or by bicycle is ideal, but during peak tourist season, traffic congestion and parking limitations can create confusion, delays, and even unsafe conditions for pedestrians and bikers navigating the downtown. When the tourists have left, cold weather can bring slippery conditions and limitations to visibility that also impede safe walking and biking in town.

Several area attractions and establishments have recently expanded or are in the process of expanding. The enhanced trail system and campground at Acadia National Park on the Schoodic Peninsula, expanded ferry service between Winter Harbor and Bar Harbor, and the development of the Schoodic Marine Center can all be expected to draw visitors to the region, especially visitors that are interested in experiencing the area outside of their vehicle. Maine DOT and the Town of Winter Harbor are also in the process of developing a bicycle/pedestrian hub adjacent to the town office, providing information and wayfinding for adventures on foot or two wheels.

To best serve and encourage the resident and visitor pedestrian and bicyclist community, this document seeks to inventory the existing bike/ped infrastructure in place in Winter Harbor, and identify any deficiencies or hazards associated with them. Proposed changes or additions are then presented to improve and promote safe walking and biking in the village of Winter Harbor. The appendix includes a variety of additional resources for further enjoyment and enhancement of walking and biking in town, including various routes and loops and parking facilities.

Walking

Winter Harbor's welcoming sidewalks and crosswalks beckon pedestrians, but there are opportunities to enhance and expand the walking experience in the village area.

Sidewalks and crosswalks
Winter Harbor has a network of sidewalks throughout the village area. The sidewalks are mostly in good condition, and well placed. Ample street lighting ensures good visibility. The majority of sidewalks are only on one side on Main Street, the odd-numbered side where on-street parking is also aligned. This focused pedestrian traffic is then connected to the other side of the road with a system of crosswalks. Sidewalks in the village generally ramp down when crossing minor travel-ways such as driveways, and are fitted with raised tactile ramps at crosswalk intersections, to enhance accessibility. Many of the crosswalks throughout the village are equipped with in-lane signs encouraging drivers to yield to pedestrians. The town repaints crosswalks yearly. In general, the sidewalks and crosswalks are even and level, providing few trip hazards. In a few areas, sidewalks seem to dead-end without a clear connection to an adjacent sidewalk or crosswalk. Also, in at least couple locations, there is a crosswalk that does not safely connect to a sidewalk on either side. These are the exception, however, and in general the system of sidewalks and crosswalks in Winter Harbor is well-designed and in good condition.

Shade and Rest
Although some areas of the village are shadier than others, there are generally few stretches of sidewalk in the village that are subject to full sunlight at all times of day. There are strategically placed benches along the sidewalk, which allow pedestrians to rest, usually in areas that are shady for most of the day.

Wayfinding
There is minimal signage in the village area designed to direct pedestrians to points of interest. There are some informational panels placed around town in association with the Schoodic Byway, and some street-level signs for businesses. The proposed bicycle-pedestrian hub will be helpful in orienting pedestrians, but many may have difficulty finding the hub without some additional navigation aids, since it will not be located on Main St. Many pedestrians in the village are residents, and wayfinding is not as crucial for them, but additional wayfinding would be helpful for visitors, such as those visiting Winter Harbor for the day via ferry.

Walkable Destinations
There are many great "destinations" in Winter Harbor village that are easily accessible to pedestrians. These locations, and the routes to them, should be given special consideration when planning for pedestrian safety and convenience.
The village's new bicycle-pedestrian hub, in development adjacent to the Winter Harbor town office, can serve as a "home base' for visitors to the area. The hub will provide benches, maps and information to help pedestrians navigate the village area, as well as nearby parking and restrooms. In general, a good walkable destination should be within a quarter-mile of a starting point, and from the hub, pedestrians can access a variety of amenities within a quarter-mile. In addition to shops, galleries, and eateries, a short walk brings one to the post office, grocery store,

library, public playground, and public dock. Other opportunities for transit connections and cultural experiences are also accessible by foot.

- Schoodic Arts for All is an organization promoting the arts in the Schoodic area. They organize classes, sponsor trips and performances, and host programs and shows. Schoodic Arts for All maintains the Schoolhouse on School Street, adjacent to the new bike-ped hub, and Hammond Hall on Main Street, a venue that hosts public performances of all sorts. Both facilities are easily accessed by sidewalks.

- The Winter Harbor Farmers' Market is a seasonal weekly event. Located on the corner of Main and Newman Streets, the market gives residents and visitors alike an opportunity to sample locally-grown food.

- The Island Explorer bus has two designated stops in Winter Harbor village; one at the corner of Main Street and Harbor Road, and one at the Marine Center/ferry terminal. The bus will also stop for patrons in other areas if flagged down. A short walk from the bike hub, visitors can park their cars, walk to the bus stop, and experience the wonders of Acadia National Park without the need to negotiate traffic and parking from behind the wheel of a personal vehicle.

- The former Winter Harbor Marina is now home to the Schoodic Marine Center and ferry terminal. Located on Sargent Street, visitors to the Center can explore a whaling museum exhibit curated by the College of the Atlantic, rent bicycles or kayaks from a private rental services, or hop on the ferry to enjoy a day strolling around Bar Harbor.

Bicycling

Most of the village locations that cater to pedestrians can also be considered as a draw for bicyclists. Shops, eateries, and other attractions can easily make their businesses more attractive to this population by the addition of a safe place to store bikes while their owners patronize an establishment. The new bicycle/pedestrian hub being developed will have bike racks, as well as information and maps for bicycling enthusiasts. In addition, there are a variety of bikeable destinations in the village and beyond. When transportation planning and infrastructure projects are undertaken, these routes and sites should be kept in mind, as they are likely to be used regularly by bicyclists:

- The ferry terminal at the Schoodic Marine Center on Sargent Street offers bicyclists the opportunity to see explore more of Downeast Maine from beyond an automobile. It is expected that with the expansion of ferry service underway, an increase in bikers looking to take advantage of this service will also be realized. This facility is also home to a private bike rental service.

- Similarly, the Island Explorer bus system allows bikers to see more of the area without the need for a car. All Island Explorer buses are equipped with bike racks, and bikers can be expected to take advantage of them to explore Acadia National Park on both the Schoodic Peninsula and Mount Desert Island.

- Acadia National Park on the Schoodic Peninsula offers both scenic street biking on the loop road, and an off-road trail system to welcome mountain bikers. For bicycling enthusiasts, it is an ideal day trip to or from Winter Harbor village.

- Various road routes in and around Winter Harbor allow bicyclists an opportunity for both sightseeing and exercise. A sampling of these can be found in Appendix C.

- The East Coast Greenway is a bike route that runs the length of the Eastern United States. While Winter Harbor is not directly on the route, Greenway “through-cyclers” are encouraged to deviate from the trail to explore the Schoodic National Scenic Byway, which does pass through Winter Harbor on a track to Acadia National Park on the Schoodic Peninsula. Greenway bikers can be expected to stop and explore Winter Harbor village if opportunities for rest, refreshment, and adventure, along with appropriate wayfinding, are there to greet them.

Safety Concerns and Proposals

Members of the community provided feedback for this plan regarding safety and accessibility concerns associated with walking and biking in the village. Walkers and bikers were also observed in the village to understand the habits and patterns that are followed by these groups to navigate the area. The following list addresses safety concerns and provides suggestions for improving walking and biking opportunities in the village.

Pedestrian and Bicyclist Safety

Residents have reported speeding vehicles to be a problem coming in to the village from all directions. Especially approaching from the North on Newman Street (Route 186), visitors unfamiliar with the region might not realize they are approaching a dense village area until they suddenly arrive in the middle of it. There are also reports of vehicles not stopping for pedestrians at, or even in crosswalks, despite in-lane signs. Visitors are drawn to Winter Harbor's scenic beauty and aesthetic charm, but with so many interesting things to see, driver inattention can be a real problem, and pedestrian safety needs to be prioritized. Attention-grabbing safety devices, such as speed limit signs with flashing beacons or button-triggered pedestrian beacons may be a useful addition to the village approaches.

There have been specific concerns expressed about the safety of the intersection of Newman Street and Main Street. While there are crosswalks nearby the intersection crossing both Main Street and Newman Street, there are no crosswalks in place at the intersection. Bicyclists would also benefit from some enhanced safety features at the busy Newman Street/Main Street intersection. This intersection will be the main through-way for Schoodic Scenic Byway traffic, both in cars and on bikes. The addition of crosswalks would encourage vehicular traffic to be more cautious, and encourage bikers to dismount and safely walk their bikes across the street.

There are no dedicated bike lanes in the Winter Harbor village area, and there are few sections of Main Street that are wide enough to accommodate the addition of a bike lane. In general, bicycle traffic seems to flow fairly easily along the narrow shoulders lining the village roads, but in some areas on-street parking and paving width limit the usability of shoulders. While not possible in the village area, widening the road may be possible on the outskirts, and planning for bicycle traffic during times of road maintenance and repaving is essential. If bike lanes and paved shoulders are possible along Route 186, both on the approach to town and on the way to the Park, they would represent a significant improvement for the bikers enjoying the Schoodic National Scenic Byway or enjoying a day-excursion from the East Coast Greenway. Paved shoulders along this stretch were identified as "critical to improving [bicycle] safety" in the Schoodic Scenic Byway Corridor Management Plan (2000).

Future striping of a bike lane along the state-maintained sections of Main Street (Route 186), and Sargent Street (municipal, and currently unstriped), would mitigate some of the hazards faced by bicycle-oriented ferry patrons and visitors to Acadia National Park. Pedestrians could also utilize a bike lane on Sargent Street in lieu of a sidewalk.

There are currently no crosswalks at the intersection of Sargent Street and Main Street (Route 186). A sidewalk does extend on the north side of Main Street up to where Sargent Street

intersects. The intersection is on a hill and a curve, and presents a dangerous situation for pedestrians, bicyclists, and vehicles. The Town of Winter Harbor has recently installed convex mirrors at the intersection, which does aid in visibility from the western direction, but there is no pedestrian-friendly way to cross from Sargent Street, on the southern side of Main Street, to the sidewalk on the northern side. Since pedestrian and bicycle traffic at the intersection is expected to increase, due to enhanced use of the ferry terminal and Marine Center on Sargent Street, and the trails at Schoodic Woods (Acadia National Park) further down Route 186, pedestrian safety measures should be prioritized at this location.

Wayfinding

As previously mentioned, the new bicycle-pedestrian hub being developed by the Town and MaineDOT will be helpful in orienting visitors to the village and its walkable sights and amenities however, additional wayfinding is needed. Brochures with a map that can be taken and referred to during a walk are one option. Considerations should be given to development and printing costs, both initial and ongoing. Additional signage is another option. A visitor who views the sign and map at the hub may only need a "nudge" in the right direction to find the way to their destination. Strategically-placed directional signs in key areas (such as the intersection of Main Street. and Newman Street, and the Intersection of Main Street and Harbor Road) would be a helpful addition to the village. While design, printing, and installation costs are a significant expense, the ongoing costs are minimal. Higher-tech directional aids may also be considered and implemented. These can be as simple as making a mobile-friendly digital version of a map available on the Town's website, to the development of a smartphone app that guides visitors through town to various destinations, providing more in-depth information and/or history.

Nuisance Vegetation Impeding Safety

Pedestrians have reported low-hanging tree branches along pedestrian ways in the village. Low branches can be more than a nuisance. A pedestrian looking around at the village sights can be injured by inadvertently walking into a branch. Especially low-hanging tree branches can even force pedestrians off sidewalks and road shoulders and into the vehicular way, an undesirable and dangerous solution. In general, property owners have been willing to work with the Town to trim branches encroaching into the right-of-way once notified of the problem. Nuisance vegetation should be reported to the Town Office.

Lack of Bicycle Storage

Although people clearly enjoy biking in Winter Harbor village, very few facilities for convenient storage of bicycles, helmets, and gear exist. Bicycle racks will be available at the new bicycle-pedestrian hub, but additional public racks at key locations throughout the village are needed. Adding a bike rack to one or two locations where benches have been placed would be a convenience for bikers. Individual business owners in the village should consider installing racks to encourage bikers to stop and patronize their establishment.

Trash and Debris

Bikers in the area have reported gravel, trash, and other debris in road shoulders to be a persistent problem. Objects in the road can force bicyclists to swerve out of the relative safety of a road shoulder. Loose sand and gravel on pavement can cause bicycles tires to slip on the road,

leading to a loss of control for the rider. Currently, the Town of Winter Harbor's streets are swept once each spring. There are few, if any, public trash receptacles in the village area. While the collection and disposal of trash would be an expense, the enhanced safety and aesthetics of the village may prove worth the cost.

Parking

Visitors wishing to explore Winter Harbor by foot or bike need access to public parking. Winter Harbor has on-street parallel parking along the south side of Main St. There are also public parking spaces in front of the town office on School Street. Additional public parking is planned as part of the development of the bicycle/pedestrian hub on School Street. Parking is available for patrons of the Schoodic Marine Center and it's tenant businesses (which include both ferries and bicycle rentals) at that facility on Sargent Street. Few businesses in the village area have large parking lots, but use of the lots for purposes other than patronization of those businesses is not permitted. Similarly, the limited parking available at the Post Office on Main Street should be left for its customers and employees. A map of available public parking is included in Appendix B.

Recommendations and Investment Strategies

1. *Additional crosswalks:* Additional crosswalks should be incorporated at high-risk intersections.
   Location: Main Street and Sargent Street, Main Street and Newman Street.
   Responsible Party: MaineDOT and Town of Winter Harbor
   Timeframe: Immediate

2. *Bicycle Lanes:* Where possible, widening of paved road shoulders and paint striping should be incorporated in areas used regularly by bicyclists.
   Location: Sargent Street, Route 186 (Main Street).
   Responsible Party: Town of Winter Harbor (Sargent Street), MaineDOT (Route 186)
   Timeframe: Immediate to long-term

3. *Flashing Speed Limit Beacons*: Where possible, flashing speed limit beacons (or an effective alternative) should be incorporated along Route 186 approaching the village.
   Location: Route 186
   Responsible Party: MaineDOT
   Timeframe: Immediate to long-term

4. *Flashing Crosswalk Beacons:* Where possible, button-activated flashing crosswalk beacons (or an effective alternative) should be incorporated along particularly busy crosswalks in the village area.
   Location: Various
   Responsible Party: Town of Winter Harbor and MaineDOT
   Timeframe: Immediate to long-term

5. *Wayfinding:* A strategy to improve wayfinding should be developed and implemented to aid visitors in navigating the village. This may include map brochures, signage, technology, or a combination.
   Location: Throughout the Village
   Responsible Party: Various; may involve the Town of Winter Harbor, the Chamber of Commerce and/or a collaboration between volunteers, businesses, and organizations.
   Timeframe: Immediate to long-term

6. *Bike Parking:* Bike racks should be installed at various locations throughout the village.
   Location: Key Locations Throughout the Village
   Responsible Party: Town of Winter Harbor, individual businesses and organizations.
   Timeframe: Immediate to long-term

7. *Road Debris:* A strategy to reduce road debris should be developed and implemented. This may include the installation of trash receptacles and increasing the frequency of street sweeping.
   Location: Throughout the Village
   Responsible Party: Various; may involve a collaboration between the Town of Winter Harbor, volunteers, businesses, and organizations.
   Timeframe: Immediate to long-term

8. *Vehicle Parking:* A plan to expand public parking to encourage non-vehicular exploration of the town should be developed and implemented.
   Location: To Be Determined
   Responsible Party: Various; may involve the Town of Winter Harbor, the Chamber of Commerce and/or a collaboration between businesses and organizations.
   Timeframe: Long-term

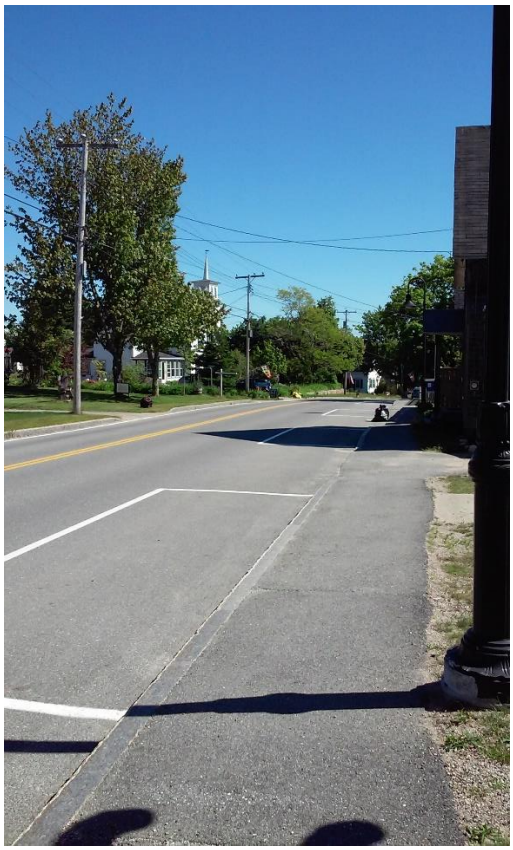
9. *Creation, Designation, and Mapping of Routes and Itineraries for Walking and Biking:* Organizations throughout the village and region should actively identify, map and promote routes for bicyclists and pedestrians.
   Location: Various
   Responsible Party: Various organizations.
   Timeframe: Long-term

Conclusion

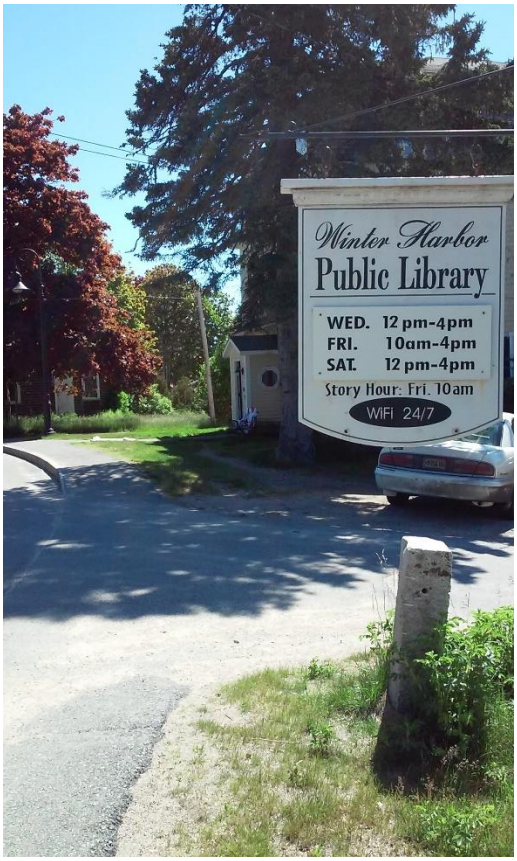
Winter Harbor village already has an excellent network of infrastructure in place for pedestrians. While bicycle-specific amenities are less prevalent, it does not seem to be limiting the use of bicycles in the village area. Clearly the village lures pedestrians and bicyclists now, and use by those patrons can only be expected to increase. If resources can be spent to increase the safety and convenience of visitors and residents on foot and on bike, the town's reputation as a walkable, bikeable destination will be enhanced. Winter Harbor will secure its place in the hearts and minds of visitors, as well as the many residents who appreciate its friendly, small-town atmosphere and ease of access to everyday needs. By harnessing that community spirit and cultivating partnerships between jurisdictions and community organizations, the concerns and ideas in this plan can be easily addressed.

Appendix A. Photos

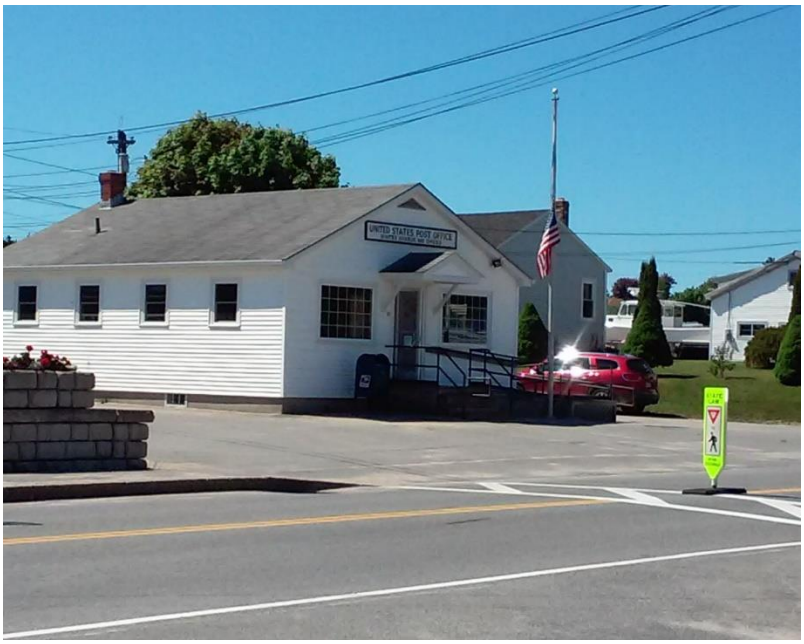
Winter Harbor's village area has a variety of features in place to promote safe walking and bicycling.

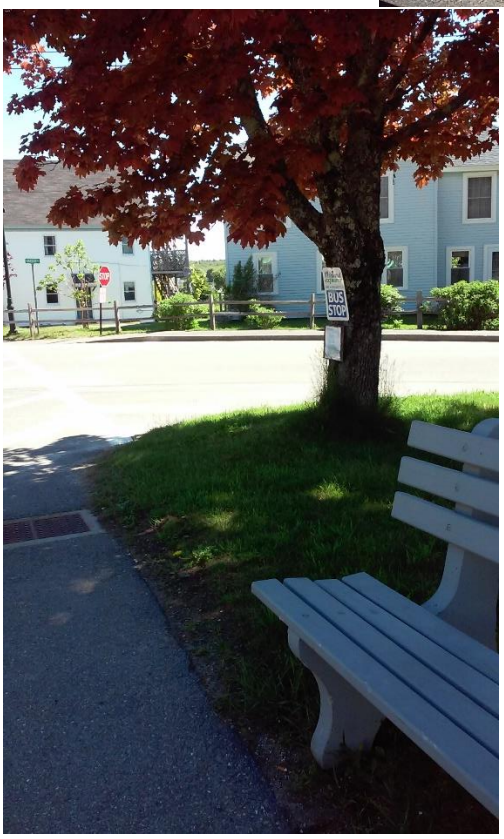


Tree-lined streets and granite-curbed sidewalks connected by crosswalks create an inviting pedestrian experience.



The village offers several amenities and destinations within a short walk or ride.

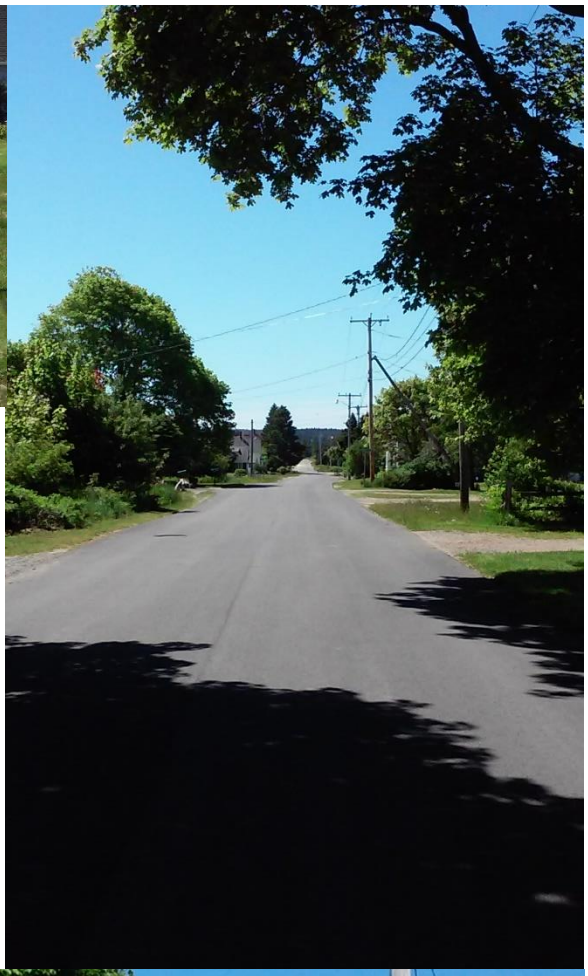




The Island Explorer Bus allows bicyclists and pedestrians the convenience to explore Acadia National Park from Winter Harbor.

Although narrow road shoulders and limited bike storage can make navigating the village area challenging, bicycling in Winter Harbor is popular.

The approach into the Winter Harbor village area on Route 186 (Nelson Street, right) can be unexpected to visitors unfamiliar with the area. This intersection is on the Schoodic National Scenic Byway, and the route to Acadia National Park. The “flagpole” waterfront area and weekly farmer’s market also make it a busy intersection for pedestrians and bicyclists. Although there are crosswalks nearby the busy intersection of Nelson Street and Main Street, there are no crosswalks at the intersection, below.



Sargent Street (right) is a narrow, unlined town street, home to the Schoodic Marine Center and ferry terminal. The intersection of Sargent Street and Main Street is at the top of a hill, and has no safe way for pedestrians and bicyclists to cross to the sidewalk on the opposite side of Main Street (below).

Appendix B. Maps

1. Village Bicycle and Pedestrian Map

2. Village Destination Map

Legend

- Bike Ped Hub
- Sidewalk
- Road

N
W
E
S

3. Village Parking Map

Legend

- Bike Ped Hub
- public parking
- Sidewalk
- on-street parking space
- Road

N
W
E
S

4. 2016 Island Explorer: Schoodic Route

Source: Island Explorer

Appendix C. Walking Tours and Bike Loops

1. Historic Walking Tour of Winter Harbor Village

Source: Winter Harbor Historical Society

Historical Walking Tour

Winter Harbor, Maine

1. ***Rand Lumber and Fish Houses*** *(end of School Street)*
   This land, worn thin by the retreating glaciers, was valued for its harbors, fishing and wood to fuel distant kilns. Mackerel and cod were salted for shipping, while families attempted small farms on these stony shores. Schooners were the only means of transportation, requiring settlers to be self-reliant and independent. Workdays for fishermen are still determined by the tides, weather and the search for a catch. The fish house on the opposite shore is believed to have been built about 1870 and moved over the water from Big Moose Island in Acadia National Park.

2. ***Winter Harbor High School*** *(corner of School Street and Harbor Road)*
   An ungraded 12 week program after eighth grade requiring a written examination for admission was funded in Winter Harbor's first 1896 town meeting and probably held in a local home. Winter Harbor High School opened in 1909 and offered four years of study with courses such as: Latin, French, Physiology and Rhetoric with certified teachers after 1915. Except in 1943, when paper was rationed, the value of education was documented in a professionally published yearbook until the last graduating class of 1952.

3. ***Main Street, Winter Harbor*** *(corner of Main Street and Harbor Road-349 & 352 Main Street)*
   J. M. Gerrish began with a small confectionery and patent medicine shop, adding sections to house a post office and their second floor apartment after a three story business block burned in 1902, was rebuilt and burned again in 1915. On the site of the current 5 & 10, a store catering to the summer residents and visitors with groceries, dry goods and souvenirs prospered until a 1922 fire. A.B Whitehouse rebuilt with large plate glass display windows and a façade of fancy tinwork. The store had a walk in meat case and icehouse in the back with a butchering and fish cleaning room, a chicken house large enough for over 300 chickens and lobster storage in the harbor. The façade was changed in 1985 and the store evolved to the current 5 & 10. Town Reports document gas streetlights installed in 1904 and cement sidewalks in 1915. Determined to rebuild their downtown after the 1922 fire, a plumbing shop and showroom has become Artisans and Antiques, a filling station has become a fiber arts shop and The Art Gallery was the hardware store and office for Frank Weston, contractor for the Grindstone Inn and many other large structures. A tower for spotting planes during World War II once stood on the Art Gallery.

4. ***Hotel Hanover*** *(367 Main Street)*
   Built in 1860 the three story Hotel Hanover remains as evidence of Winter Harbor's early prosperous downtown. Provision of lodging was briefly interrupted, when it became a place for the quarantine and treatment during a smallpox epidemic in 1863. Hanf's Appliance Store began here in the 1950's and moved to Ellsworth. Across the street were the Schoodic Inn and the turreted 150 room Beacon Hotel, boasting pure water to rooms, tennis court and stage or ferry connections with the railway.

5. ***Channing Chapel*** *(18 Chapel Lane)*
Beach and fieldstones were hauled over frozen ground in 1887 to construct this Unitarian Chapel with oak beams, stained glass and cherry woodwork. At a time before women could vote or be admitted to the American Medical Association, Almena Guptill left her small home on Harbor Road to graduate from Boston University of Medicine in 1876 and become a respected Boston physician. She married David Flint, a successful lumber dealer and philanthropist, whose likeness is found in the east end of the chapel, where Dr. Almena Flint sponsored the first public library.

6. ***Hammond Hall*** *(427 Main Street)*
Edward J. Hammond of Winter Harbor and a successful lumber merchant was one of the initial developers with a vision of Winter Harbor, as a resort area for the many travelers escaping the summer heat of the cities. Among his projects were a casino near the Town Dock, Casa Marina (the unoccupied cottage west of the library) and the Beacon Hotel. In 1904, E.J. Hammond provided land and materials for the Winter Harbor Town Hall, now known as Hammond Hall. An upstairs room served as town office, while the stage and hall were used as the school gym and for entertainment.

7. ***Grindstone pool*** *(Moore Cabin-Beach Street/Main Street*)
Early rusticators found recreation in golf, tennis, canoeing, boating and swimming in a salt-water pool. Remains of concrete beach rock walls that held the ocean on the out-going tide are visible at low tide. Bathhouses and lounging areas completed in 1905 provided a visual barrier from the street. Freeland Bunker built the Victorian home that still overlooks the Sand Cove and supplied coal from his dock to fuel homes and steamers in the bay. He managed a fish processing business, supplying local stores and inns. Records show the purchase of more than 40,000 pounds of fish on some days. John Moore, another native son returned from finding his fortune on Wall Street to summer on Grindstone and purchase plots of land that would eventually become Acadia National Park's Schoodic Section. The property for Moore Cabin was donated to Winter Harbor for Boy Scout troops.
Return to Main Street, keeping right behind Hammond Hall

8. ***Winter Harbor Co-op*** *(Inner Harbor*)
The lobster traps are piled on the wharves for repair or storage. Lobster fishermen will move traps many times during the season in pursuit of the best fishing ground. Lobster bait and fuel is purchased at the Co-op, where lobsters are stored for marketing.
Follow Pendleton Road back to Main Street

9. ***Carrie Bickford's Store*** *(418 Main Street)*
Folks recall a barbershop, butcher shop and small grocery store across from Hammond Hall, managed by Carrie Bickford.
Enjoy our Downtown Businesses continuing East on Main Street

10. ***East Coast Shop*** *(335 Main Street)*
Charles Grover's hardware store flourished on this spot with his sawmill and lumber supplying building materials for the summer mansions and hotels. Mr. Grover is known as the contractor for both the Winter Harbor High School and Hammond Hall. Hundreds of men became boarders in the small homes on the east side of Winter Harbor, walking through town with their dinner pails to work on the homes and roads under construction. Agrandece Healey ran a gift and

souvenir shop here through the 1950's. The building was most recently a laudromat and apartments.

11. ***Winter Harbor Historical Society*** *(end of Hammond Lane)*
Before Winter Harbor established its independence from Gouldsboro; the Mosquito Harbor School District was created in 1824. Two early schools burned, but in 1877 a "commodious and well lighted school room with seats for one hundred scholars" and second floor meeting room was constructed for $1400 near the current bank. This building was later moved through town to its current location and was used for school "sessions" until 1958. It was planned for one teacher and an assistant. Myra Earle's memoirs, Fond Memories relate: "The seats were graduated in size and made of plank. Youthful artists were free souls with their jack-knife carvings. The pupils had to buy their own books, which allowed more or less choice about what was studied and everyone used a slate with smelly slate rags. An invisible line divided the room, half being occupied by boys and half by girls. Most had perpetual colds and drank from a tin dipper and wooden pail in the anteroom. The big boys entered the school en masse, just to bedevil a new teacher. If it were a woman, they usually succeeded in making her rush from the room in a flood of tears. When a man teacher arrived, his initial gesture was to take a heavy ruler out of his pocket and lay it on the desk."

12. ***First Baptist Church*** *(corner of Church and Main Street)*
Through community fundraisers and pledges, this church began services before 1880 and has long been a community site for worship. Across the street once stood the Winter Harbor Inn and Morrison's Garage, which eventually moved to Ellsworth. The former parsonage for the church has become the current Winter Harbor Inn.

13. ***Argo Inn*** *(292 Main Street)*
Edith Dyer provided rooms and meals until the 1950's, where she, also employed area children to create balsam bags for local souvenirs.

14. ***Laundry/Stable Donut Hole*** *(275 Main Street*)
West of the Post Office, this apartment building housed one of the thriving laundries of the early 1900's. East of the Post Office a weathered cottage was once a twine shed, converted to a rustic breakfast and lunch stop, featuring homemade desserts by Joe and Grace Gerrish. Misty Harbor, behind the Winter Harbor Food Service is a part of the 80 units of navy housing repurposed after the departure of the Winter Harbor Naval Security Group Activity, a military communications center from 1935 to 2002.

15. ***Henry's Cove***
'The Cleat' sculpture was created during the 2007 International Sculpture Symposium in Winter Harbor by the late Don Meserve of Round Pond, Maine. Don's work is featured in the National Cathedral in Washington DC and the Trinity Church in Manhattan. Mark Island Light is visible at the mouth of the harbor. Nine light keepers and their families lived on Mark Island and maintained the beacon from 1857 through 1933. Bernice Richmond recorded her memories of living on the island in her book, Winter Harbor. In 1956, children's authors; Rene and Pat Prud'hommeaux bought the island for $2,000. They lived on the island full time for eighteen years. The Light in the Tower retells the tradition of their lighted Christmas tree in the lighthouse tower.

16. ***Misty Harbor*** *(Behind Winter Harbor Food Service)*

These condominiums are part of 82 units of former Navy housing. After 67 years of service, Winter Harbor Naval Security Group, a part of Naval Intelligence closed in 2002. Their departure decreased Winter Harbor's population by more than half and the number of school children declined from over 150 to less than 30. Winter Harbor was able to repurpose these homes with the generous support of the Dixon family, long time summer residents.

17. ***Main Stay Inn/Harbor Shop*** *(Corner of Main & Newman Streets)*

The modern Raven's Nest Restaurant was built on the site of Alonzo Sumner's home, another early contractor. The house was described as true Victorian Gothic type of architecture with jigsaw work along the seven sharp gables. It became Dr. Holt's home and office with many memories of births and deaths for local citizens. Clarence and Avis Buckley made it their retirement home, adding a commercial space, known for years as The Harbor Shop. The commercial space became an incubator for several new businesses and the house was operated as an inn for seventeen years.

18. ***Grace Hanson Store*** *(190 Main Street)*

Beginning in 1895, Grace and Hoel Hanson ran a dry goods store for nearly 50 years in one of the few remaining sea captain's homes in Winter Harbor.

19. ***Bickford Filling Station, Whitehouse/Webber/Tracey Store, Hamburger Hill*** *(155 Main Street)*

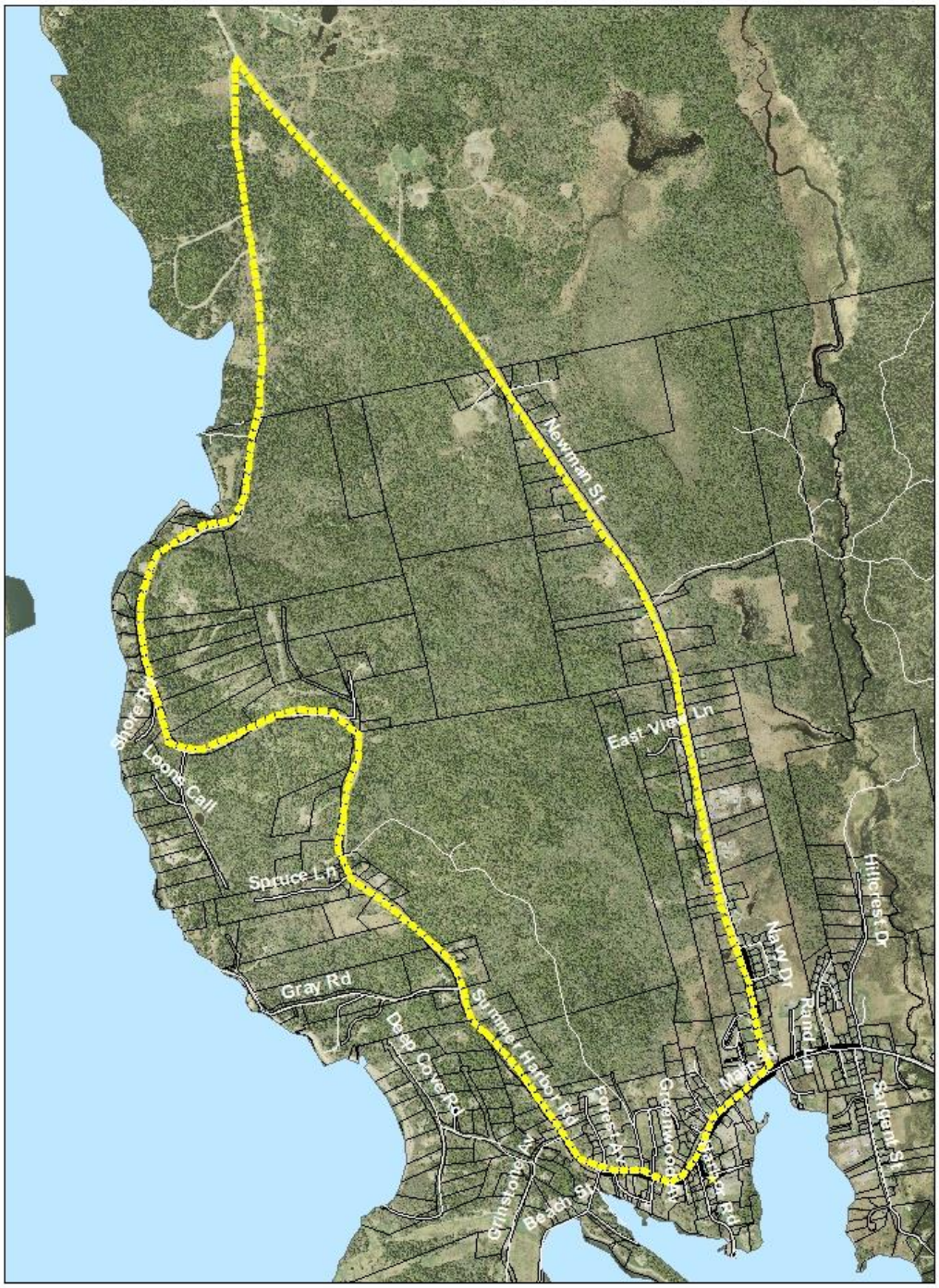
The eastern end of Winter Harbor had its own commercial activity with Hamburger Hill Restaurant, operated by Laura Bickford and her daughter, Freda Smart from 1947 until the 1970's. Reynold Bickford's fuel pumps were in front of a small store and the original Whitehouse Store began on the corner of Main and Hillcrest Drive. Mr. Whitehouse brought his experience from a successful delicatessen in Brooklyn, NY to return to his Maine roots and provide delivery of choice meats and specialty goods in a horse drawn wagon or from the bikes of his sons.

Return to your car via the Island Explorer Bus or enjoy lunch at one of Winter Harbor's restaurants on your return walk.

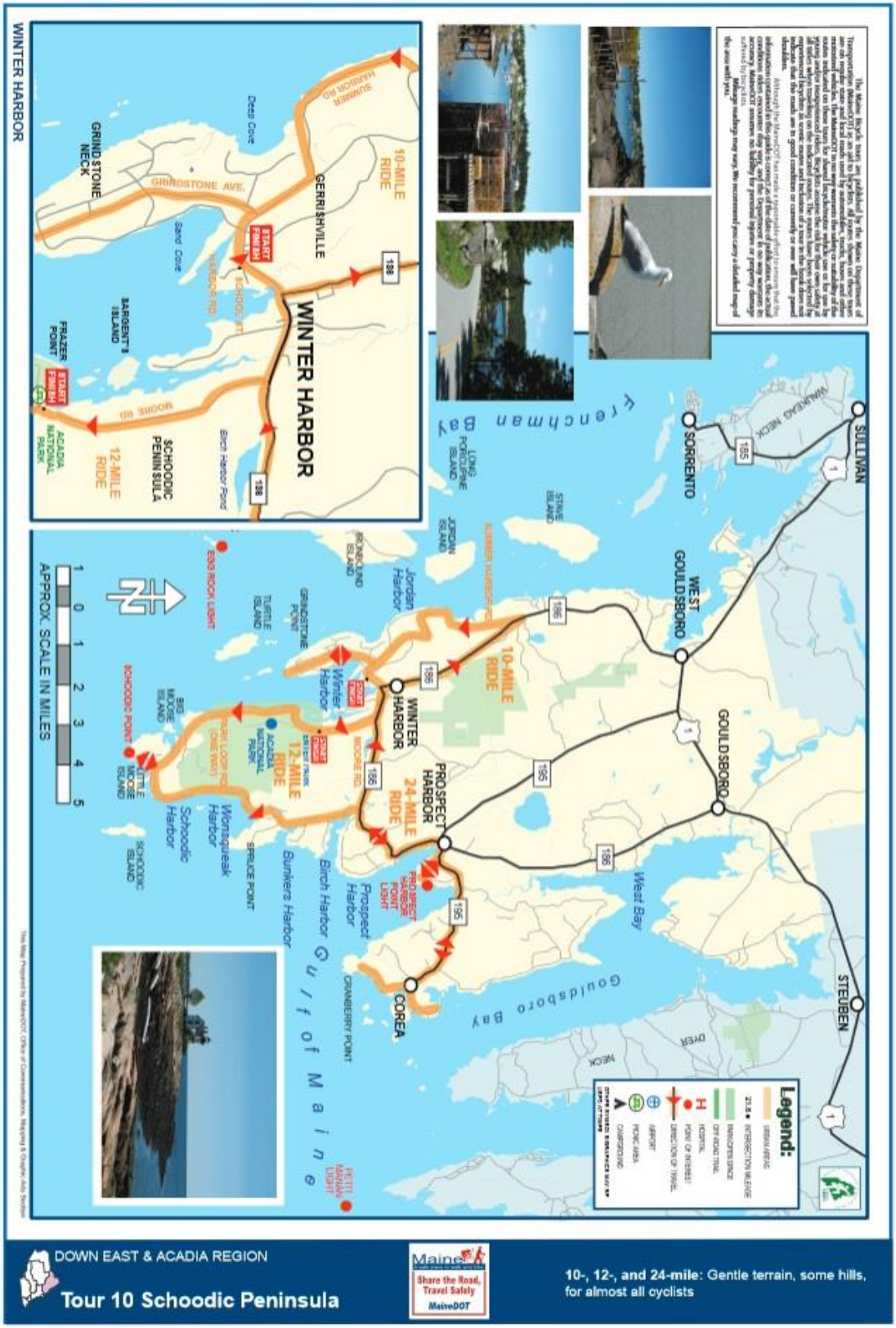
2. Architectural Gems

Source: Schoodic National Scenic Byway

3. Shore Bike Loop (6.4 miles)



4. Schoodic Peninsula Bike Route



Source: Maine DOT

Appendix D. Bike-Ped Funding Options

The following lists of funding options have been compiled by MaineDOT, and are reproduced here from their website, linked here:
http://www.maine.gov/mdot/bikeped/community/funding.shtml#1

Local/Municipal Funding Options

Funding for bicycle and pedestrian improvements at the local level is vital to improving conditions within Maine communities. Most of the grant programs require a local match either with actual funding, or materials and labor. In addition, because grant funding is competitive and not nearly enough to make all of the improvements necessary, local funding is imperative to improving bicycle and pedestrian connections. The following is a sample of some of the local funding options that can be used in Maine.

Capital Improvement Programs (CIP) and Projects – Many municipalities budget a portion of their yearly CIP budget to sidewalk improvements. Many of the roads that are improved through the CIP also include shoulders and sidewalks that benefit pedestrians and bicyclists.

Local Bonding – Many communities have used bonding as a way to make significant improvements to the sidewalk networks. Most often, bicycle and pedestrian groups work with town leaders to bring a potential bond to the voters for approval.

Tax Increment Financing (TIF) – Maine TIF laws allow communities to capture incremental growth in property tax revenue, over a period of time, for reinvestment within the community. TIF revenues provide opportunities to fund local development projects, such as bicycle and pedestrian improvements within a district, and are great sources for local grant match.

State and Federal Funding Options

Projects as Part of Future Road Improvements – For MaineDOT road improvement project needs, municipalities have the opportunity to respond every other year (even numbered years) to the MaineDOT Municipal Request Packet. MaineDOT sends out the request for priorities to each municipality. This is an opportunity for a municipality to communicate to MaineDOT its priorities and needs for road improvements on state roads within its area. After a municipality prioritizes its needs and communicates them to MaineDOT, these needs must be prioritized by MaineDOT against other community needs throughout the state. MaineDOT then creates a two-year budget that is financially constrained and includes projects for bridges, maintenance needs, road improvements, transit, safety, and bicycle and pedestrian stand-alone projects.

Stand Alone Bicycle and Pedestrian Projects – If a bicycle and pedestrian connection need is identified and it is determined that the associated road is not scheduled for improvements, a community can work towards funding specifically for a bicycle and pedestrian connection. There are a variety of funding mechanisms that are used to create bicycle and pedestrian connections. The following is a summary of some of the state/federal funding opportunities that communities are using to improve connections for pedestrians and bicyclists.

- **MaineDOT Competitive Programs** – MaineDOT funds bicycle and pedestrian improvements in communities throughout the state through its federally funded competitive programs. The program uses a variety of funding sources to provide funding assistance to communities to improve the quality of the community environment. MaineDOT accepts applications on an ongoing basis. The program provides federal funding assistance of approximately $2.2 Million per year in bicycle and pedestrian projects that meet the transportation purpose of connecting neighborhoods, schools, downtowns and village areas. Municipalities that apply to the program must show that the project serves a transportation purpose, has community support, is buildable and environmentally feasible, and will improve safety.

- **Community Development Block Grant**– The Maine Department of Economic and Community Development (DECD) offers grants to Maine communities to achieve community and economic development objectives. The goals of the program are to benefit low income persons, eliminating the influences of blight, and addressing urgent needs. Communities often use this funding to improve the community environment – including sidewalks, streetscape improvements and trails. The Office of Community Development offers the CDBG funding program, which can be accessed for bicycle and pedestrian improvement projects, particularly those that serve as solutions to problems facing downtowns.

- **Maine Department of Conservation Recreational Trails Program** – This program provides funding assistance for recreational trails in communities throughout the state. The program allows funding for both motorized and non-motorized trails and requires 20 percent in matching funds. Applications are due in May or June of each year and are due in November.

- **National Park Service Rivers, Trails, and Conservation Assistance Program** – The RTCA Program works with nonprofit organizations, community groups, tribes or tribal governments, and local, state, or federal government agencies to conserve rivers, preserve open spaces, and develop trails and greenways. In Maine, the majority of the work has been helping communities develop trails ranging from hand-built, natural-surface walking trails to paved shared-use paths. Rivers and Trails have worked on many of Maine's long distance trails that connect multiple communities for walking and biking. The application deadline is August 1 every year.