

## TRANSCRIPT

### Tele-Workshop: Basic Corridor Management Planning

>>Okay, all right, you're welcome to go. Thank you. This is Kathie Knapp, I'm welcoming all of you here today to talk about basic corridor management plan which is a very important tool for your byways. I'm really happy to be able to present to you, I was the Arizona State byway coordinator, for a number of years and I have the opportunity to work on 14-corridor management plan. So, there's probably nothing that you have that I haven't seen before, while you're working on your corridor management plan. I have some material to you that I'd like to work through as we go through this presentation.

>>First of all, I like to reference the Federal Register, it's published May 8, 1995, it's a basic interim policy for the entire byway program. So, everything you're hearing from me today is in the Federal Register; it's just in really small print. So, we're going to go over with some of the things in the Federal Register but we're going to do it with the other presentations. Basically, you need to know the definitions are under number two, the intrinsic qualities are explained under number seven and the corridor management plans are explained under number nine.

>>Now, as we get into these programs, I would like to point out right off the bat, this is something we've work really hard on and we have a number of discussions on here at the Resource Center and at the National Organization of what we consider the three core elements of the National Scenic Byways Program and these are all things that you'll be addressing in your corridor management plan. And the three elements are the intrinsic qualities, a planning component which, in this case will be the corridor management plan, when we're talking about a planning component, we're not talking about just scribbling notes on a napkin at lunch, we're talking about a formal planning document that is living, breathing document that you can update and you can actually go to and use to guide your corridor along the way. And the visitors--the third is the visitor or the traveler experience which is the way you tell the byways story and the byway story is the basis of--with one with the other two, as the basis of your byway. So, keep those three elements in mind because I'll be talking about them again.

>>I think the first thing we need to discuss is, what is a corridor? A corridor means, according to the Fed's definition, the road or highway right of way and the adjacent area that is visible from and extending along the highway; the distance of the corridor extends from the highway could vary with the different intrinsic qualities. Now, that's your formal definition, your corridor is going to be a flexible, elastic corridor. It's going to take in, not only the highway right of way but what you can see from the corridor and it may even include some little side trip that are related to the byway story. I know in Arizona, we used three areas to describe the corridor. First of all, what was directly next to the corridor, then what was a corridor mile away that you could see from the corridor and then on into [INDISTINCT] whenever you could see from the highway that's included in the corridor. So, remember to keep it flexible, it isn't just the road. It's everything that tells the byway story.

>> Now, we have an exercise we're going to do, it won't take long and it's kind of fun, because it--I mean, sometimes we get into fights when we're doing presentations over the intrinsic qualities and what they actually represent. So, I'm hoping you've had a chance to look at the file that called illustrated IQs, it gives in the right hand, upper right hand side FHWA's official definition of each of the six intrinsic qualities, the intrinsic qualities are archaeological, cultural, historic, natural, recreational and scenic. So, your byway can have all six of those intrinsic quality, but your--and you may want to put all of those in your corridor management plans, but if you're going to go for National designation, you need to emphasize strongest intrinsic qualities along your byway.

>>So, if you'll take a look at the pictures, I don't know if anybody printed this out or if you just want to look at them at the computer, under intrinsic quality pictures, there's a PDF file and if you'll take the time to pull that

up or pull up the pictures, I'd like you to discuss what you think the main intrinsic quality of those six qualities is that's represented by that picture. Now, I'm not--this first picture is [INDISTINCT] to Locks Passage in New York, and we know there are a lot of other things along this byway than what is shown just in this picture that we're going to try and determine what intrinsic quality is represented just by this picture. And there is no right answer, anybody want to volunteer? What you think this one is?

>>Obviously, historical.

>>How about the rest of you? Do you agree?

>>That is cultural.

>>It could be either one. Now, what if you say--have a byway group that's working on the corridor management plan and they decide that they're at odds as to what intrinsic quality this represents, what are you going to do? Well, you're going to have to come to some kind of consensus and chose what you think the strongest intrinsic quality is and what--you know, how you can support, you have to be able to support it. So, that--I think both of those answers fit for this first picture. Now, the second picture is the historic Columbia River Highway in Oregon, what would you think that one would be? Anybody?

>> [INDISTINCT]...

>>Natural if you could build a road if you have such topography that allows the road to be built like that.

>>That's quite a picture, isn't it? Okay, anybody else?

>>I'd say scenic.

>>Now, let me explain first the difference based on the FHWA definition between natural and scenic. Natural includes with the byway that--or any byway that has very little man-made intrusions. Now, we don't count the road as a man-made intrusion because you wouldn't have the byway without having a road to get to it. So, the road doesn't count. Scenic can have some man-made intrusion. I have a byway in Arizona that I worked extensively with that is one of the most undisturbed natural byways in the country, it's called Coronado Trail on National Scenic Byway but right at the beginning is the world's second largest open pit copper mine, so obviously we have a man-made influence, even though the next 123 miles are almost undisturbed as far as natural qualities. So, they went for scenic designation.

>> Okay, let's go to the next picture. This is Alaska's Marine Highway in Alaska, for those of you that don't have the pictures, it's got a picture of a tribal member in full costume, probably at the Pow-Wow, what do you think this one would be?

>>Cultural.

>>[INDISTINCT]

>>Okay, anybody else? I think this one definitely is strongly cultural. I think that's a good answer. Okay, the next one has two people in a kayak in Alaska with cameras and what do you think this one would be?

>>Scenic.

>>Recreational.

>>Okay, it could either one of those. And based on this picture?

>>Recreational.

>>You've got both scenic, well, scenic would include man-made intrusions possibly and I don't see anything in this picture other than the kayak and the people sightseeing that would be man-made, so perhaps natural would be a better choice for this background in this one than scenic, but like I said, we only have the pictures to look at and there's no right answer, so there's two possibilities for this one, so, or three even.

>>Okay, the next one is the Outback Scenic Byway in Oregon. What do you think this one is?

>>Archaeological.

>>Yeah.

>>Okay, I hear two archaeological, what was that?

>>Cultural?

>>What was that?

>>Cultural.

>>Cultural, okay. Culture is usually, having to do with a currently occupying culture of a place or a byway that is currently active. And I--these are petroglyph from the Outback Scenic Road which were done probably thousands of years ago. So, keep that in mind, when you're looking at things like along your byway. Okay, the next one, Death Valley Scenic Byway California, I was invited to spend Christmas in Death Valley, which just didn't really thrill me, this does not look like a white Christmas place to me, but there are--this is an area that is a scenic byway managed by the Forest Service in California, what do you think this one is, based on this picture? Anybody?

>>Natural.

>>What was that?

>>Natural.

>>Okay, I heard a couple of natural. Scenic? While there--I don't see any man-made intrusions on it, as far as scenic goes, but it's possible if you went beyond the picture you would find some, I know there is place called Scotty's Castle on this byway, which could possibly make it scenic because it would be man-made. Do you understand the difference between the natural and the scenic? Well, those are good answers. Okay, now we get into some that could be even a little more difficult to describe, we just got six more.

>>This one is Turquoise Trail, New Mexico, and it's picture of a mission, what do you think this one could be?

>>Historic.

>>Historic, yeah, it could be a historic mission. Anything else?

>>Scenic.

>>Yeah, it could be scenic; it's got a man-made feature in it.

Cultural?

>>That's true it could be cultural, because the Fathers came through then southwest building missions and converting the Indians. So, it was a definite part of a major change in the culture at that time. So, all of those fit and if this was on your byway, you would have to decide with your group, what this intrinsic quality --is best supported by this particular picture, or in case--in your case was their whole byway. These are just giving you an idea of how difficult it is to pin down the intrinsic qualities. Okay, the next one is the Selma to Montgomery March Byway in Alabama.

>>Historic--cultural.

>>Okay, it could be both of those, historic or cultural. Anybody else?

>>Historic, yeah.

>>Okay, it could be either of those. So, that's another one that shows you an example of how you need to--just really pin this down [INDISTINCT] which one has the most strength. The next picture is Las Vegas Strip, Nevada and yes, that's a byway especially at night. What would you think that it's intrinsic quality or qualities would be?

>>Cultural but ugly.

>>Ugly cultural, okay. Yeah, there's cultural is for--a current culture, that's--that has produced this. Anybody else? Can you think of anything else this picture might represent?

>>You can call it scenic.

>>Well, you know that's what they got their designation as was scenic, but like the cultural guy said, it's--some people find it not very scenic and other people it's a definite representation of the culture, so how about recreational?

>>Yeah, if you walk in the door, sure.

>>Yeah, okay. It could be recreational too, I mean, if you watch some of those TV programs, it's very recreational, what happens in Vegas stays in Vegas, right? Okay, next one is the Indian River Lagoon Scenic Byway in Florida and this is a picture of Cape Canaveral, Kennedy which they keep changing the name, so, I'm not sure today, what its name is, but what would you think?

>>I think it's the Kennedy's Flight Center at Cape Canaveral.

>>Okay, thank you. I appreciate that. I was trying--I was looking it up trying to find out and every place I looked had both, you know, both names. So, that helps a lot, thank you. What do you think the quality this one could be?

>>Cultural?

>>This is on a byway, so it's something they had to address.

>>Scenic.

>>Scenic, because it's man-made intrusion.

>>Yeah, it could be scenic, it is definitely man-made.

>>It could be historical.

>>Historic.

>>Yeah, it could be, I think, you know, the [INDISTINCT] of State historic preservation officers count anything over 50 years old as historic.

>>There's just try to add up the numbers.

>>Right, there's possibly, which me makes historical too.

>>How about cultural?

>>Right, it could be cultural, because this is something that the whole country was involved in--that and it still is. So, see that's another example of one that could have several intrinsic qualities. Okay, the next picture, this is a fun one, Dinosaur Diamond in Colorado and Utah and it's a picture of Tyrannosaurus Rex, I think, its bones and says, please don't rattle my bones. What do you think this one could be?

>>Archaeological?

>>Well, if you look at the definition for the archaeological quality, it says physical evidence of historic or pre-historic human life or activity.

>>Okay.

>>Non pre-human.

>>Yeah, so, what do you think it might be?

>>Historic?

>> Definitely historic.

>>It could very well be historic. So, but archaeological has to do with human and pre-human activity, I don't know how many people were out hunting at the time, I don't think they were very many mammals around hunting these Tyrannosaurus of course. Okay, our last picture, Little Dixie Highway in Missouri, it shows a cemetery, what do you think this one could be?

>>Historic?

>>Okay, it could be historic because it does [INDISTINCT].

>>Cultural?

>>What was that? Cultural?

>>Cultural?

>>Yeah, it could be cultural, because often the graveyards are a rich source of cultural history. Anybody else? Okay, I think you did a great job. You can see how complicated it is to determine your intrinsic quality. So, it's something that--when you're doing your corridor management plans, you need to get consensus on what you think your qualities are and which ones are the most strongly supported. I believe when the new designation cycle starts, which should be very soon, they are re-writing some of the guidelines and there's going to be an emphasis on the intrinsic qualities not covering--if you have all six or you have some of them, not covering all of them but covering one or two of your strongest ones and supporting that in your application if any of you are going for National designation. I'm going to throw that in, I haven't seen the paper works of the National Byway [INDISTINCT] is preparing but we will be getting it out soon. It comes from the National office and we're just as excited about getting the information as you are, so we can help provide some guidance too. But remember if you go for a National Byway status right now, it's one or two of your very strongest intrinsic qualities, if you go for all-American Road status, it's two or three of your strongest intrinsic quality. Okay, any questions on the intrinsic qualities, because that's really a biggie for your corridor management plans. Okay, we'll go on and then I'll have time for questions at the end. I'd like to go into the PowerPoint now, which some of you probably can just pull up on your computer; it's called CMPs the big question.

>>Okay, what basically is a corridor management plan? It's a grass roots effort; we want everybody that's along--involved along the byway to be involved in it. We need business people, ranchers, motel owners, stakeholders such as federal agencies that have jurisdiction along your road which may--you may have forest service land, the Bureau of Land Management, it may be your State Department of Transportation, everybody that is living along the byway and is interested in the byway and it gives you a road map for action for that byway. And it's not set in stone, whatever you come up with can be revised and revisited and you can do it as often as you like, I--in Arizona, suggested every five years, the ones I worked on, many were funded by a National Scenic Byways grant for corridor management planning and the grants ranged from \$ 26,000 to \$ 80,000 depending on the lengths and the complexity of the byway. We hired consultants for part of them and some of them were done by local groups that had the talent to be able to put together a corridor management plan. A lot of good writings skill but once the document is completed, it's turned over to the people along the byway to implement. So, it needs to develop at a local level and it needs to be done in cooperation.

>>What you're aiming for is consensus, we all know that there are people along the byways that have secret hidden agendas and they're going to come along and maybe they want put a mono rail over your mountains to move traffic from side to the other, or they're maybe any number of things but if you go for consensus you tend to weave through those ideas and come up with ideas, visions and goals that really work for your byway. It serves as a planning guide, basically it is a planning guide for preservation and promotion of your byway and it documents the locals' wishes and worries as well as the vision and goals. We'll be going over to the 14 points that are necessary in a corridor management plan that the Federal Highways have in the Federal Register, but the one--one of the things they don't cover are the meat and potatoes of your corridor management plan. You could put a lot of technical information in your corridor management plan and still not come up with a vision, goals, wishes and worries of the locals which could be desires and concerns, whatever you want to call it, I just picked up wishes and worries and special places. We need to know as many of the byways characteristics is possible and you need to put that in your corridor management plan, it's in writing, that helps you with preservation and promotion and protection.

>> I have two slides in this corridor management plan presentation that have proven in 14 corridor management plans to be probably the most important two slides in the entire presentation and that's what a corridor management plan isn't--it is not a top-down land use regulation plan, it's not a mandated documents

that supersedes local authority, it's not a plan that restricts private property right, it's not a plan that mandates regulation for view ship, it's not a plan to allow the DOT or the Federal government to regulate land use outside the roadway right of way and it's not a list of new taxes. These are things that we took to our public meetings and these were the things so many people were interested in, it's what it's not, because they all had, you know, what's going to happen to our forest plan if you do a corridor management plan. Well, they work together. It's important because it's a living document and it records your wishes, your worries and strategies to protect and promote your byway.

>>What good does it do? What does a good corridor management plan includes? Well, it's going to be unique for your byway, it needs to fit your need and address the unique issues of your local byway corridor. The list of what a corridor management plan is not--I developed from working with western byways, because I handled the western region and there are property rights issues that are major in the Western United States and they may not be a big along your byway. Taxes are a big issue in the West, so you can go ahead and adjust those to however you think your byway--the issues that are along your byways. So, you can put that to rest before you even start on your corridor management plans. It should include provisions of the area, the byways, the corridor, the entire area around the byway, you should have an inventory of your intrinsic qualities, I suggest as one of your first steps going out on the road and doing a visual assessment or an inventory of your intrinsic qualities and then document what you're looking at. So, that you've got these things down in writing and you can discuss them and decide what intrinsic qualities they represent. You're going to want a plan of action, which is your goal and a schedule of responsibilities. The schedule tends to be very flexible because often the byway groups that are working on the corridor management plan and implementing the corridor management plan are volunteers and they may only have an hour a week they can devote to this. So, you're going to develop a plan with some timelines and some guidelines but it's going to have to be flexible, especially if you're working with volunteers. And, once again, keep in mind the intrinsic qualities, the planning elements, and the visitor experience and byway story. Those are your big qualities that you're going to want in your corridor management plan and/or any kind of document that you're preparing for your byway, be it as an interpretive plan, a marketing plan. Those are the key elements.

>>It should answer five questions. Current conditions, goal, objectives and strategies, you may want to list your goals, you may come up with six goals, and then under each goal, a list on how you plan on achieving it. These can be readdressed later once you started working on the corridor management plan. You may find things that do work and things that don't work. Who's going to be responsible for carrying these out? And when will they be implemented? I want to emphasize the regional and National significance to be put in to your corridor management plan because if you go for National designation, regional significance is becoming more and more important as more and more byways join the program. If you look at a map of America's Byways, you'll see that they are grouped together across the country. There are areas where there are very few byways, and areas where there's a big concentration. Well, what are you going to do? I mean, you can't--how many can you fit in one area before it's saturated? So, you're going to have to prove that your byway has regional significance across possibly, two or more states. And then National significance for the all-American Road is to show that it's a destination onto itself that people are traveling there because it's an exceptional experience. So I wanted to bring that up and put this in there just so you'd remember that, and I also have a hand-out on that, too, to help you.

>>Okay, the 14 points. We're going to go over these really quickly because this is boring, but we need to cover this. If you're going for National designation, there are 14 points in the National Register that have to be addressed in your corridor management plan, and your corridor management plan is--will be submitted with your application for National designation, and somebody will read it and they'll be looking for those points. If you go for all-American Road, there are three additional points. I've had my byway groups include all 17 points just in case, in the future, they decided to go for all-American Road. That way, they didn't have to take the time to update their corridor management plan before, you know, the designation process came out. Okay, the first one is a map, make it flexible and make it--sure it includes everything in the corridor; the

second one is an assessment of the intrinsic qualities; third is the strategy for maintaining and enhancing those qualities; the fourth is a schedule and a listing of all agency group and individual responsibilities in implementing the corridor management plan.

>>Now you're going to find these people coming out of the woodwork once you start on the corridor management plan because people are--people love their scenic byways, they want to be involved in this. I discovered we didn't have enough funding to do byways in to do as many public meetings for the corridor management plan as we would have liked. So, each time we did a corridor management plan, we set up a website just for that corridor management plan and we put on it announcements of meetings, meeting minutes, newspaper articles, and a draft of the corridor management plan as it came together. And a lot of people would print it up little cards, the size of business cards and have the address on it, and a lot of people logged in, and provided comments and all kinds of information so we reached a much larger audience by including that as well as having the public meetings. Where do you get your volunteers? Well, you ask for volunteers, basically. That's it. And, of course, you can always volunteer people but at our public meetings and on my website, we ask for volunteers and they ended up being the people that helped either write or review the corridor management plan and once the plan is done, it was turned over to your citizens' group of volunteers, and they are the ones in-charge of implementing it.

>>Okay, number five, describe how you would handle existing and new development; number six, a plan to assure ongoing public participation, and that's really important because you want to have unity along your corridor; a general review of the road, safety, and accident record, which you can get from your State DOT; a plan to accommodate commerce, this is an interesting one. I worked with the byway, that's only three miles. It ends three miles from the Mexican border and their main goal was to get the trucks off their road, which is not something that is legal because the roads are built with federal dollars. But they did discover that their byway was listed on the Rand McNally maps in kilometers. And the interstate, with the interstate connection, which was a four-lane highway, was listed in miles. So it looked like their byway was a shortcut to the interstate. So they worked with Rand McNally, got them to change the map and got a huge portion of the trucks coming up from Mexico off their roads. So there's a lot of things the byway committee can do. Demonstration, number nine, a demonstration that you're going to minimize intrusions on the visitor experience, you may want to--if you go into roadway work, which is number 13, you may want to develop some standards or if a byway has to be widened or something has to be done along the roadway, those are things that you're going to have to address. I know some of the byways I've worked with have put in place some regulations that if a roadway has to be widened, the cut from the roadway have to be stained the color of the existing mountains around the byway. They salvage as much plant material as they can. They reseed the native seeds sources. The boulders that are moved have to be re-piled as they were found originally. The contractors hate it but it really makes a difference from the byway. Okay, 10, a demonstration of compliance with all existing local, State and Federal laws on outdoor advertising. And I think all of you are aware of that one.

>>A signage plan, we are developing at the Resource Center, it's almost ready. A wayshowing and wayfinding plan that will be available to you. Wayshowing is what the byway does for the visitors, so wayfinding is what the visitors do when they're on your byway. And we will be able to present training on that very shortly. A narrative describing your position for marketing, it doesn't have to be a marketing plan. Just you know where you see yourself in marketing your byway. A discussion of the design standards which may include what we just discussed about the roadway widening projects. A description of plans to interpret the significant resources, this doesn't have to be an interpretation plan. You can get grants for interpretation plans and marketing plans. This just is a general outline. And, the three for the All-American Road are a narrative on how it would be promoted, interpreted, and marketed to attract more travelers, especially from other countries; a plan that shows that you have enough amenities to accommodate additional tourists; and a plan for addressing multilingual information needs. I think those are pretty basic, and we covered them so we'll just keep on going. Remember, your corridor management plan is about quality, not quantity. I have

seen corridor management plans that filled three volumes of technical information and still didn't have a vision and goals. And I've seen ones that were where 25 pages and it was just solid quality and something that the locals could use.

>>Make it usable, make it readable. People could pick it up and read it, and say "Okay, this is what we want to do and this is how we're going to go about it." Who should be included? Well, everybody that is involved along the byway, whether there are communities or, like I said, ranches, farmers, all the stakeholders, and even of the organizations, the federal agencies, that half jurisdiction along the byway, any partner organizations like Office of Tourism, Chambers of Commerces and related expert. It's a process as much as a product and it's always dynamic. I gave you a list in this power point of partnership, which could be with the developing partnerships with adjacent states or adjacent tribes, communities and community groups, tourism and transportation agencies, federal land managers--agencies, planning organizations and others. You'll know who your partners should be and they need to be approached and get involved in the corridor management plan.

>>Okay, you've got it done. Now what do you do with it? Well, you refer to it often. You have your citizens' committee constantly working on it. You set up the timeline so they know what they're going to do. It's going to be used as guidance, you may have public meetings, even after it's done to provide guidance to locals and let them know what you're up to. You want to share it with your partners and you want to keep it as a living document. So you want to keep updating it whenever you have the opportunity and maybe every five years or whatever you think. Whenever there's a change or you have a new goal, let's get it updated. Just don't let it just sit there. It doesn't have any teeth, nobody ever said it had any teeth as far as any legislations. But you'd be amazed what these citizens' groups can do when they have a passion for their byways. Look at Rand McNally. They fell in front of this byway group. Who is going to do it? Well, you're going to have to refine responsibility and that'll probably be with your volunteers. And I always try to get a volunteer from each of the agencies involved because they need to know what's going along the byways, what's going to be happening, because they have interest--different interests to protect. And what really makes a successful byway is responsibility, to everybody, to the land, to the resources, to the byway story, to everybody.

>>Okay, do you have skills and talents in your byway group? Of course, you do. Some people are good writers. Some people can draw maps. That is a whole variety of skills, try on those skills, you may be able to pull your corridor management plan together with the minimum of effort because you have so many talented people. The local historian may be involved in it and give you the history of the byway, a lot of different people along the byway with a lot of different interests and talents and skills.

>>You need identify your funding or technical needs. I always put in a page in the appendix or it's actually more than one page, I put together a chart that listed a number of funding sources. It starts with grants.gov to go through the National Scenic Byways Association, the heritage funds, the transportation enhancement funding, the Office of Tourism, possible grants that are available from them, and it tells who, you know, what the qualifications are and what the website is. So you can get in there and you can do your research and don't just count on the National Byways for funding, even though their program is really geared for the byways, there are a lot of funding sources out there, but you just have to spend the time researching them. And then, work on that plan of action.

>>If you need professional assistance, that's great. And often, you can get grants to get professional assistance. But, basically, make sure if you get a professional in there or a consultant firm that they know this isn't their byway plans, this is your byway plan. We've talked about community buying and support for all the initiatives and we're trying to make a sense of ownership. Now that's the PowerPoint, I've included some hand-outs for you that we've been giving training on corridor management planning. And we have put together some excerpts from a program that will be published in January. And these are excellent, they'll not

only help you develop your corridor management plan, they'll help you with your--if you go for National designation. One of them is elements of a good corridor management plan, the other's understanding intrinsic qualities, establishing regional or National significance of intrinsic qualities, and the core elements of byways sustainability. And that's a--byway sustainability is a while another Tele-Workshop. But, I just wanted to let you know that you're going to have a lot of fun doing this, you're going to meet a lot of people and in the end, you'll have a document that you're proud of that the locals can support. You'll have reached consensus, you'll meet people and develop partnerships that you never thought possible. So, get out there and enjoy. Do you have any questions?

>>Kathie?

>>Yes.

>>Are some of the intrinsic qualities more equal than other intrinsic qualities?

>>No, they're all equal. So you have to look at your byway and decide which ones have the strongest support. Which ones can you really defend if it goes for another evaluation?

>>I have a question related to something you said at the beginning of your talk.

>>Okay.

>>Talking about a scenic byway and the ability to be able to see something, to include something on the scenic byway, though it may be distant, as long as it's visible, we have a historical byway--

>>Uh-huh.

>>--We have a very significant building that is not visible.

>>But is it--is there a way of--that it's linked to the byway?

>>Absolutely--

>>Okay.

>>But it's just. It's not visible from the byway though.

>>We also have under recreation. Sometimes, recreation and you get grants to access to recreation. You make not be able to see the lake that the right--that is one of your recreational qualities from the byway. But if you take a short road, you're going to end up at the lake. So that can be included too, anything that is related to the byway directly. You know, don't push it too far that it's, you know, in the next State. But make sure it's related directly to the byway. And it's fine because a lot of places here, corridor, you have a mountain on one side so your corridor is just, you know, the 12-foot roadway. And on the other side, it drops off and you can see two States away. So, you use your judgment on that. But if it's directly related to the byway, it definitely can be included as part of the corridor.

>>Thank you.

>>Anybody else?

>>Yes, I have a couple of byways that are interested in--at neighboring towns, they'd like the byway to continue then we cut it off at the town boundary. Is the process for extending a byway different in any way from writing a new plan?

>>You know, I'm going to have to get back with you on that because I only know for State regulations of what they do. I know for State regulations, there is a way to extend the byway. And I have even worked with some byways that felt that even though their State designation, it stops two miles from a lake that they thought was really important and so their corridor management plan addressed the lake. And then they went back and were able to get an extension on their byways. So there are ways to do that so, let me get your name and number, and I'll call you back as soon as I check the National regulations because I don't want to lead you astray.

>>Sure, I'm Jim Fisher. You could find me under [acadiabyway.org](http://acadiabyway.org).

>>Okay. I'll get back with you, Jim, on that one. And I'll post in on the discussion forum. I just don't want to give you the wrong information because every State has different rules and regulations. Okay--

>>I have a question.

>>Sure.

>>I have a question about the--my name is Annette Schultz. And I have a question about the--how to tell whether your story is unique compared to all the other byways and applicants? Is there a good way to do that other than collecting all the plans in this country?

>>You know the--I'm waiting for the documents to come out for the next round of nomination applications for designation. And I suspect we're going to be getting a lot more information on regional. I looked up--in the west, with the western once I'm working with, I looked up some of the major landforms in the United States. I got a map that showed like the Colorado Plateau and, you know, the Cascades and areas like that. And then I looked at the areas where there was a major concentration. But if you can prove that your byway has regional significance, meaning your State and maybe another State, that it's unique to that area and that there's nothing else quite like it. And, usually, every byway with its own story is unique. Then you'll be okay.

>>Okay, what about National significance for the--

>>All-American Road?

>>Mm-hmm...

>>You need to prove that it's a destination onto itself, meaning people are going to travel from all over the world. You've got to have tourist amenities in place so that when these people come, you can feed them and put them in rooms. You've got to do--prove that you have a way to address multilingual concerns. And just, you know, follow the plans for the All-American Road, which are listed in the nomination designation. That the main thing is that you have to prove it's a destination onto itself. We don't have that many All-American Roads, but the ones that are All-American Roads, people from all over the world are coming to visit them, because they're the ones you see in the magazines in Germany, in Japan and people are coming to see them. We have some roads like Historic Route 66 across the country. Only segments of it are nationally designated. But if we can get all the segments nationally designated, it would qualify as an All-American Road because people come from all over the world to visit Route 66.

>>Okay, thank you.

>>Okay.

>>Hi, this is Richard Canale. My phone dropped out from about two minutes when you were taking attendance. I don't know if you had gotten me logged in.

>>Yes, I got you Richard because I heard you talking before.

>>Okay.

>>Also, we've got your number. Thank--

>>Also, I don't know if you got me either. This is Clint Eliason from Florida.

>>Okay. Yes, I remember your name. She just totally slaughtered your last name. So I'll add that to the list too, thank you.

>>Thank you.

>>To also get added to the list, this is Duane Scott from Main DOT.

>>Okay, thanks Dwayne.

>>This is Mike Rorke from the Volcanic Legacy Scenic Byway.

>>Okay, hi Mike.

>>How're you doing?

>>Good. Haven't been out there yet but I will be soon.

>>I have piper miles for you to visit. You'd spend three weeks.

>>Good. Any other questions? Well, this is going to be put on a pod cast. We have a lot of people that wanted to sign up for this and we weren't able to accommodate all of them. There were probably more than double the number of lines we had. So this will be published or put on to the byways website as a pod cast as of October 8. And that will under the [bywaysresourcecenter.org](http://bywaysresourcecenter.org), our main website for the resource center. We have a discussion forum, if you go in to [bywaysonline.org](http://bywaysonline.org) and click on forums and the click on corridor management plan, you'll see a discussion forum set up for the corridor management plans. I will be on the road most of the rest of these months. But I will be closely watching that and I'll post answers so that everyone has them available. And you can always give me a call. I've been out there in the trenches with the troops. Believe me, I've gotten my hands dirty on corridor management plans, I've cut my teeth on them, I had never heard of one when I started. So we had to start from scratch and see what worked and what didn't work.

>>And I can attest to that.

>>Yeah. Why thank you Sharlene. We had times on trying to get people out for public meetings which I think is the most difficult of all. Where on the Navaho Indian Reservation, we had to post meeting notices, we paint them on sheets, and hang them on chain-link fences. So, I have seen and done and heard a lot on

scenic byways. And I'll tell you the key for the public meeting is bring food. That gets them out. Are there any other questions?

>>Thank you, it was very informative.

>>Very helpful.

>>Thank you Kathie.

>>Don't hesitate to contact me if you have any more questions and we're going out and doing presentations to byways groups. And if you need that, you let us know. And thank you all for participating today.

>>Thank you, Kathie.

>>Bye-bye.