

# Scenic Route 169 Advisory Committee

Meeting #2 Notes- October 28, 2015

University of Connecticut Windham County Extension Center, Brooklyn, CT

## Attendance

*Sam Alexander, NECCOG*

*John Filchak, NECCOG*

*Jason Vincent, Norwich*

*Jules D'Agostino, Brooklyn*

*John Baldwin, Canterbury*

*Lois Bruinooge, The Last Green Valley*

## Topics

- *Planning Process*
- *Goals*
- *Intrinsic Qualities*

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## Discussion

### Planning Process

- Overview of upcoming meetings and public workshops

### Goals

- Presentation of four (draft) goals of the plan

### Intrinsic Qualities

- Discussion of why we are inventorying intrinsic qualities: It will lay the framework for establishing a geography of the corridor which will impact branding, signage, tourism, etc.
- The 1995 Plan only identified what was visible from or touching the roadway.
- We would like to take a watershed approach for each of the six intrinsic qualities (scenic, cultural, historic, natural, recreational, archaeological) as opposed to just identifying what is touching the roadway.
- A 36x72" map (next page) was used to plot locations of known sites of intrinsic qualities on and off of the immediate roadway to get a sense of the watershed of each intrinsic quality.
- Mr. Baldwin suggested that the watershed for locations of intrinsic qualities should consider how accessible the location is from Route 169, as opposed to some other route.
- Mr. Baldwin suggested that we address genealogy and cemeteries.

### Additional Notes

- Mr. D’Agostino suggested that attendees at the public workshops would like to know the current locations of important intrinsic qualities to get a sense of “what we are trying to protect” and “why they should be interested”.
- Mr. D’Agostino asked about quantifying the economic impact of the byway and the money taken in by business, museums, etc.
- Ms. Bruinooge stated that Walktober 2014 drew 60,000 people.
- Mr. Vincent stated that the CT Wine Trail website received 18 Million hits last year.
- Mr. Filchak stated that it may make sense to reach out to UConn for help quantifying the economic impact of the byway.

