

Fish River Scenic Byway

State Route 11 Aroostook County Corridor Management Plan

St. John Valley Region of Northern Maine



Prepared by:



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Summary

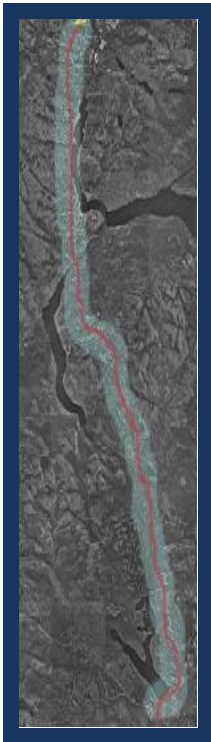
The purpose of the Maine Scenic Byways Program is to identify, preserve, maintain, and enhance outstanding cultural, historical, recreational, natural and scenic resources along Maine's State highways. This document combines two typically separate phases of the State Scenic Byways planning process: Eligibility and Designation. The Eligibility Phase assembles the background materials necessary to determine whether a roadway corridor is eligible for designation as an official scenic byway. The Designation Phase provides an analyses and strategies for effectively protecting and managing the identified resources of the scenic byway corridor. The segment of Route 11 from Portage to Fort Kent was already designated a state scenic byway at some undeterminable time late in the last century. The process for determining eligibility under the state program at that time was much simpler, and a formal background assessment for eligibility determination was not undertaken. Now however, to become eligible under the current program, which includes federal participation, a more rigorous process is mandated and background information assessment on the corridor has therefore been included in this Plan.

Why This Byway?

The Fish River Scenic Byway (formerly known as the Route 11 Scenic Byway) is a unique traveling experience. The corridor is 38 miles long and includes the Towns of Fort Kent, Wallagrass, Eagle Lake, Winterville, Portage Lake and unorganized townships 14 and 15 in range 6. Visitors to this region will not face crowds, congestion and development in this rural corner of the state. Instead, they will enjoy panoramic vistas, some of Maine’s premiere lakes for fishing, sailing, wildlife and bird watching, and the pastoral beauty of a “working byway” that supports agricultural and forest industries. The national byway campaign says “Come Closer. We have stories to tell.” Those that reside in this region know of the byway’s role in the Fish River Valley’s past, present, and future. Through this document, we will tell that story.

Importance of the Byway

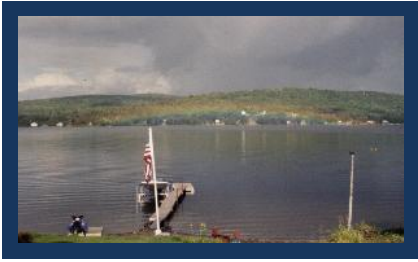
The scenic byway is 38 miles of State Route 11 from a point .40 miles north of the Nashville – Portage Lake town line and ending at the south compact line in Fort Kent near the intersection of Routes 11 and 161 adjacent to the old Fish River Bridge. The Byway corridor includes breathtaking views of Portage Lake, Eagle Lake and Soldier Pond, as well as the mountainous terrain to the east and west. The rolling hills create a motoring experience that is far from mundane and for the Byway’s length is both interesting and challenging.



The Fish River Scenic Byway is located in northern Aroostook County in the region known as the St. John (river) Valley. The corridor provides access to many sporting camps, seasonal cottages, and other recreational opportunities for all four seasons. Seasonal residents and vacationers appreciate the hospitality and charm of the St. John Valley residents and the unequalled outdoor opportunities offered by the lakes and back country.

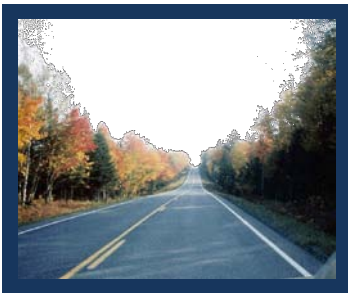
Route 11 is also one the oldest roads in northern Maine, constructed in the 1850’s, and was a primary mode of transportation prior to the railroad’s expansion into the great north Maine woods to access timber for lumber and paper industries to the south. It remains a critical transportation resource for the mature and dominant forest products industry in the region. Raw fiber is supplied to Fraser Paper in Madawaska and lumber mills in Portage, Ashland, and Masardis over Route 11. Chips, pulp, and finished goods are transported to points further south such as Millinocket and Lincoln on Route 11. The corridor serves the region as a working Byway - a major factor in the economy of northern Maine.

What's it Like?



Travelers approaching the Route 11 Scenic Byway from the south will begin their byway experience .40 miles north of the Nashville- Portage Lake town line. Portage Lake, named for the 2,474 acre “Y” shaped lake located completely within the town’s corporate limits, is rimmed by mountainous ridges to the south and east while the northwestern part of the town is covered by low lying wetland areas. This Town still exhibits the feel of its early

history of logging and rugged outdoor recreation. Residents and visitors alike can enjoy Portage Lake Beach, the municipally-owned campground with 16 sites and a boat launch. Dean’s Motor Lodge is widely known as a popular night spot and offers accommodations for travelers, sportsmen and snowmobile enthusiasts. While in Portage Lake the visitor should be sure to experience the wilderness of the North Maine Woods or a round of golf at the Portage Hills Country Club.



Continuing north along State Route 11, the byway roughly parallels the Fish River through two unorganized townships, and then slips between Hedgehog and Pennington Mountains before arriving in Winterville Plantation some sixteen miles north of Portage. Winterville Plantation was home to the Birch River Fish Hatchery, which still exists but is no longer operating.

At the north boundary of Winterville Plantation, the byway crosses both the Montreal, Maine and Atlantic Railroad and the Fish River Thoroughfare between St. Froid Lake and Eagle Lake.

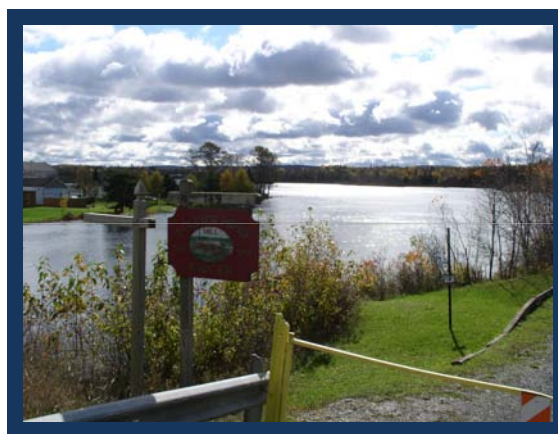
The Town of Eagle Lake is a quaint community of approximately 815 people, and counts the 18 miles and 5,581 acres of Eagle Lake’s surface water as one of its most important resources. Eagle Lake was named by Major Hastings Strickland and his soldiers in 1839 due to the impressive numbers of majestic Bald Eagles they witnessed while encamped on its shores. The lake’s fishery is of statewide significance for landlocked salmon, lake trout, and brook trout, as well as hook-and-line smelt fishery. There is excellent access to the lake from a public boat launch for boating enthusiasts, and 800 feet of public beach for swimming and picnicking. The Town also has many trails for hiking, biking and cross country skiing, not to mention 49 miles of first class snowmobile trails maintained by the Eagle Lake Winter Riders. The Irving 100 Sled Dog Race starts at the public beach and goes to Fish Lake Moose Point Camps. There is a turnout north of the village that offers exceptional views



of the lake and surrounding topography where visitors can enjoy a last long look at this impressive body of water with its rolling hills in the backdrop before continuing northward to Wallagrass.

Wallagrass Plantation is a small town of 653 people and 2 distinct settlements. Wallagrass Station is near the north end of Eagle Lake and Soldier Pond is about 3.5 miles further north, where a military outpost named Fort Jarvis was destroyed in a fire on Christmas Eve of 1839, taking the lives of two unknown soldiers. The outpost had been established to give protection to Fort Kent during the “Aroostook War”. The Montreal, Maine and Atlantic Railroad runs along the west bank of the Fish River for its entire length between the north and south boundaries of Wallagrass. The name “Wallagrass” is thought to have 3 possible origins. Some say its name came from the “Wall of Grass” created by the majestic Fish River along with the Wallagrass Stream and its tributaries. Other possibilities are that in the Micmac language it means “Grand River”, and in the Abanaki language it means “Full of Holes.”

At Soldier Pond, the traveler can cross the Fish River and head north on the Strip Road approximately 4 miles to an intersection with an unimproved road heading west, which provides access to the Fish River Falls – an experience well worth the excursion. Flora and fauna abound and one can commune with the natural beauty that exists there.



Soldier Pond received its name during the Aroostook War, which began when a Maine official conducting a census in a disputed border area was arrested by New Brunswick officials, and the Maine legislature dispatched a force of 200 men to the mouth of the Fish River in the winter of 1837. Congress appropriated \$800,000 and raised a 10,000 soldier militia to support the Maine troops already in place.

No shots were ever fired, but soldiers quickly used seized British lumber to build a blockhouse at the mouth of the Fish River. Another blockhouse and boom was built further down the Fish River at Soldier Pond. This blockhouse was burned down by American soldiers when it looked like the British might take it. It is now on Bangor & Aroostook RR property, but once belonged to J.T. Michaud, who received the land from his father, Romain Jean.

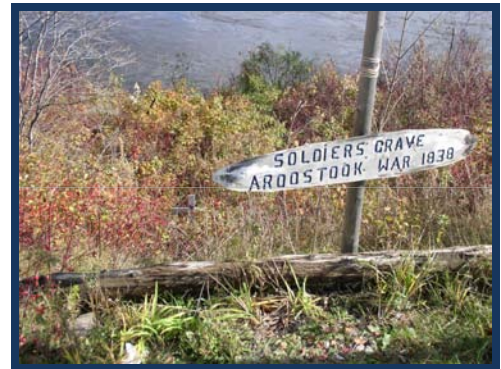
Joshua Crooker's story of serving as a volunteer soldier in the Aroostook War, describes some of the hardships of that service, and of the building of the fort.

General Winfield Scott was rushed to the area to broker a deal before things got out of hand between the Maine "Red Shirts" and the New Brunswick "Blue Noses." He succeeded in arranging for a compromise agreement to be made between Congressman Daniel Webster and Lord Ashburton. The border dispute became known as the "Bloodless Aroostook War" and legend has it that the only casualty was either 1) a pig that wandered across the border into Canada; or 2) a cow, shot by mistake, while rustling around outside the Ft. Kent blockhouse. Can't speak for either story, but the records do indicate that, in 1827, Joseph Arnold's cow was

taken hostage by the magistrate of Kent, New Brunswick, before being freed by the local "militia." Actually, a number of Americans died as a result of this conflict.

For example, most Maine school children could tell you about Pvt. Hiram T. Smith, of Company F, is buried in Haynesville, on U.S. Route 2 (the Military Road to Houlton), and is frequently cited as "the only casualty of the Aroostook War". Unfortunately, no one knows how he died, although there are a number of legends about it.

And, thanks to Rita Stadig – a local historian, we also know of two soldiers' graves at the side of Soldier Pond. Rita researched the site and remarked the graves there. She relates her father reported the two soldiers - unnamed - drowned on the pond while fishing one day.ⁱ



Soldier Pond was also home to the first known Alpine Ski facility in northern Maine, though it no longer exists.

Returning to Route 11, we travel northward toward the town of Fort Kent and the terrain becomes increasingly mountainous. The scenery is impressive as the road undulates through the hills and valleys. Fort Kent is a town of 4,826 residents occupying a tract of 52 square miles. The St. John River is its northerly border and also serves as part of the international boundary between the State of Maine and New Brunswick, Canada. Named after Maine's Governor Edward Kent, Fort Kent served as Maine's northern post during the international border dispute during the Aroostook War, and is Maine's first state-owned historic site. Constructed 1838-1840, this is the only extant fortification of the Aroostook "War" mentioned earlier. Once the boundary dispute was settled, the fort was abandoned. The Blockhouse, which housed officers



in the mid-1800s, today welcomes visitors who come to explore the uppermost reaches of Maine. US Route 1 begins in the town of Fort Kent and stretches south to Key West, Florida. The northern terminus of the Allagash Wilderness Waterway is a short distance to the West, and the Maine Winter Sports Center's 10th Mountain Lodge is just a stone's throw away.

The 10th Mountain Lodge, named for the legendary 10th Mountain Division – a highly decorated elite ski force specially trained in winter warfare during World War II - is a world class Nordic ski facility, recently hosting a 2004 World Cup event, the 2005 US Junior Biathlon Team Trials, and the 2005 Paralympics Nordic World Championships. Nearby, Lonesome Pines offers Alpine Skiing for downhill enthusiasts. Fort Kent also hosts the Can-Am Crown International Sled Dog Race, one of the premier competitions in the eastern United States.

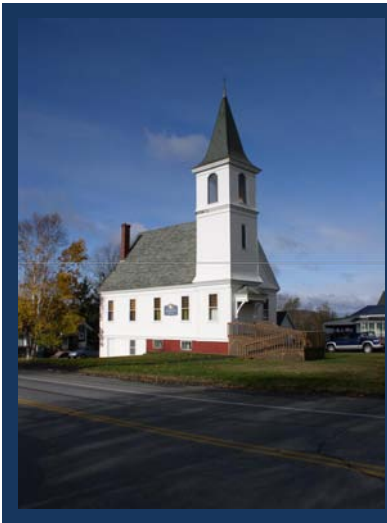


Historic and Cultural Resources



Left: Located near the Birch River inlet to St. Froid Lake, this structure served as quarters for a State owned and operated fish hatchery. The hatchery was in operation until sometime in the mid 1970's, when the state began divesting itself of these assets. It was sold and has remained in private ownership.

Right: The Birch River fish hatchery's concrete raceways are seen in this recent photo. Though overgrown with vegetation and moss, the facility could make an excellent interpretive center and demonstration area for environmental enthusiasts.



Above: Portage Lake Episcopal Church – a beautiful and locally historic building with a rich history.

Local organizations add to the fabric of the community and provide both educational and social benefits to members. These organizations include:

Boy Scouts/Girl Scouts of America
Fort Kent Chamber of Commerce
ATV clubs (3)
Fort Kent Rotary Club
Lodge of Mason's

Historical Society – Eagle Lake, Fort Kent
Knights of Columbus
Snowmobile Clubs (8)
Lions Club
4-H Club

Recreational Resources

In addition to the wonderful summer water sports, fishing, hunting, hiking, canoeing, nature and foliage touring that can be enjoyed in the Fish River Valley, there are ample recreational pastimes for those that like the brisk exhilaration of the winter outdoors. In fact, winter is northern Maine's specialty.



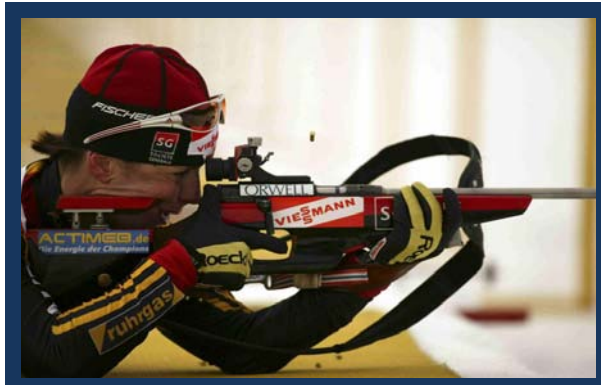
Ice fishing on our lakes



Groomed trails for great snowmobiling



Can-Am Crown International



World Class Biathlon Training & Events



ATV Touring



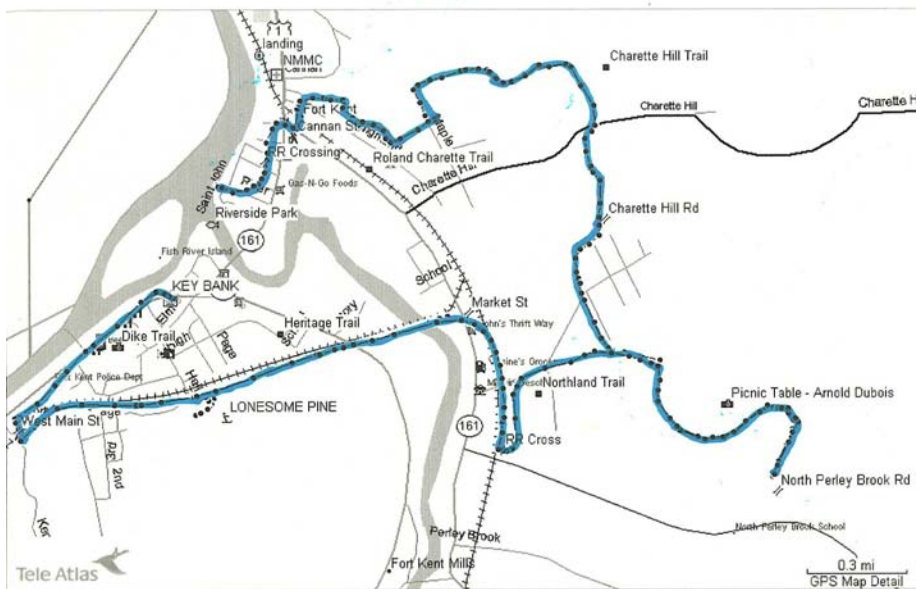
Did we mention snowmobiling?

Trails – You Can Get There From Here!

Figure 1 - Northern Maine Snowmobile Trail Map

Source: Maine Snowmobile Association P.O. Box 80, Augusta, ME 04332

Figure 2 - Downtown Fort Kent ATV Trail



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© 2001 Tele Atlas North America, Inc.
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Figure 3 - Can-Am Sled Dog Race 250 Mile Course

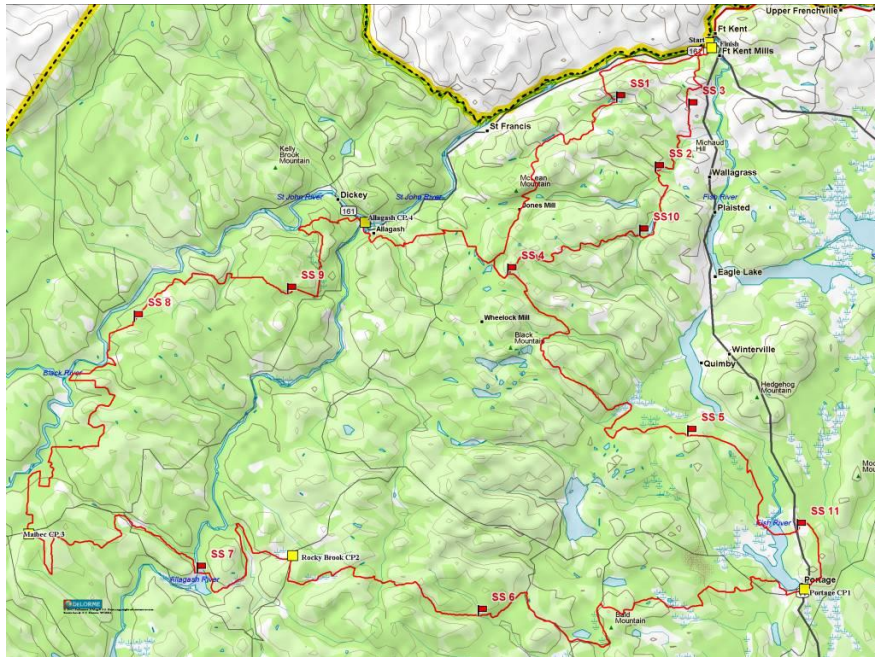


Figure 4 - Northern Forest Canoe Trail Promotion

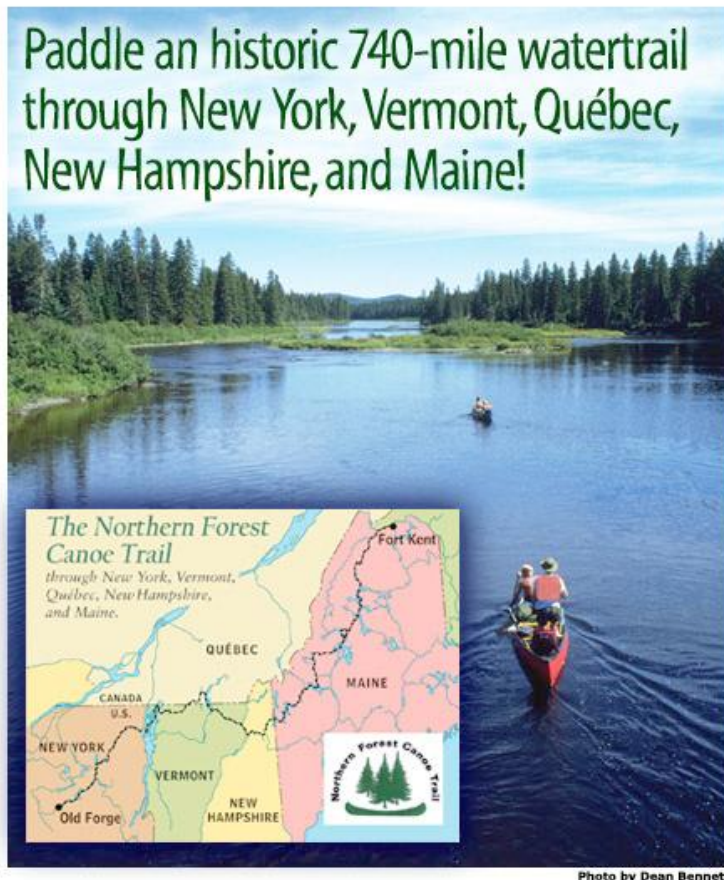


Figure 5 - ATV Trail Map

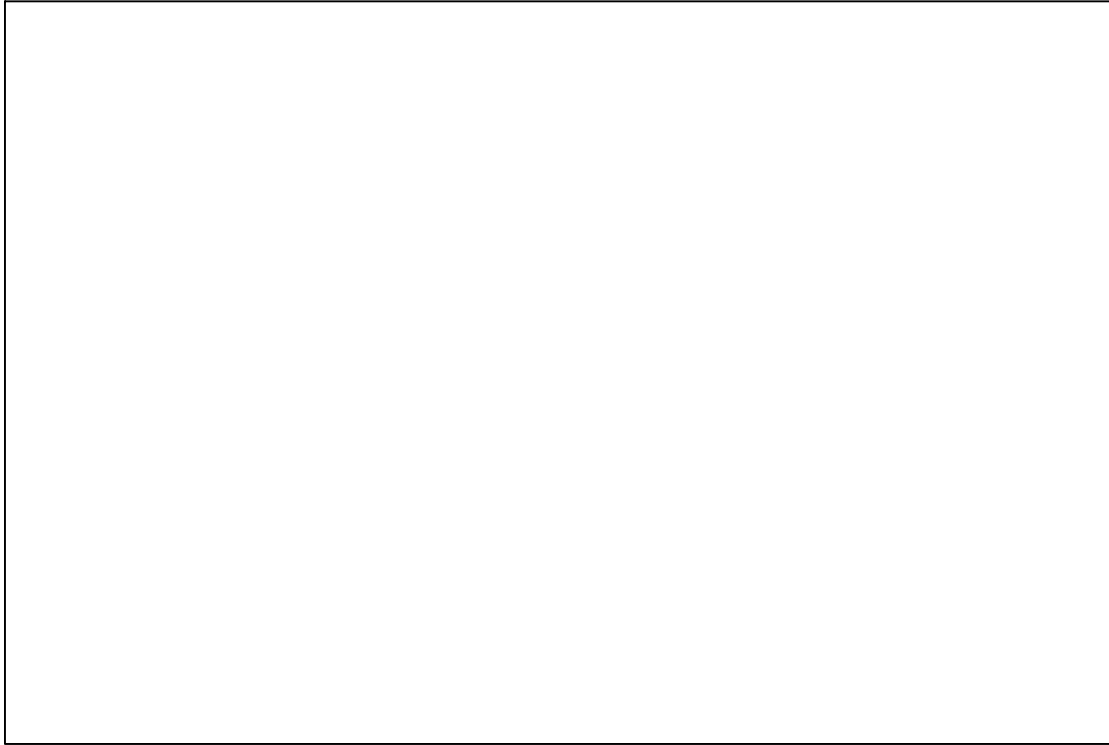
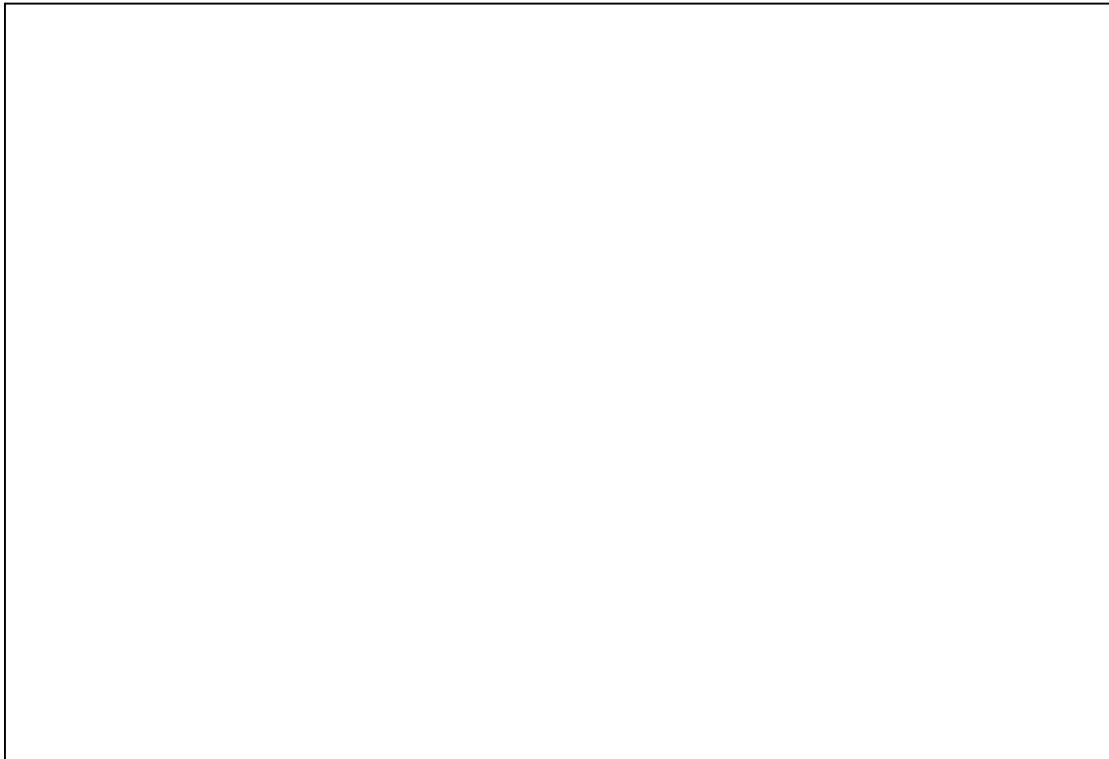


Figure 6 - Eagle Lake Walking Trail

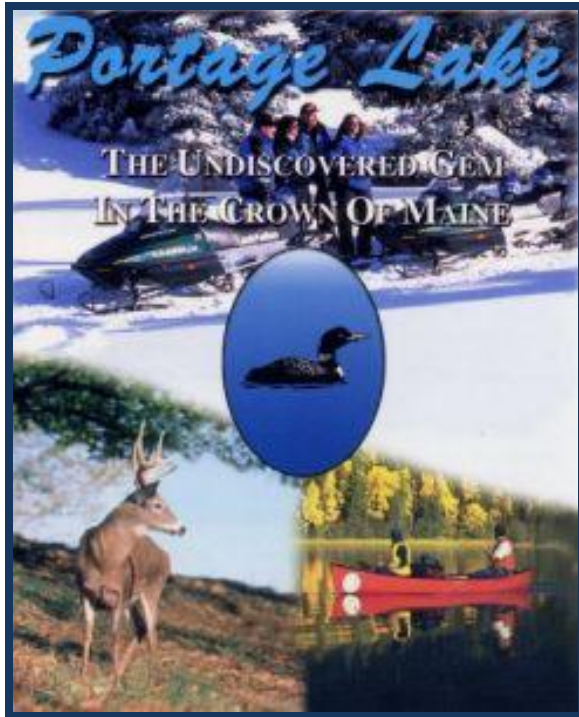


Trail maps and interpretive kiosks should be developed for these and other recreational trails found along the Byway. For example, there is a Maine DOT rest area on the west side of Route

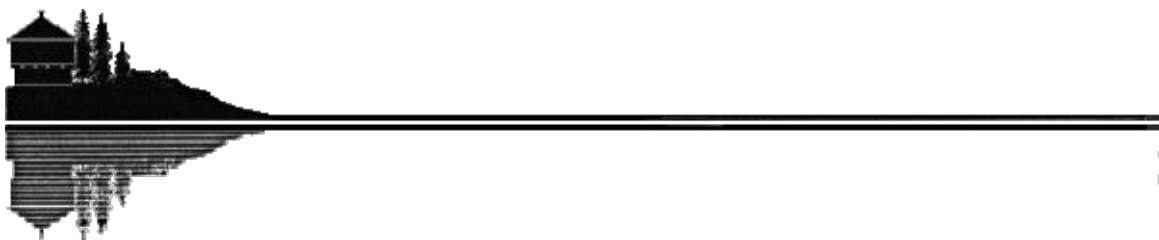
11 southeast of Winterville from which an old trail can be taken to the summit of Hedgehog Mountain where a fire tower once existed. Once this trail is improved, an interpretive panel or kiosk will be placed at the rest area providing a general trail guide, history of the mountain and fire tower, viewshed features, etc.

Byway Identity

The Byway communities share common themes that center on timber, water, wildlife, and history. The Fish River chain of Lakes is the one resource that threads all of the communities together and was therefore selected for the Byway name.



Left/below: The Byway Communities each have identifiable brands that highlight their heritage associated with woods and waters.



A Vision for the Fish River Scenic Byway Corridor

The Fish River Scenic Byway is a “working” byway reflecting the abundance of natural resources and vibrant people who make their homes and livelihoods in northern Maine. The Byway tells the story of a resilient and hard working people who despite untold hardships, managed to carve a life out of the rugged northern forest, and continue to do so today.

This rugged lifestyle has given the Fish River region’s communities a warmth and familiarity that the traveler will find nowhere else on earth. One is never lost along this Byway as friendly locals will be sure to assist in directing the traveler to any of the many establishments and destinations the Byway has to offer. The quality of the people, services, establishments, and activities will help to make the Fish River Byway a major component of Aroostook County’s tourism strategy.

On the road, the traveler will meet “log haulers” and RV’s; commuters headed to their jobs in Ashland or Fort Kent, and vacationers headed for camps along the lakes and rivers. Traffic moves safely and efficiently whether traveling to work or play, and for those who might otherwise be tempted to turn their attention from driving to a breathtaking view, there are several strategically located turnouts easily and safely accessed that provide the opportunity for relaxed viewing of panoramic vistas and our wonderful natural treasures. At these locations, the traveler will find information on the history and significance of these resources to the region and its people. They will be able to learn about the heritage of a working forest, of the wildlife habitat that is sustained by it, of the science in managing it, and why it will still be here for their children’s children to experience. The traveler will gain an understanding of the Fish River watershed and chain of lakes and how important they are to our ecosystem and recreational enjoyment. They will be able to examine archived photos of the famous Michaud Camps on Eagle Lake and early logging using steamboats on Portage Lake. They will learn about the “Bloodless” Aroostook War, the military outpost at Soldiers Pond, the Birch River Fish Hatchery near St. Froid Lake; all threads woven into the fabric of the area. They will leave with a greater sense of place and an appreciation for our little corner of the world.

Whether it is experienced by road or rail; air or water, The Fish River Scenic Byway is far more than just another pretty place.

Goals, Objectives and Strategies

The goals, objectives and implementation strategies are the building blocks used to accomplish the vision for the scenic corridor. Over time, the goals and objectives incrementally attain the vision by defining strategies that take the scenic corridor from concept to reality.

GOAL 1: Protect and Enhance Scenic, Historical, Recreational, Natural Resources

Objectives

- Inventory scenic and historic locations.
- Inventory Recreational “Hot Spots” such as exceptional foliage locations, hiking/walking trails, bird/wildlife watching locations, etc.
- Identify resources for scenic, historic, and cultural preservation activities.
- Recognize identified resources through zoning and other local land use regulations wherever possible.
- Where land use regulations are deemed inappropriate or too restrictive, seek non-regulatory methods of preserving the most critical scenic and historic values.
- Enact a simple, effective sign control ordinance.

Strategies

- Work with community leaders, business leaders and landowners to identify scenic recreational and other locations that should be protected or enhanced through mutual agreement.
- Partner with area Historical Societies, Quebec-Labrador Foundation, and the University of Maine at Fort Kent to identify areas of historical and cultural significance.
- Examine existing ordinances, identifying strengths as well as gaps and inconsistencies
- Pursue new protection techniques to encourage preservation of historic and scenic resources without restricting prudent forest management.
- Work with organizations such as the Rural Planning Organization, Maine IF&W, Chambers of Commerce, Maine Forest Products Council, Northern Maine Development Commission (NMDC), Maine Department of Conservation (Maine DOC), Maine Department of Transportation (Maine DOT) and the Maine Department of Environmental Protection to match resources with needs and develop incentives for landowner support.
- Pursue funding through Maine DOT’s Scenic Byways Program and other sources to landscape, maintain, enhance, and interpret historic and scenic resources along the corridor.
- Utilize St. John Aroostook Resource Conservation & Development (SJA RC&D) resources to complete a survey of historic sites, and historic architectural assets.

Performance Measures

- Completed Inventory of Historic Assets
- Additional structures listed on the National Register
- Passage of new local policies to protect scenic and historic properties
- Private and public funds devoted to historic and cultural preservation
- Additions to accessible scenic overlooks, turnouts and park areas

- Improved maintenance, landscaping and signage available at scenic turnouts or view points.

GOAL 2: Promote Sustainable Economic Development and Four-Season Tourism

Objectives -

- Identify ways that scenic byway improvements can support Four Season tourism.
- Develop informational materials for local investors for business start-ups – emphasize quality of the work force and quality of life.
- Strengthen cultural, eco-tourism, and bicycle tourism opportunities.
- Promote winter recreation as the niche marketing theme for the region using assets of snowmobiling, Maine Winter Sports Center, sled dog racing events.

Strategies

- Develop informational materials and distribution network for tourists emphasizing four-season activities such as autumn colors, hunting, fishing, birding, hiking, skiing, water sports, and cultural activities.
- Encourage State Legislators, economic and tourism groups to support state scenic byway projects, particularly for the Fish River Scenic Byway.
- Work with the Department of Economic and Community Development, Chamber of Commerce, Aroostook County Tourism, NMDC, Maine Snowmobile Association, MDOT Bicycle/Pedestrian Coordinator, and other organizations to develop the area's marketing strategy focusing on the significant and unique natural resource base.
- Identify synergies between the 5-year tourism business plan for Northern Maine and byway corridor plan and focus on implementing them.
- Work the Aroostook Partnership to develop “rim” components within the Byway Corridor for the northern Maine resort concept.

Performance Measures

- Increases in tourism during the shoulder and off-seasons
- Economic diversification, measured in creation of employment in a broad range of industry and occupation categories.
- Increases in year round employment in the region, particularly jobs paying livable wages
- Increased snowmobiling due to better trails and accommodations – multi use trails for 4-wheelers and bicycles.
- Public information on Byway resources easily available

Right: Visitor facilities such as these help enhance the Scenic Byway experience. The Byway Corridor Management Committee will consider design elements similar to these in developing appropriate structures for the Fish River Scenic Byway.



GOAL 3: Foster Participation and Community Support for the Scenic Byway

Objectives

- Pass the Corridor Management Plan in all Byway communities at annual town meetings
- Implement an ongoing Community Participation Program
- Build expertise within the Corridor Advocacy Group

Strategies

- Provide educational open forums, meetings and workshops on importance of Byway designation and corridor management activity.
- Solicit community participation in Byway planning and public events.
- Engage a slate of guest columnists connected to the Byway to write a monthly public awareness piece for local papers on byway activities – both local and national, and promote accomplishments, and activities.
- Work with organizers of local events such as the Can-Am Crown International and Irving 100 Sled Dog Races; holiday parades; fishing tournaments, etc., to promote the Byway and educate the public on Byway issues and accomplishments.
- Build relationships and support from key private landholders

Performance Measures

- Passage of the Corridor management plan at town meeting
- Attendance at public meetings, public hearings and other events
- Publications and other media presentations about the byway
- Grant applications completed and successful
- Commitments of local support for completion of byway objectives

GOAL 4: Provide Education on the Need for Resource Conservation, Protection and Preservation

Objectives

- Secure funding and technical resources to create a Byway “brand”, website or link to a Byway community website
- Identify natural resources, cultural and historic landmarks and create interpretive signage
- Identify and promote off-byway side trips
- Develop a universally accepted understanding of the Byway terms “Conservation, Protection, Preservation, Promotion and Enhancement”

Strategies

- Provide educational open forums, meetings and workshops; initiate annual presentation program to area schools, colleges and universities.
- Provide information at scenic turnouts on natural, scenic, historic and cultural assets
- Provide brochure and a traveler’s map with insets for off-byway sites that would enhance a visitor’s stay in the area.

- Work with public and industry organizations such as the Department of Conservation Bureau of Parks and Lands (BPL), and Maine Forest Products Council (MFPC) members to create a “glossary of Byway terms” that is accepted by all so that objectives of both the natural resource based business community and the Corridor Management Plan are understood, coordinated, and supported for the economic benefit of the region.
- Coordinate management strategies with the BPL for conservation and utilization of state owned land and forest assets.

Performance Measures

- Greater awareness and appreciation of historic and scenic landmarks
- Support for Byway projects from commercial woodland managers and operators
- Use of byway side excursions to extend the experience and promote hidden “treasures”.
- Use of educational materials on local natural resources by residents and visitors
- Reductions in littering, damage to wildlife habitat, archeological sites and other local natural and cultural resources.

GOAL 5: Protect Transportation Resources, Maintain Efficiency and Safety

Objectives

- Identify safety concerns including deer and moose crossings, school bus stops, and recreational trail intersections.
- Increase Public awareness of special driving practices associated with working byway
- Enforce current speed limits and laws regulating unsafe operation of motor vehicles
- Educate citizens and Realtors about the value of access management for new development

Strategies

- Create print and sign media explaining specific driving techniques that must be employed by log haulers and other commercial vehicles on Route 11; make it from the forest industry point of view, focusing on safety through driver awareness.
- Overlay traffic crash reports with GIS maps of region and update each year.
- Identify natural routes for deer and moose and update as patterns change.
- Construct animal crossing warning signs and include safety messages/driving tips to avoid animal collisions and serious injury
- Work to gain support for shoulder widening for cycle safety on the corridor wherever possible

Performance Measures

- Reductions in crash rates along the byway.
- Spacing and location of driveways and entrances onto byway that preserve efficient traffic movement for the benefit of local users and traveling public.

Public Participation Plan

The St. John Valley is fortunate to have an active volunteer network with ongoing and ad hoc groups with whom the CAG can partner. Upon adoption of the Corridor Management Plan, a Corridor Committee will form to set policy and guide the development of byway programs.

The following actions were undertaken in the Public Participation Plan:

- Identify individuals, groups and organizations that support the goals, objectives and implementation strategies of the corridor management plan.
- Develop appropriate methods of information dissemination to the public
- Prepare a proposed schedule for meetings and press releases
- Continue to contact, send information and make presentations to area groups such as the Maine Forest Products Council, St. John Aroostook RC&D, Rotarians, Maine Public Service, Quebec-Labrador Foundation, and Aroostook County Tourism, and Leaders Encouraging Aroostook Development (LEAD).
- Report progress to the Rural Planning Organization and the State Scenic Byway Coordinator.

The following organizations were involved throughout the planning process.

1. The St. John Aroostook RC&D (RC&D)
2. The Aroostook County Tourism Group (ACT)
3. The Fort Kent Chamber of Commerce

Corridor Advocacy Group

The CAG participants are listed in the table below. Some CAG members are likely to participate in the corridor committee.

Table 1 Participants in the Corridor Advocacy Group (CAG)

Full Name	Affiliation
Rita Sinclair	Town Manager – Portage Lake
Jim Nadeau	Town Manager - Eagle Lake; Selectman - Wallagrass
Don Guimond	Town Manger – Fort Kent
Dave Sokolich	Aroostook County Public Works Director; RPO Chair
Brent Bubar	Maine Department of Transportation
John Brown	Resident – Eagle Lake
Skip Babineau	Coordinator - St. John Aroostook RC&D
Rita Cannan	Aroostook County Tourism & Fort Kent Chamber of Commerce
Joella McBreairty	Town Manager - Wallagrass
John Titus /Vern Labbe	Bureau of Parks and Lands
Brian Longstaff, Senior Planner	Northern Maine Development Commission

Fish River Scenic Byway Corridor Management Entity

This region is already organized for inter-municipal coordination through the Rural Planning Organization (RPO), a sub-committee of the Northern Maine Empowerment Council. The RPO is made up of transportation, land use, and economic development professionals from the region. This organization will serve as the Corridor Management Entity coordinating Byway management with other transportation initiatives in the future.

The RPO meets monthly and is chaired by Dave Sokolich. The RPO will identify local, state, and federal resources such as grants, educational and technical support. The committee will inform towns of these resources and assist with writing applications and otherwise soliciting for assistance. The CAG will report quarterly to the RPO and as needed to the municipal boards.

The RPO will work with the select boards, the Maine Department of Transportation, Northern Maine Development Commission and other state agencies to assist the towns in implementing the goals of the corridor plan.

The RPO will also be responsible for monitoring progress on improvement projects and reporting progress back to the local select boards and to the State Scenic Byway Coordinator. Employees of the regional office of the Department of Transportation will assist them in this task. The RPO will be responsible for submitting annual reports to the State Scenic Byway Coordinator.

Finally, the RPO will be responsible for keeping the public informed and involved in the Scenic Byway. They will be assisted in this process by the CAG, local news media, community leaders, and the Northern Maine Development Commission.

Table 2 Provisional Corridor Management Committee Members (RPO)

Full Name	Position	Affiliation
Mr. Christopher Mann		Bureau of Planning - MDOT
Mr. Roger Roy		
Ms. Patricia Sutherland		
Mr. Leigh Stilwell	Director	Public Works – Houlton
Mr. John Edgecomb	Town Mgr.	Castle Hill/Chapman/Mapleton
Mr. Carl Flora	President	Loring Development Authority
Mr. Robert Watson	Manager	Region 5 – MDOT
Mr. Daniel Donovan		Aroostook Regional Transportation System
Mr. Dave Sokolich	RPO Chair	Public Works Director - Aroostook County
Mr. Peter Forbes		
Mr. Bill Garrish		Dufresne-Henry Engineering
Mr. Scott Wardwell	Administrator	Northern Maine Regional Airport
Mr. Paul Bernier	Director	Economic/Community Development – St. Agatha
Jay Kamm	Dir. Planning	Northern Maine Development Commission

The Role of Local Communities

Board of Selectmen - Portage Lake, Winterville, Eagle Lake, Wallagrass, Fort Kent

The Select Board will have the primary responsibility for implementation of the Corridor Management Plan within their jurisdictional boundaries. Select Boards may also develop proposals for improvements to the Byway and provide direction to the Corridor Management Entity regarding priority projects for the corridor. The Select Boards will also have the ultimate authority within their jurisdictional boundaries. Furthermore, while the current funding formula for Byway grants does not require a local match, the Select Boards may make recommendations for local contributions for Byway development. Recommendations involving expenditure of local funds will be voted on at annual town meetings or council meeting as required in each of the individual communities according to local charter.

Planning Boards – Portage Lake, Winterville, Eagle Lake, Wallagrass, Fort Kent

The Planning Boards will play a primary role in the implementation of the corridor management plan. The Planning Boards will routinely review the plan, indicating any inconsistencies with the existing comprehensive plan, zoning, or ordinances. This CMP and subsequent revisions will be moved for adoption in each Byway community through local legislative process. The Planning Boards will assist in preparation of grant proposals for Byway improvements. One member or designee of each Planning or Select Board should serve on the Corridor Management Entity and act as liaisons to their Board. The Planning Board will assist in interpreting the CMP and related ordinances for persons' seeking to change activities located on the Byway.

Local Law Enforcement

State Police and County Sheriff Departments will help the CME in identifying traffic calming opportunities as well as identifying safety issues related to proposed projects. These branches of law enforcement provide routine enforcement of traffic safety laws and can assist the CME in determining which Byway enhancements will provide significant benefits for health and safety.

The Role of Public Agencies / Institutions

Federal Highway Administration (FHWA)

The FHWA manages the National Scenic Byway Program. It will continue to provide standards and technical support for creation and maintenance of the Byway, marketing assistance for the Byway, and financial support for approved Byway enhancements.

Maine Department of Transportation (Maine DOT)

The Maine Department of Transportation will work with town and county government to support the Byway with improvements that are consistent with the corridor management plan and consistent with town preferences. MDOT will provide technical assistance to town

governments on matters such as road construction standards, safety, parking facilities, and alternative modes. MDOT will assist in writing federal grant applications for Byway improvements and will seek to provide state matching funds whenever possible. The CAG will work through the Regional Planning Organization to communicate Byway needs and future plans.

Maine State Planning Office (SPO)

When needed, the State Planning Office (SPO) will provide financial and technical support for land use and transportation planning along the Byway corridor. SPO will assist the towns in determining whether specific development proposals are consistent with the town comprehensive plans and with Byway goals and objectives.

Maine Department of Environmental Protection (DEP)

The Department of Environmental Protection will provide financial assistance, whenever possible, to towns for mitigation of existing environmental problems along the Byway.

Maine Department of Public Safety

When needed, the Maine Department of Public Safety will provide back-up law enforcement services along the Byway to control illegal activities such as speeding, operating under the influence, and reckless operation. The Maine Department of Public Safety will provide technical assistance to the towns for driver education measures to improve safety for persons traveling and living along the Byway. State Police service for Aroostook County is administered through the Houlton headquarters. Contact: State Police Troop F Headquarters, 1 Darcie Drive, Houlton, Maine 04730, Phone: (207) 532-5400

Northern Maine Development Commission (NMDC)

As designated, NMDC will act as a liaison between the towns and state government. The NMDC will provide technical assistance in transportation, land use, environmental, and other planning. The NMDC will assist towns and the CME in submitting and implementing federal and state Byway improvement grants.

Office of the County Sheriff

The County Sheriff will provide back-up law enforcement services along the Byway to control illegal activities such as speeding, operating under the influence and reckless operation. The Sheriff will work with the State Police and town leaders to determine how to reduce incidence of speeding, operating under the influence, reckless operation, and other violations. The County Sheriff's office participates in E911 dispatch services and call sharing with the State Police in order to insure all areas are serviced by either State and/or County law enforcement at different times. The Aroostook County Sheriff's Office is located at 26 Court Street, Houlton, Maine, phone: (207) 532-3471.

The Role of Private Organizations

Utilities, Maine Public Service, Verizon, Fairpoint Communications

The Corridor Management Committee in collaboration with Maine DOT, will seek memorandums of understanding (MOU) from all utility providers, asking them to inform the towns of significant changes in distribution networks, including location of poles, wires, transformers, and other structures and work with CMC and planning boards to avoid construction within the identified scenic vistas. The MOU will also request that these businesses collaborate with the towns to identify opportunities for relocating infrastructure away from scenic areas, including future underground cabling through downtown areas.

The Role of Community Organizations

Greater Fort Kent Chamber of Commerce - will represent local businesses in CMC activities; provide information on community events, business development, current levels of tourism, and methods for improving tourism management

Aroostook County Tourism (ACT) – will assist the municipality and chamber with promotional opportunities, tourism data and other forms of technical assistance and advocacy.

Portage Lake Association - will help promote the education, use and preservation of scenic vistas and landscapes, waterways and community events, particularly through its membership and website.

Boy Scouts/Girl Scouts - will develop and undertake beautification projects along the Byway to enhance the appearance of and promote the beauty of the Byway.

SAD#27, #32 – will develop a program to involve students in researching and gathering an inventory of historical information and designing enhancements for the Byway to build interest in and ownership by future generations of area young people.

Trail Clubs – will work with the CAG to coordinate trail improvements and secure landowner agreements for the existing trails as well as identify opportunities for additional trail development.

Quebec-Labrador Foundation – will seek opportunities to assist the CAG in projects focused on promoting and educating the public on the cultural heritage of the Byway communities and the Acadian influence.

St. John Aroostook Resource Conservation and Development – will provide technical assistance to support implementation of the corridor management plan including the protection of intrinsic resources and the enhancement of four season tourism.

Background Assessment and Conditions Analysis

Protection and management of the scenic aspects of a roadway must not hinder the primary purpose of the roadway, which is to move people and goods in a safe and efficient manner. Therefore, an assessment of the current condition of the road, traffic volumes, levels of service, safety issues, adjacent land uses, signage and other related information about the roadway must be considered.

Roadway Description

Routes 11 is used as connector between The St. John Valley and I-95/Route 2 in the northern Penobscot/southern Aroostook area. The Montréal, Maine, and Atlantic's main rail line roughly parallels the corridor and there are sidings within the Byway corridor in Portage, Eagle Lake, and Fort Kent. Nearly all of the rail traffic is derived from the timber industry located along the corridor and the paper mill in Madawaska. However some traffic is also generated from the intermodal facility in Presque Isle.

There are no regional airports located along the corridor although there is a sea plane base located at Portage Lake. There is an international border crossing located in Fort Kent.

The southern portion of the corridor (Ashland south) has undergone significant reconstruction projects in the past 5-7 years. These projects were a direct result of the type of traffic on the corridor and road posting issues. As such, this section of the corridor is in excellent condition. The northern section of the corridor (Ashland-north), including the Byway segment, contains significantly more backlog road reconstruction mileage that the southern sections. There is back log reconstruction mileage in Wallagrass and Portage as well as bridges identified in the 6 Year Plan.

Signage

A variety of signage exists along the byway, mostly advertising commercial establishments such as lodging and outdoor recreation assets. An opportunity exists to make sure that excessive signage is not allowed to interfere with the quality of the corridor driving experience. Signage along the Byway consists of the following types:

- State highway signs including route identification, scenic byway designation, scenic turnout and traffic safety.
- County and municipal signs including intersecting state/state aid road identification, camp road identification, visitor welcome signs, and municipal office identification.
- Private signs including identification of businesses, religious facilities and product / service advertising.

Some of the photographs that accompany this Plan illustrate problem signage that currently exists along the Byway. These signs may need to be changed or improved. None of the Byway communities have a sign ordinance and therefore the applicable regulations are those of the State regarding "billboards", specifically Title 23, Chap. 15, §1153 *Protection of Highways* which

prohibits certain signs from being placed within the right of way of a state road. To truly enhance the traveler’s experience along the Byway, special consideration should be given to the type, size and style of signage placed in the future as well as incentives to change undesirable existing signage.

Right: an example of signage design that might be improved with a more planned approach that provides attractive and durable supports, lighting and location for the signage. The Corridor Advocacy Group can develop guidelines that lend continuity to the signage along the corridor.



Left: An example of more appropriate design and content, which is in keeping with the character of the Fish River Scenic Byway, and which might serve as a template for future signage along the corridor.



Right: Another example of undesirable form and function for signage.



Left: Better style and material components for business and directional signage



Existing Land Uses

There are minimal land use controls in place along the Fish River Scenic Byway corridor. Fort Kent has the most stringent zoning and has access management standards that exceed those of the state minimums. Ashland and Portage Lake also have zoning ordinances that provide some level of review for commercial and industrial development while most of the other organized communities have no land use controls. The unorganized townships are controlled by Land Use Regulatory Commission (LURC) and contain minimal standards for the protection of the corridor. LURC tends to spot zone based on the present land use of the lot and therefore districts are piecemeal. Residential and commercial development has stripped out along the corridor, especially in the Wallagrass and Winterville areas. This type of development is one that is hard to control in that it is slow and incremental. Oftentimes problems are not perceived until the development has significantly impacted traffic mobility. However, all of the organized Byway communities have adopted consistent comprehensive plans that outline strategies to strengthen land use regulatory measures. Once implemented, these strategies will provide a much improved system for guiding development and preserving resources.

Portage Lake Land Use and Zoning

Portage Lake has a townwide zoning ordinance which was adopted on July 31, 1974. This ordinance is old and has not been updated since adoption. The Planning Board should update this ordinance with the assistance of the Code Enforcement Officer, to ensure that the ordinance is consistent with state guidelines.

Portage Lake also has a locally adopted Subdivision Ordinance, Site Design Review Ordinance, and Access Management Ordinance.

Portage Lake adopted a revised shoreland zoning ordinance in 1991. Portage Lake's ordinance includes protection to Portage Lake, the Fish River, and the smaller water bodies within the township. The shoreland zone is divided into three (3) land use districts, which include Resource Protection, Stream Protection, and Limited Residential Districts. Lakefront property appears to be fully developed and second tier development has shown up along the West Cottage Road. There are several vacant lots located on the East Cottage Road that are owned by the town and are used as right-of-ways. These should be maintained as such to ensure access to the lake into the future.

Portage Lake has identified an industrial area, located off of the West Cottage Road in the area of the closed Great Northern Chip Plant. This area contains a railroad siding, chip plant, saw mill, and access to the North Maine Woods. There is also easy access to the mill in Nashville Plantation via rail or private dirt roads. There are no other industrially zoned lands in the Town of Portage Lake. Present townwide zoning also does not support or steer industrial land use toward this location.

Eagle Lake Land Use and Zoning

Eagle Lake does not have a townwide zoning ordinance. A zoning ordinance, along with other land use regulations and the town's spending programs, helps to put the comprehensive plan into action. As part of the plan, inventories have been done which help to paint a picture of the

internal and external forces which help to facilitate change in the town. Shaping that change into orderly, planned, and healthy growth is the purpose of the zoning ordinance.

Eagle Lake has adopted a Subdivision Ordinance, but does not have criteria or standards for the review of non-residential development proposals. Site design review helps to protect the Town from unsightly development which would detract from the appearance of the community and reduce property values. It also addresses impacts to many of Byway's intrinsic resources.

Eagle Lake adopted a shoreland zoning ordinance in February 1992. This ordinance established four types of shoreland districts where land use activities are to be regulated within a defined distance (between 75' and 250') from the shoreline of the Town's surface waters.

Wallagrass Land Use and Zoning

Wallagrass adopted a Zoning Ordinance in 1987 when town officials decided to organize and come out from under the jurisdiction of LURC. Town officials adopted an ordinance that is very similar to that of LURC and utilize the zoning map developed for the town. Presently there are five (5) districts within the community.

Town officials feel that the present ordinance is working well and adequately addresses its stated purposes. However, many of the zones are confusing and the ordinance also contains wording related to Shoreland Zoning. The ordinance is in need of major revisions that need to be addressed by the Planning Board (to be discussed in the proposed land use section). These include:

1. Develop a land use chart
2. Develop a dimensional requirements table.
3. Change zoning districts to better reflect current land uses. (see proposed Land Use Plan
4. Update definition sections.
5. Change zone names to better reflect uses.
6. Remove references to Shoreland Zoning.
7. Develop a separate zoning map.

Wallagrass does not have a locally adopted Subdivision Ordinance, Site Design Review Ordinance, or Access Management Ordinance. During the implementation phase of the comprehensive plan, town officials must decide if they want to develop and adopt these elements in their ordinance. If so, those standards must be in compliance with the State regulations or be more stringent.

Fort Kent Land Use and Zoning

Fort Kent has a general townwide zoning ordinance with 4 land use districts including Rural Farm Residential, Residential, Commercial, and Industrial districts. In addition, it has a Shoreland Zoning Ordinance originally adopted in 1974 and revised in 1993. Fort Kent also has a Subdivision Ordinance, Site Design Review Ordinance, Access Management Ordinance, and Floodplain Development Ordinance.

Most of the portion of Fort Kent that lies within the Byway corridor is zoned as Rural Farm Residential District. The purpose of this district is to accommodate agricultural and forestry land uses, rural type residences, natural resource conservation, and recreational uses. With ample space for commercial and industrial uses in other areas of the town, unmanageable development pressure along the Byway corridor is not anticipated in the foreseeable future.

Existing Land Use Analysis

Portage Lake

While only a small portion of the available land has been developed in Portage Lake, the township lacks land for additional growth as over 8,000 acres of the township are in commercial forestland and these owners have indicated no desire to develop. Land directly adjacent to Portage Lake has also been saturated for development.

An analysis of the land use in Portage Lake also shows that most residential lots are small and situated within the village area with the highest concentration of residential lots directly around Portage Lake. The remaining residential lots are scattered throughout the town, which may pose future problems in terms of municipal services.

Eagle Lake

Although the public water and sewer systems in Eagle Lake extend south to just before Fish River and north to the rest area and then down along the lake, unrestricted development of residential lots that are less than 20,000 square feet should be not be allowed along the entire length of Route 11 as this will impact traffic flow, speed and safety.

In the case of Eagle Lake, only a small portion of the available land has been developed and there is ample land for additional growth precluding the need to for growth to occur only along the Route 11 corridor as in Portage Lake. The extent and density of that development is dependent upon the capabilities of the land to handle on-site sewer and water, and the location of that development relative to the public sewer system.

A majority of Eagle Lake's vacant land lies in the western half of the town bordering T16 R8 and is under private ownership. Most of this land is forested, and in many cases difficult to access. Vacant land in developed areas is made up of areas in poor drainage, former agricultural fields reverting back to natural vegetation, rock outcrops, or steep slopes.

Wallagrass

Wallagrass' Town officials have expressed a desire to increase the tourism potential for their town. There are plans to explore the further development of a multi-season, multi-use trail throughout the town. As of now, residential development is just beginning in this area which may make this project more difficult to complete in the future. Town officials may wish to explore funding sources such as Land and Water Conservation (LAWCON) grants and federal monies to preserve a trail corridor for future development.

Commercial development pressure is minimal in Wallagrass, as most of the existing commercial development has occurred inside the traditional village area near Solider Pond. However, there

is increasing commercial pressure locating along Route 11 especially with the construction of a new storage complex. This commercial development is occurring almost exclusively along the main highway, with little depth of development since access roads are not provided behind existing frontage. In addition, commercial lots are necessarily large since no public water and sewer are available and on-site systems must be provided. The combination of development along the main highway and large lots has the potential of creating a low-density commercial strip leading from the developed area of the town. This sprawl is inefficient, creates traffic hazards, and attracts some shoppers out of the downtown area.

Wallagrass should guide development to areas where public services can be provided to protect rural areas, and promote back lot development in close proximity to the village areas to prevent sprawl. This approach to land use regulation will protect rural land uses and help maintain the character of Wallagrass.

Fort Kent

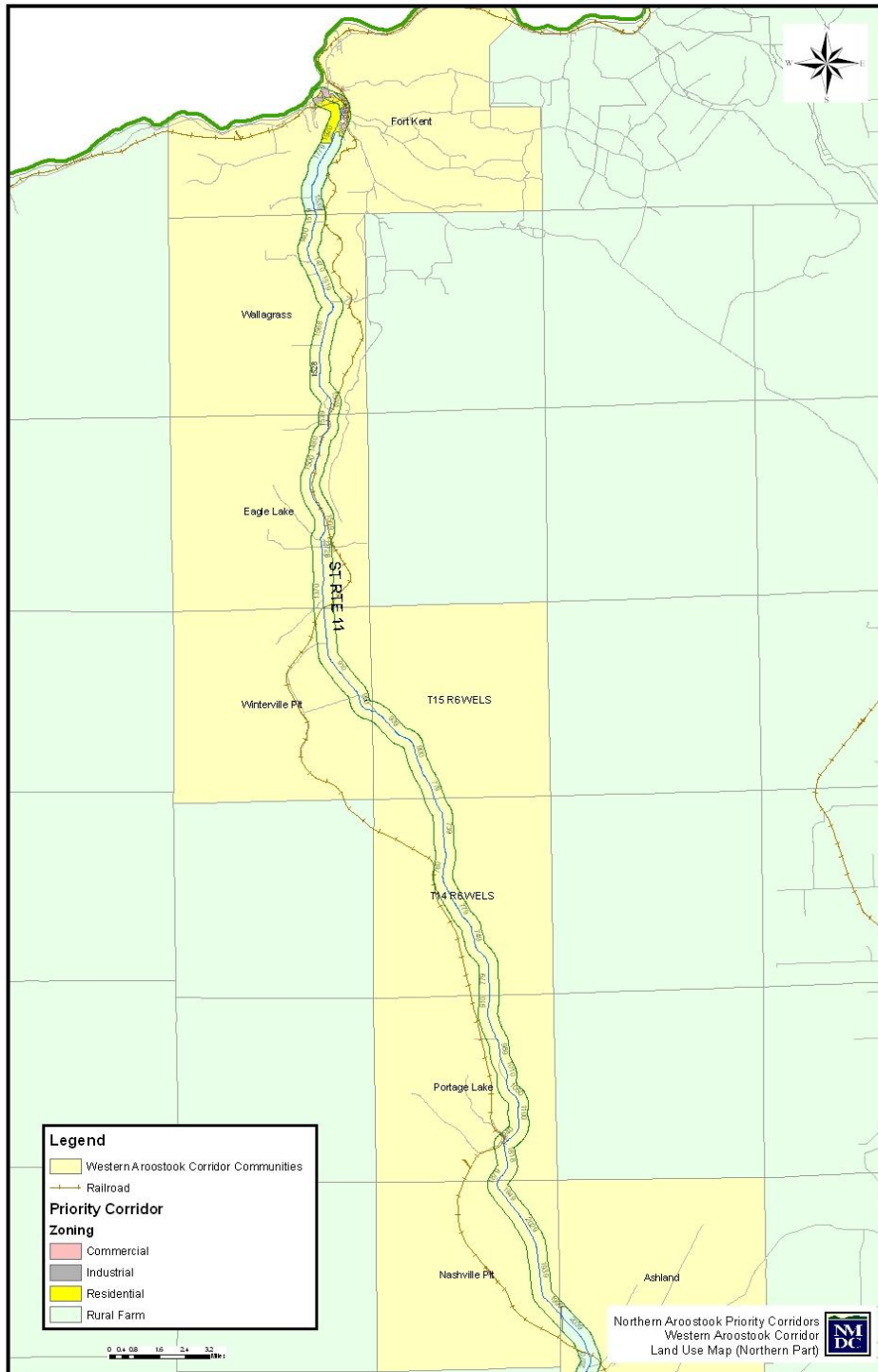
Fort Kent’s current zoning ordinance offers an acceptable level of land use control along the Byway corridor. The Town plans to review their current development standards in the near future and may propose amendments in conformance with Byway protection objectives.

Town officials in all of the Byway communities will review their specific access management strategies and requirements as part of their land use ordinances to help avoid uncontrolled strip development along major roadways. Increasing and sprawling development along this corridor could have serious impacts on traffic flow, speed, tax dollars, and public safety.

Table 3 Comparative Table of Existing Land Use Regulation on the Byway

Existing Land Use Regulation Matrix					
Community	Townwide Zoning Ordinance	Shoreland Zoning Ordinance	Subdivision Ordinance	Site Design Review Ordinance	Local Access Management Regulations
Portage Lake	Yes	Yes	Yes	Yes	Yes
Eagle Lake	No	Yes	Yes	No	No
Wallagrass	Yes	Yes	No	No	No
Fort Kent	Yes	Yes	Yes	Yes	Yes

Figure 7 Map of Corridor Land Use



Future Land Use

Portage Lake

Considering topography, water quality, critical habitat protection, current use and saturation, the Route 11 corridor remains the only available option for development. The Planning Committee has designated this corridor as their **Growth Area**. The remaining portion of the township has been designated as the **Rural Area**.

Growth Area: Land that is accessed for development from the state-maintained Route 11, and the East Cottage Road will be considered to be in this zone. The rationale is that these two roads are (a) heavily-traveled collector roads that will bear the brunt of new traffic regardless of its ultimate destination in town; (b) maintained with state dollars, and (c) already showing signs of development pressure. It is therefore more cost-effective for the town to encourage the wear-and-tear of additional growth to be placed on these roads and away from more rural town-maintained roads.

All types of uses will be allowed in the growth area. Mobile home parks that take advantage of the state limits to local regulation will be allowed in the growth area.

Rural Area: The balance of Portage Lake would be considered rural. While growth would not be restricted in the rest of town, it would be relatively discouraged due to (a) the cost of additional land requirements, (b) the lower likelihood of the town accepting new roads, (c) protection of natural resources, and (d) most of this land is commercial forest land. While a low density is desired, house lots are to be kept within a reasonably affordable range for the benefit of buyers, sellers, and the town as a whole, so that rural living should not become exclusive.

Most commercial and industrial activity will generally be discouraged in the rural area, except for the re-use of existing industrial sites off of the West Cottage Road, and performance standards to address these land uses will be carefully developed during the implementation phase of the planning process. Town officials will also consider zoning some additional areas of town for Commercial and Industrial uses in order to prevent incompatible non-residential development issues.

Portage Lake plans to regulate development on a lot-by-lot basis based on the limitations of the soil on site as determined by a medium intensity soil survey. The basic premise is that there will be a one (1) acre minimum lot size in the Growth Area and a five (5) acre minimum lot size in the Rural Area. These lot sizes will increase as soil potential rating decreases. As part of the implementation process and through the development of a Land Use ordinance, the Planning Board will be developing setbacks to offset land uses.

Eagle Lake

Eagle Lake's Comprehensive Plan outlines a proposed zoning ordinance that includes 5 districts with specific purposes for guiding growth and protecting rural character.

Village District (growth)

The Village District should consist of mixture of commercial and residential uses. Future commercial development in the village area should be controlled to blend into the existing conditions and character of the Town, thereby permitting a variety of uses, yet not losing the character of the Town (10,000 to 20,000 S.F. minimum lot size). This district encompasses the built up section of Eagle Lake where municipal services and infrastructure exist, and includes vacant area suitable for mixed-use development.

Residential District (growth)

Areas where there is an adequate road system, suitable soils, some existing residential development, and room for future growth with or without public sewer facilities (1 acre minimum). This district is shown to generally include areas east and west of Route 11 to a depth adequate for back lot development with controlled access to Route 11 and other collectors.

Farm Forest District (rural)

Prime farm and forest lands located away from major areas of residential growth and any future public facilities (5 acre minimum). This district is shown to be located to the west of Route 11 and beyond the Residential District boundary, and features large tracts of privately owned forest or farmland.

Resource Protection District (rural/conservation)

Areas of Town generally unsuitable for development because of wetlands, poorly drained soils, steep slopes, rock outcrops, shoreland areas, wildlife habitat, critical or endangered natural resources, high output aquifers, areas to be protected because of historic and/or cultural resources, scenic importance, access importance, and areas of Town at distances too great to provide and maintain essential public services. This district is shown to be west of the Farm Forest District to the westerly town limits.

Industrial District (growth)

The Industrial District is established for the principal use of industry and associated uses. Certain open area favorably situated with respect to transportation, suitable soils, room for future growth, and containing other factors conducive to industrial development, but not in conflict with residential neighborhoods or business, are also included. This is for the purpose of reserving suitable land for the expansion of existing industry and location of new industry, and to enhance economic development and employment opportunities. This district is shown to be immediately southeast of the village district and south of Eagle Lake.

The proposed zoning ordinance suggests the incorporation of standards for access management, historic and archaeological resource protection, and natural resource protection.

The Development Constraints map is to be used in the review and decision process on all proposed development.

Wallagrass

The "Growth and Rural" areas for Wallagrass have been designated on the Proposed Land Use Map. It should be noted that these areas are fluid and could expand and contract based upon growth pressure and the intent of the zoning ordinance.

1. The **Growth** areas are "generally" defined as: those portions of the Town located just south of the Fort Kent town line along Aroostook Road and the area around Solider Pond. Present zoning in this area includes Residential (D-RS) and General Management (G-MN and D-MN).

It is proposed that during the implementation phase of this program, that the Planning Board will completely update the Townwide Zoning Ordinance. It has also been proposed that, all references to Shoreland Zoning Districts be removed from the Townwide Zoning Ordinance and included in the Shoreland Zoning Ordinance and map.

2. The **Rural** area is defined as those areas outside of the "Growth" area usually encompassing the M-GN district.

Since there is only one small area along Soldier Pond that has public sewer, the minimum lot size for residential uses in the Growth Area should be **one (1) acre** and two (2) acres for commercial uses. Lots along Aroostook Road would need a minimum of 200 feet of frontage and be required to meet the Maine Department of Transportation Access management rules.

The plan calls for name changes to the current districts from: D-RS to Residential District (RD), D-GN to Development District, and M-GN to Management District. The following purposes for each district will also be incorporated into the updated ordinance:

Development District

The purpose of the Development District is to recognize existing patterns of development in appropriate areas and to encourage further patterns of compatible development. This area is designed to promote future growth centers in order to encourage the location of compatible development near each other and to minimize the impact of such development upon incompatible uses and upon public facilities and services.

Management District

The purpose of the Management District is to permit forestry and agricultural management activities to occur with minimal interferences from unrelated development.

Residential District

The purpose of the Residential District is to set aside certain areas for residential and other appropriate uses so as to provide for residential activities apart from areas of

commercial development.

Additionally the plan identifies several provisions to be included in the land use ordinance during the implementation process, including standards for signage and scenic area preservation. The plan also calls for residential zone expansion into areas west of Soldier Pond and along the Sutton Siding Road.

Fort Kent

Fort Kent's existing land use pattern is fairly predictable, logical and consistent with accepted development theory and practices. There are some inconsistencies within the current ordinance that are identified in the Fort Kent Comprehensive Plan. The Plan includes practical suggestions for correcting these inconsistencies so that the ordinance will continue to function as intended, directing growth to appropriate areas and preserving critical natural resources. The ordinance includes the following five land use districts.

Rural Farm Residential District (RF): RF District is established for agriculture, forestry, rural-type residences and customary associated uses unsuited to more densely developed urban areas. The district also promotes conservation of natural resources and encourages appropriate recreational land use while discouraging growth.

Residence District (R): Established for single and multi-family residential uses at low density, mixed with educational, recreational, religious, and fraternal land uses. Areas where future residential growth appears possible are also included in this district.

Commercial Zoning District (C): Established for general business and commercial uses for which the public requires frequent and convenient access in a concentrated development pattern.

Industrial District (I): Established for industrial purposes along with commercial and business uses commonly supplemental to or associated with industrial uses.

Shoreland Zone: The Shoreland Zone is established in accordance with state mandates and serves to regulate growth adjacent to significant waterbodies and sensitive resource areas. The Shoreland Zone supercedes the general land use ordinance where applicable and these standards are more restrictive.

Most of the byway corridor within Fort Kent is zoned as RF, which is the most restrictive district and most effectively preserves intrinsic resources along the byway. The Fort Kent Future Land Use Plan also includes key recommendations for implementation as follows:

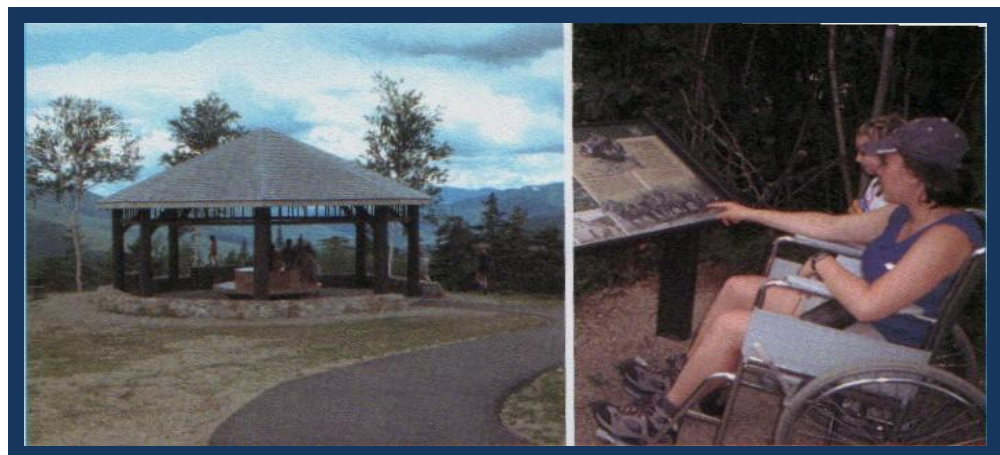
- Traffic Studies to assess impact from large developments.
- Buffer Strips of 150' between residential developments in the RF District and active farmlands.
- Alternative Plan requirement for subdivisions in the RF District to compare clustered and conventional subdivision design for proposals of more than 5 lots to preserve prime farmland.
- Commercial District limitation on any future expansion of this district.

- High Value Fisheries Protection through designation of stream bank segments as Resource Protection districts.

The Corridor Advocacy Group has identified the following additional facilities, services and initiatives that would correlate well with byway goals and objectives mentioned earlier:

- Informational facility or interpretive center - to provide details on lodging, camping, dining and recreational opportunities in the area, and to explain historical/natural significance of intrinsic byway resources. (Note: The former Birch River Fish Hatchery at St. Froid Lake would be an ideal location.)
- Recreational/rental facilities, such as bicycles, boats, kayaks guided tours, possibly combine with information center, and develop hut-to-hut shelter system with rest room or kitchen facilities for snowmobile trails.
- Develop and promote existing and new “put in and take out” points for Fish River Lakes canoe trips.
- Reinstatement of passenger rail tours during fall foliage and other annual events.
- Additional promotion of snowmobiling, sled dog racing, skiing, hunting and sports fishing opportunities on the area's streams and lakes.
- Development of additional parking and services at the Portage Lake checkpoint for spectators of the Can-Am Crown International Sled Dog Race.
- Eco-tourism development and promotion, possibly in partnership with initiatives underway by other groups in the region, for projects such as the “Fish River Byway Birding Trail”.
- Historic and other nature trail development which would reinforce the eco-tourism promotional theme.
- Professional surveys of historic and architectural resources along Byway corridor to more fully develop scope and breadth of historical heritage tours and preservation activities.
- Additional trail enhancements in partnership with the Healthy Maine Walks program to promote non-motorized enjoyment of the Byway.
- GIS mapping of the Interconnecting Trail System (ITS) and ATV trails to enhance snowmobiling and ATV recreation.
- Continued wildlife habitat restoration projects in the Dickwood and Isie Lake areas for eco-tourism enhancements.
- Creation, promotion, and inclusion of a Cycling Tour on Route 11 as a companion cycling trip to the existing Tour D’Valle, in the “Bike Aroostook County” Brochure.

Right: examples of interpretive structures that would enhance the traveler’s Byway experience.



Safety Issues

According to accident records data collected and provided by MDOT, there do not appear to be any serious problem areas with regard to safety and there are no high crash locations on the Byway. The three highest accident totals, which may benefit from further scrutiny, were as follows:

1. The 4 mile section between Wallagrass Station and the Plourde Mill road with 22;
2. The 1.6 mile section in T14 R6 south of Bear Ridge with 8
3. From north boundary of T14 R6 to a point 1.6 miles south with 6.

The analysis of accident data also found the following points:

- There were 121 total accidents in the 3-year period from January 2002 to December 2004.
- January and July accounted for the highest incidence rate at 13%; December and June were just slightly lower. This could be attributed in part to winter road conditions and increased traffic due to seasonal tourism.
- 25% of all accidents occurred between the hours of 10AM and 3PM and the type of vehicle units most frequently involved were 4-door passenger cars and pickups.
- 3-axle tractor and tri-axle trailer haul units accounted for just 4% of the units involved in accidents over the 3-year period. These units are commonly used as log hauling transports.
- Only one death was recorded as a result of a traffic accident during the 3-year period.
- 72% of the recorded accidents involved property damage and 40% involved some form of injury, the majority of which were non-capacitating.
- 48% of the 162 drivers involved exhibited no improper driving activities while 15% were determined to be using illegal or unsafe speeds. Driver inattention factored into 14% of the incidences.
- Drivers in the 40-49 age group were involved in the highest number of accidents at 27%.
- No snowmobiles, ATVs or pedestrians were involved in any of the recorded accidents, and only one cyclist was involved in an accident during the report period.
- 18% of all accidents occurred in daylight under clear, dry conditions; snow was a contributing factor in only 15% and ice in only 12% of all accidents indicating that although it is always a concern, winter weather has not been a major factor in road safety on the Byway segment.

There are many miles of the corridor that do not have paved shoulders suitable for safe cycling or pedestrian activity.

Traffic Volumes/User Types

The Department of Transportation, Traffic Engineering Division, and Traffic Monitoring Section is responsible for the collection of all types of traffic data and maintenance of a statewide traffic volume database. The reduction and reporting of traffic volumes and vehicle classification data are accomplished through two types of count programs. They are as follows:

▪ CONTINUOUS COUNT PROGRAM

Traffic volumes are monitored on a continuous year round basis at fifty-three permanent recorder sites located on major highways throughout the State. These hourly counts are collected to produce

an average weekday figure, a weekly average day, a monthly average day, and a monthly average weekday. This information is compiled to develop an Annual Average Daily Traffic (AADT) figure for each location. The AADT is computed from the average of the weekly average day totals for the year. The increasing demand to determine the types of vehicles (e.g. passenger cars, single-unit trucks, and semi's) traveling Maine's highways has prompted the development of a Continuous Classification Program. Currently, the department has nine locations along routed highways that collect data based on thirteen categories as defined by the Federal Highway Administration. An AADT is computed based on the total volume as well as summary data for individual vehicle types. Future plans include the installation of additional sites statewide over the next several years.

▪ 24 HOUR TRAFFIC DATA COLLECTION PROGRAM

Between April 1st and November 15th of each year, 24 hour traffic counts (i.e., coverage counts) are gathered to monitor traffic flow and changes in traffic patterns. These counts are generally taken at intersections with major routes and/or other significant roads, Compact Urban Lines (CUL), or Town Lines (TL), or in coordination with ongoing projects or special traffic studies for the Department. Additionally, 24-hour vehicle classification counts are performed in conjunction with the coverage counts to provide a comprehensive view of traffic along the routed highways.

The State is divided into three count zones. The Fish River Scenic Byway is in ZONE III: Northern and eastern Maine. This zone includes all of Aroostook, Piscataquis, Washington counties, northern and southeastern Hancock county, Penobscot county from Lagrange north, and the remainder of Somerset county.

These zones are counted on a five year cycle: Zones I and II are counted twice and Zone III once during each five year period. The coverage count program also consists of the "Special Counts" taken each year to satisfy Departmental needs, local requests, and Federal requirements. Once the AADT's have been computed for all of the permanent recorder locations, weekly factors for each station are computed by dividing the AADT by each average weekly figure. Those stations which exhibit similar traffic patterns are assembled and placed into one of three groups:

- URBAN: Roadways which carry commuter traffic and exhibit little seasonal change in traffic volumes.
- ARTERIAL: Roadways which carry commuter traffic but exhibit moderate seasonal changes in traffic volumes.
- RECREATIONAL: Roadways which are heavily influenced by seasonal traffic.

Within each of the three groups, a factor for each week is computed by averaging the weekly factors from each station within the group.

The 2004 Weekly Group Mean Factors were developed by averaging the Weekly Group Mean Factor for 2001, 2002 and 2003.

The 24-hour raw data may now be grouped and assigned a factor to produce an AADT. Growth factors for expanding traffic in uncounted zones are developed utilizing data from the permanent recorders and comparing it to the data from the previous year. The updated AADT's are entered into the Maine Department of Transportation's database to be used by various Departmental employees.

DESCRIPTION of HEADINGS, SYMBOLS, AND ABBREVIATIONS

The following is a description of the column headings, symbols, and abbreviations used for the Coverage Count Section and are found in Table 4.

TOWN: The town in which a count was taken

ROUTE: The road or highway on which the count was taken.

Non-Interstate Highways and Roads

- X indicates a Routed Highway (0196X = SR 196 0001X = US Route 1)
- A or B indicates an Alternate Routed Highway (0001A = US Route 1A 0009B = SR 9B)
- C indicates a Business Route (0001C = Business US Route 1, 1A, or 1B 0025C = Business SR 25)
- Just a number with no letter OR no numbers or letters indicates a non-routed highway [= Pine Hill Road 00001 = Hubbard Road 01414 = IR 1414 00991 = IR 991 (Biddeford Road)]

LOCATION: A description of where the count was taken.

BK = Brook; BR = Bridge ; CL = County Line; CNR = Corner; CTR = Center; CUL = Compact Urban Line; DR = Drive; EB = Eastbound; HWY = Highway; IR = Inventory Road; LN = Lane NB = Northbound; OW = One Way; PK = Park; PKWY = Park Way; PL = Place; PT = Point PW = Private Way; RD = Road; RDG = Ridge; RV = River; SB = Southbound; SL = State Line SR = State Route; ST = Street; STR = Stream; TL = Town Line; US = United States Route; WB = Westbound; N/O, NE/O, E/O, etc. = North of, Northeast of, East of, etc.

TYPE: Category for each count taken.

- A = Permanent Recorder Count
- B = BACTS Count
- C = Coverage Count
- I = Interstate Count
- K = KACTS Count
- L = ATRC Count (Formerly LACTS)
- M = Municipal, Town, Regional Count
- P = PACTS Count
- S = Special Count
- T = Turning Movement Count

GROUP: The factor group assigned to the location.

- I = Urban Group - Roadways which carry commuter traffic and exhibit little seasonal change in traffic volumes.
- II = Arterial Group - Roadways which carry commuter traffic but exhibit moderate seasonal changes in traffic volumes.
- III = Recreational Group - Roadways which are heavily influenced by seasonal traffic.
- ATR = Permanent Recorder Controlled Group

AADT: Annual Average Daily Traffic

Table 4 Traffic Counts on the Fish River Scenic Byway

TOWN	STATION	ROAD	LOCATION	TYPE	GROUP	AADT04
FORT KENT	01306	0011X	SR 11 (AROOSTOOK) SW/O F.K. MILL RD	C	I	2420
FORT KENT	02903	0011X	SR 11 (PLEASANT) E/O CUT FROM US 1/SR161	C	I	6940
FORT KENT	03201	0011X	SR 11 (PLEASANT ST) N/O BRIDGE ST	C	I	4960
FORT KENT	03203	0011X	BRIDGE ST E/O SR 11 (PLEASANT ST)	C	I	4270
FORT KENT	60200	0011X	SR 11 @ WALLAGRASS PLT TL	C	I	2230
EAGLE LAKE	32405	0011X	SR 11 S/O IR 1671 (ALBERT ST)	C	II	3120
EAGLE LAKE	35505	0011X	SR 11 S/O IR 922 (GILMORE BK RD)	C	I	1980
WALLAGRASS	60505	0011X	SR 11 S/O IR 801	C	I	2310
WALLAGRASS	60508	0011X	SR 11 NW/O IR 801	C	I	2090
EAGLE LAKE	61501	0011X	SR 11 N/O IR 3308	C	I	2740
EAGLE LAKE	61605	0011X	SR 11 S/O IR 1625	C	II	2070
EAGLE LAKE	62501	0011X	SR 11 N/O IR 932 (OLD MAIN ST)	C	II	3650
EAGLE LAKE	62505	0011X	SR 11 S/O IR 932 (OLD MAIN ST)	C	II	3410
EAGLE LAKE	65400	0011X	SR 11 @ WALLAGRASS PLT TL	C	I	2150
WINTERVILLE PLT	61701	0011X	SR 11 N/O IR 807 (S SHORE RD)	C	II	1410
WINTERVILLE PLT	61705	0011X	SR 11 S/O IR 807 (S SHORE RD)	C	II	1200
WINTERVILLE PLT	61904	0011X	SR 11 SE/O IR 809 (QUIMBY RD)	C	II	1180
TWP 14 R 06 WELS	75600	0011X	SR 11 @ T15 R6 WELS	C	II	1460
PORTAGE LAKE	59604	0011X	SR 11 SE/O IR 1618	C	ATR74501	1950
PORTAGE LAKE	64602	0011X	SR 11 NE/O IR 1619 (E SHORE RD)	C	II	1810
PORTAGE LAKE	64606	0011X	SR 11 SW/O IR 1619 (E SHORE RD)	C	ATR74501	2010
PORTAGE LAKE	65000	0011X	SR 11 @ T14 R6 WELS TL	C	II	1410
NASHVILLE PLT	59702	0011X	SR 11 NE/O IR 1617 @ PORTAGE TL	C	ATR74501	1890

Roadway Improvements

The Maine Department of Transportation's Biennial Transportation Improvement Program lists the following projects scheduled for fiscal year 2006-2008:

Table 5 MDOT Roadway Improvement Projects for Route 11

Scope of Work/ Municipality	PIN	Functional Class Rte # / Road Name <u>Length</u> Km Mi	Description	Estimated Cost/ Funding Source
1 1/4 INCH OVERLAY WALLAGRASS	12866.00	MAJOR/URB COLLECTOR ST RTE 11 1.83 KM 1.14 MI		Total 270,396 State 53,322 Fed 217,074
HIGHWAY IMPROVEMENTS WALLAGRASS	12772.00	MAJOR/URB COLLECTOR St Rte 11 2.01 KM 1.25 MI		TOTAL 175,000 STATE 34,510 FED 140,490
1 1/4 INCH OVERLAY WINTERVILLE PLT TO EAGLE LAKE	12869.00	MAJOR/URB COLLECTOR ST RTE 11 5.57 KM 3.46 MI		TOTAL 424,098 STATE 83,632 FED 340,466

Source: MDOT – BTIP FY2006-2007

Protection Techniques

Protection Techniques provide options for protection and management of corridor resources. The CAG will devise strategies and techniques to achieve protection goals relating to corridor resources and will utilize and strengthen if necessary, existing land use standards contained within individual municipal land use and zoning ordinances.

Each of the organized Byway communities has adopted a consistent municipal comprehensive plan, and 3 of the 4 towns have existing zoning ordinances. All of these communities have proposed amendments to update their existing ordinances, and Eagle Lake has proposed to develop and adopt a townwide zoning ordinance as an implementation strategy within their comprehensive plan. Therefore, protection of corridor resources will be achieved through the implementation of the standards that either exist within or will be amended into the zoning ordinances of Portage Lake, Wallagrass and Fort Kent, and through ordinance development in Eagle Lake. The following pages provide a description of existing policies and strategies contained within the adopted comprehensive plans of each community, followed by the CAG's recommendations for additional measures to be included in future ordinance amendments to strengthen protection of corridor resources. The CMP will also be referenced into each municipality's comprehensive plan to establish the basis for enforcing corridor specific protection measures.

Comprehensive Plans

Table 6 is a matrix of the policies and strategies affecting land use that each of the byway communities have previously developed and included in their respective comprehensive plans. These policies and strategies were taken from the Land Use, Natural Resources, and Transportation sections of their adopted plans, and collectively describe applicable protection techniques that will be incorporated into the CMP.

The Protection Technique Matrix is followed by a listing of other relevant policies and strategies from the municipal comprehensive plans concerning Recreation, Historic and Cultural resources, and Local Economy. These policies and strategies are included to provide a basis for additional actions to be taken in the management of the Scenic Corridor.

Table 6

Comprehensive Plan Land Use Protection Techniques		
BYWAY GOAL 1: Protect and Enhance Scenic, Historical, Recreational, Natural Resources		
Town	Comprehensive Plan Land Use Policies	Strategies
Portage Lake	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Portage Lake should maintain large areas of open space, agricultural, and forests resources through the recognition of their importance. <input checked="" type="checkbox"/> Portage Lake should improve existing development, both in the village and rural areas, through programs that make use of funding sources. 	<ul style="list-style-type: none"> • Develop and adopt a site design and review procedure. • Adopt updates included in proposed land use ordinance • Identify and inventory all locations, utilizing the development constraints map, where development interests can locate with the least amount of permit requirements, strain on the existing public facilities and services, and impact of sensitive environmental areas • Develop an open dialogue with surrounding communities concerning regional land use and environmental issues (surface waters, solid waste management, forest resources)
Eagle Lake	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Maintain and protect the traditional rural character. <input checked="" type="checkbox"/> Reinforce the village (urban) and rural areas by accommodating growth in a manner which enhances the environment and the site, upgrades the physical condition of structures and public improvements, and protects the natural and cultural resources. <input checked="" type="checkbox"/> Ensure orderly compact growth in the village area by avoiding continuous "strip" development. <input checked="" type="checkbox"/> Work to guide growth into those areas where it can best be accommodated and serviced while discouraging growth in areas not well suited for development. <input checked="" type="checkbox"/> Encourage orderly growth by ensuring that adequate land, services, and regulations are in place. 	<ul style="list-style-type: none"> • Draft a Townwide zoning ordinance to include site design review criteria (See: Land Use Plan) • Develop an open dialogue with the surrounding communities concerning regional land use and environmental issues (such as surface waters and aquifer protection). • Adopt standards in land use regulations to protect the desired character of Town. • Develop standards in the zoning ordinance, subdivision ordinance, and site design review criteria for the identification, preservation, and/or protection of potential and identified archeological, prehistoric, and historic resources. • Create "good neighbor" standards to assure industrial developments are context sensitive, protect the environment and neighboring properties, provide safe access, and promote the visual environment. • Utilize innovative techniques, such as clustering, to guide residential development away from prime soils and sensitive natural resource areas.
Wallagrass	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Protect the traditional rural character of the Town. <input checked="" type="checkbox"/> Reinforce the village and rural areas by accommodating growth in a manner which enhances the environment and resident's lifestyles, upgrades the physical condition of structures and public improvements, protects the natural and scenic resources, preserves current prime agricultural and forest lands, and maintains the rural character. 	<ul style="list-style-type: none"> • Update the Townwide Zoning Ordinance. • Consider a Site Design Review ordinance or criteria within the Townwide Zoning Ordinance. • Develop performance standards for industry that could locate in the "growth" area. • Develop an open dialogue with the surrounding communities concerning regional land use and environmental issues (such as surface waters, aquifer protection, and solid waste management). • Adopt standards in the land use ordinances that protect the desired character of the Town.

Comprehensive Plan Land Use Protection Techniques - continued

BYWAY GOAL #1: Protect and Enhance Scenic, Historical, Recreational, Natural Resources

Town	Comprehensive Plan Land Use Policies	Strategies
Fort Kent	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Support agriculture, agricultural practices, and farmland conservation <input checked="" type="checkbox"/> Limit development sprawl along State and local highways and roads 	<ul style="list-style-type: none"> • Require subdividers and developers in the RF zone to provide 150 foot buffers between development and active farmland • Draft a site plan review ordinance that sets standards for the prevention of harmful impacts from large scale development. • Require residential developers of 5 or more lots in RF zone to submit 2 sketch plans; one conventional plan and one cluster-type plan for review. • Resolve not to expand any "C" (commercial) zones further along existing streets to limit sprawl, reduce traffic congestion and improve traffic safety.

Comprehensive Plan Natural Resource Protection Techniques

BYWAY GOAL #1: Protect and Enhance Scenic, Historic, Recreational, Natural Resources

Town	Comprehensive Plan Natural Resource Policies	Strategies
Portage Lake	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Portage Lake will encourage recreational enjoyment of the Portage Lake natural resources, while protecting all natural habitats. <input checked="" type="checkbox"/> Town Officials will maintain, and possibly expand, open space in Portage Lake. <input checked="" type="checkbox"/> Town Officials will provide a means to protect or conserve the present forest resources in the township <input checked="" type="checkbox"/> Town Officials will develop land use controls that protect or conserve important water resources. <input checked="" type="checkbox"/> Inform both residents and visitors on water quality issues involving Portage Lake and its groundwater resources. 	<ul style="list-style-type: none"> • The Town, through elected or appointed officials, shall oversee the natural living areas of deer, waterfowl, and other wildlife in order to maintain safe and reasonable use of all forest land • Maintain an ongoing goal to continue to improve aesthetics as well as encourage more community involvement and ownership. • Encourage farm and forest landowners to participate in DEP, Soil and Water Conservation District, and USDA- Natural Resources Conservation Service programs that reduce soil erosion and phosphorus export • Continue to work cooperatively with the other major land owners and commercial forestry operations in order to assist and protect all economic, natural resources, and aesthetic value. • Continue to protect natural resources by encouraging development that is compatible with forestry management plans. • The Town, through elected and/or appointed Officials, will develop a land use ordinance that includes performance standards that address the following impacts: <ul style="list-style-type: none"> ▪ Storm water runoff; Erosion control standards ▪ Phosphorous controls for all new development. ▪ Use of Best Management Practices (BMP) in all forestry and agricultural operations, construction and development. ▪ Encourages development on desirable sites dependent upon soils, topography and water resources ▪ Discourages development on marginal to poor sites to protect both surface and ground water quality. ▪ Resource extraction; ground water protection; mandatory Shoreland Zoning regulations • Educational program for landowners on regulatory control of non-point sources of pollution.

Comprehensive Plan Natural Resource Protection Techniques - continued

BYWAY GOAL #1: Protect and Enhance Scenic, Historical, Recreational, Natural Resources

Town	Comprehensive Plan Natural Resource Policies	Strategies
Eagle Lake	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Identify and protect the quality of wetland areas. <input checked="" type="checkbox"/> Examine the importance of and potential threats to water resources and develop strategies to protect or conserve these resources. <input checked="" type="checkbox"/> Identify, assess, and conserve fisheries and wildlife habitat. <input checked="" type="checkbox"/> Identify, assess, and preserve unique natural areas. 	<ul style="list-style-type: none"> • The Town will work with the appropriate state agencies and property owners to refine, enhance, and update the natural resources information contained in this Plan. The Town's efforts will focus on: <ul style="list-style-type: none"> ▪ Accurately defining the existence, location, and extent of wetlands. ▪ Evaluating the importance of wetlands for the full range of wetland functions. ▪ Accurately defining the location and value of various types of wildlife and fisheries habitats, with emphasis on deer wintering habitat. ▪ Developing improved access to Eagle Lake, Isie Lake, Dickwood Lake, Fish River, and the various streams and brooks. Access should provide opportunities for residents to have low intensity, small scale access to waterbodies for fishing, canoeing, and similar activities. To include: <ul style="list-style-type: none"> <input type="checkbox"/> Researching access to waterbodies to determine if rights of access exist. <input type="checkbox"/> Identifying the types of access desirable to the waterbodies. <input type="checkbox"/> Locating feasible points of access to the various waterbodies. <input type="checkbox"/> Work with property owners to obtain public access rights through a variety of approaches such as consent of the owner. <input type="checkbox"/> Develop a program for managing and maintaining these access points to protect property owners and the environment. ▪ Work to improve the Management Plan for the Dickwood Lake area. • Establish a program to identify, maintain, publicize, and enhance the soil resources, and the natural and wildlife resources of the Town through the use of sound land management practices, the protection of wildlife habitats, and a cooperative relationship between the land owners and wildlife organizations and services. • Exhibit public information materials on the Fish River watershed. • Continue to support and work with the Natural Resource Conservation Service, the St. John Valley Soil and Water Conservation District, University of Maine Cooperative Extension, and other groups. • Present a copy of this Plan to the schools and encourage it be used when discussing natural resource, environmental, and other land use issues.

Comprehensive Plan Natural Resource Protection Techniques - continued

BYWAY GOAL #1: Protect and Enhance Scenic, Historical, Recreational, Natural Resources

Town	Comprehensive Plan Natural Resource Policies	Strategies
Wallagrass	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wallagrass will maintain or improve or maintain its existing wildlife and fisheries habitat. <input checked="" type="checkbox"/> Work with state and federal agencies to accurately identify and assess the Town's significant natural resources. <input checked="" type="checkbox"/> Encourage the retention of high value wildlife habitat by working with landowners to reach mutually agreeable resolutions to maintain their habitat rating. <input checked="" type="checkbox"/> Retain adequate buffers along rivers and streams so that their scenic quality, fisheries, and wildlife habitat are maintained. <input checked="" type="checkbox"/> Conserve and preserve high quality recreation resources for future use by the residents of Wallagrass. <input checked="" type="checkbox"/> Actively promote an understanding of the special problems of development in the Fish River watershed and the need for improvement of the water quality. 	<ul style="list-style-type: none"> • Present a copy of this Plan to the school and encourage it to be used when discussing natural resource, environmental, and other land use issues. • The Town and the school system will develop an informational program designed to help educate the students and residents about the Town's natural resources, their importance, and the types of activities which can damage or destroy these resources. This program should address the issues of the Fish River, the watershed, and the various streams, brooks, and wetlands. • Secure public information materials on the Fish River watershed and its value to the region. • Identify and develop long term wildlife management goals for the town with assistance from the Maine Department of Inland Fisheries and Wildlife. • Consider retaining tax delinquent agricultural and woodlands for public recreational benefits and plant marginal town fields with trees. • Utilize the existing development constraints map to steer new development away from environmentally sensitive areas. • Develop standards within the land use ordinance that maintain the rural character of the town and protect prime agricultural soils and forestland from incompatible use. • Work with the appropriate organizations and agencies to establish an inventory of scenic areas, wetlands, and areas of moderate to high habitat rating, and catalogue areas for use in land use decisions with protection for those areas that should not be altered. • Work with the MDEP, IF&W, and MDOT to reduce the silt and sediment problem in Michaud Brook from the Strip Road to its confluence at the Fish River.
Fort Kent	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Work with adjacent communities to protect common water resources <input checked="" type="checkbox"/> Protect State-identified critical areas, rare and endangered plant communities and natural heritage areas. <input checked="" type="checkbox"/> Protect State-identified high value fisheries habitat 	<ul style="list-style-type: none"> • Meet biennially with representatives of adjacent communities to discuss and establish common goals, strategies and standards that should be set in place to protect common water resources. • Designate those stream bank segments along side high value fishery habitat as resource protection areas under the town's revised Shoreland Zoning Ordinance. • Contact officials at the Natural Heritage Program (now the Maine Natural Areas Program) to conduct inventories of possible rare plant sites along riverbanks and in wetlands where these species were once in existence.

Comprehensive Plan Transportation Protection Techniques

BYWAY GOAL # 5: Protect Transportation Resources, Maintain Efficiency and Safety

Town	Comprehensive Plan Transportation Policies	Strategies
Portage Lake	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Maintain and upgrade the present road system to enhance the opportunities to move goods and services, connect outlying rural areas, recreational areas, not only to Portage Lake but to other areas in the region. <input checked="" type="checkbox"/> New residential subdivisions and commercial development along Route 11 will discourage numerous access points along the roadway and include a single access point, wherever feasible. <input checked="" type="checkbox"/> Crosswalks and crossing zones will be reviewed and as needed brought up to state standards. 	<ul style="list-style-type: none"> • Work with the Maine Department of Transportation to: <ul style="list-style-type: none"> ▪ Identify areas where passing lanes are desirable on Route 11; ▪ Place visible speed reduction signs before and after village area; ▪ Identify and maintain areas along Route 11 that are dangerous due to low shoulders. • Develop an Access Management Plan for driveways and new access roads onto public roads as to maintain posted speed limits and assure safety. • Work with MDOT to provide adequate sidewalks in the village area. • Work with the Maine Departments of Transportation (MDOT) and Conservation (MDOC) to determine the feasibility of developing a year round, multi use trail system that utilizes existing or new rights-of-way. • Identify and work with private, non-profit organizations such as the Northern Maine Trails Association and the Rails to Trails Conservancy concerning assistance provided by those groups in conserving and preserving right-of-ways for public use. • Apply for funding for the maintenance of the East and West Cottage Roads.
Eagle Lake	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Identify, assess, and preserve the carrying capacity, and promote the construction, reconstruction, and maintenance of roads and bridges. <input checked="" type="checkbox"/> Encourage programs that will minimize air and water pollution and promote safety for transportation systems. <input checked="" type="checkbox"/> Increase tourism through safe, user-friendly transportation facilities and services. 	<ul style="list-style-type: none"> • In order to maintain, improve, and provide for a safe and efficient transportation network, the Town will: <ul style="list-style-type: none"> ▪ Develop road design and construction standards. ▪ Review road maintenance, tree cutting, snow-plowing, and related activities and recommend changes as appropriate in order to enhance the preservation of visual resources and to maintain and support pedestrian movement in the village area. ▪ Develop a formal policy relative to the improvement of Town roads and bridges. This policy should emphasize the Town's desire to retain its rural character, establish reasonable access strategies, develop standards for maintenance of bridges, paved and unpaved roads, the plowing of sidewalks, and the protection of public/private property from damage and encroachment. ▪ Contact various trail groups concerning assistance provided by

		<p>the group in preserving and conserving the identified trails for public use.</p> <ul style="list-style-type: none"> ▪ Ensure crossing zones are brought up to standards (painting, signs) particularly near the schools. ▪ Encourage cluster development in new large subdivisions of ten (10) acres or more to minimize the length of new roads and lighten the burden of road maintenance costs. ▪ Continue to work annually with the MDOT to ensure adequate maintenance, upgrading, and traffic flow on the roadways. ▪ Establish an open dialogue with the communities along Route 11 to address maintenance, planning priorities, curb cuts, access management, and the impact of development. ▪ Review the need for roadway shoulder and ditching improvements to improve drainage. ▪ Review the need for bilingual road signage. <ul style="list-style-type: none"> • Establish standards for access management that will help to maintain posted speed limits and assure traffic safety. • Recognize that Route 11-Main Street plays a dual role as both the "spine" of the village area and as a state highway moving through traffic north and south; the local role should be the predominant role for the road. • Review and update as necessary the Roadway Opening Ordinance. • Encourage and support local safety training programs for children riding bikes, ATVs or walking. • Explore the use of alternative materials and techniques in construction and maintenance projects to reduce life cycle costs. • Encourage the creation of safe local bicycle routes. • Promote the adoption of standards in the local ordinances for control of erosion and sedimentation, and stormwater management along roadways. • Assure the use of transportation signage that makes people more aware of the possible presence of bicyclists and pedestrians. • Encourage the use of the international symbols for transportation related signs when appropriate and in conformance with Manual of Uniform Traffic Control Devices (MUTCD). • Encourage more and better transportation systems and facilities to increase tourism and tourism development.
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Comprehensive Plan Transportation Protection Techniques - continued

BYWAY GOAL # 5: Protect Transportation Resources, Efficiency and Safety

Town	Comprehensive Plan Transportation Policies	Strategies
Wallagrass	<ul style="list-style-type: none"> ☑ Expand opportunities for trails and walking paths by working with private landowners. ☑ Recognize that Aroostook Road (Route 11), Strip Road, and Sly Brook Road play a dual role, moving traffic through the village area and throughout the region. These roads also serve as gateways to Wallagrass. ☑ Non-residential land uses which generate significant local traffic (more than fifty (50) vehicle trips per day) should have controlled accesses, whenever feasible. 	<ul style="list-style-type: none"> • Work with the Maine Department of Transportation to identify and maintain areas along Aroostook Road (Route 11), Strip Road, and Sly Brook Road that are dangerous due to low shoulders, poor geometrics, or other reasons. • Develop an access management education program with the assistance of NMDC and MDOT for driveways and new access roads onto public roads as to maintain posted speed limits and assure safety. Provide access management information to all developers wishing to construct driveways or entrance ways along State roads. • Establish an open dialogue with the communities along Aroostook Road (Route 11) to address maintenance, planning priorities, curb cuts, access management, and the impact of development. • Crossing zones should be reviewed and as needed brought up to standards. • Upgrade and maintain a safe sidewalk system within the village area to enhance the pedestrian environment, create opportunities to walk to retail and service uses, and to connect the schools, public buildings, recreation areas, and residential neighborhoods. • Review road maintenance, tree cutting, snow-plowing, and related activities and recommend changes as appropriate in order to enhance the preservation of visual resources and to maintain and support pedestrian movement in the downtown. • Continue to work annually with the MDOT to ensure adequate maintenance, upgrading, and traffic flow on the roadways. • Continue to require that all new non-residential development provide for adequate and safe off-street parking and loading. • Encourage the creation of safe local bicycle routes. • Acknowledge that Aroostook Road (Route 11), Strip Road, and Soldier’s Pond Road are gateways to the community and apply for MDOT Community Gateway funds to construct signs.

Comprehensive Plan Transportation Protection Techniques - continued

BYWAY GOAL # 5: Protect Transportation Resources, Efficiency and Safety

Town	Comprehensive Plan Transportation Policies	Strategies
Fort Kent	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Support efforts to ensure maintenance and upgrading of existing arterial and collector roads. <input checked="" type="checkbox"/> Study traffic patterns and turning movements along routes 1, 11, and 161, especially at hazardous intersections, and develop a plan to improve safety working with town council and MDOT. <input checked="" type="checkbox"/> Continue to require that all commercial and residential developments provide adequate off-street parking and access roadways to serve the project. <input checked="" type="checkbox"/> Explore long term costs and benefits associated with replacement of old bridges with modern wooden bridge designs. 	<ul style="list-style-type: none"> • Continue to work annually with the MDOT through the Transportation Investment Program to ensure that adequate maintenance, upgrading and traffic flow occurs on these routes. • Establish a continuing dialogue between communities along these arterials; address maintenance, planning priorities, curb cuts, and the impact of adjoining development along arterials. • Make specific recommendations for intersection improvements and coordinate with MDOT. • Require that developers provide facilities for pedestrian and bicycle circulation in new developments that are adjacent to built up areas. • Complete a roadway and bridge inventory /condition database of local roads and bridges; develop a 5-year road/bridge improvement plan with work description and cost estimates to be incorporated into capital improvement plan.

Environmental Conditions

With four-fifths of Portage Lake forested, forestry has a significant impact on both Portage Lake's and the region's economy. These prime forest lands have important implications for future community growth and change. Portage Lake because of its joint ownership of significant forest land acreage has the ability to play an active role in the direct management decisions of this resource.

Eagle Lake contains vast forest resources. According to the existing land uses, approximately 20,700 acres or about eighty-seven (87) percent of the land area in Eagle Lake is forested. Like many areas in Aroostook County, the amount of forest acreage has been increasing as farmland has been abandoned or planted to trees. The Dickwood Lake Wildlife Management Area, which is 4,360 acres in size, is administered by the Maine Department of Inland Fisheries and Wildlife (DIF&W). The DIF&W has developed a draft management plan for this area with Eagle Lake utilizing a multi-use strategy that promotes forestry, recreation and wildlife use of the resource. Of the 4,360 acres of forest lands associated with Dickwood Lake, DIF&W owns 3,860 acres and Eagle Lake owns the remaining 500 acres. Many of the large contiguous forested areas throughout the Town have traditionally been a valuable recreational resource including hunting, fishing, and snowmobiling. In the Town's 158 acre Forest there are over 10,000 feet of hiking and cross-country skiing trails that are maintained and groomed. The Town is planning to expand these trail systems to link various lakes (Dickwood, Isie, First Wallagrass, and Eagle) together and enhance recreational opportunities for hiking, mountain biking, and cross-country skiing, etc.

Agriculture is a minor part of both the Portage Lake and Eagle Lake economy. This is mainly due to the Town's rather limited acreage of prime farmlands. Despite these limitations some landowners of agricultural lands (pastures, hay lands) have expressed an interest in exploring the development of either crop or livestock farming operations if adequate technical and financial assistance could be made available to develop these operations.

Surface Waters on the Corridor

Portage Lake has several miles of class AA rivers and brooks. The primary threats to water quality in Portage Lake are related to non-point sources. There are no known or documented point source discharges to surface waters.

Important surface waters located in Eagle Lake that are part of the Fish River Chain of Lakes watershed include Eagle Lake, Fish River, Ouellette Brook, Gilmore Brook, Drake Brook, Pond Brook, Devoe Brook, Brown Brook, Isie Lake, Dickwood Lake, First Wallagrass Lake, Thibodeau Brook, Albert Brook, Raymond Brook, Pennington Brook, Pinette Brook, and Birch River. In addition to these named surface waters, there are numerous unnamed tributaries and springs that feed into the Lake. Eagle Lake is the centerpiece of the watershed and focal point for the community. This L-shaped lake is the third largest lake in the watershed, and is the recipient of drainage from both the upper and lower lakes in the watershed.

Fish & Wildlife

The Town's lake, rivers, streams, brooks, and their tributaries provide good fisheries habitat. These watercourses are important to the community. Taken together, all provide good brook trout and landlocked salmon habitat and are fished by residents and others.

Portage Lake has considerable amounts of good habitat for wildlife. Presently, there are no local regulations protecting the identified critical wildlife areas, historic sites, or other unique sites (oak stands). Portage Lake's critical natural resources are not currently threatened with development due to poor drainage characteristics of the soils. The wilderness experience image that Portage Lake offers should help to advance the Town' goal of encouraging tourism if the wildlife and related habitats are properly managed.

According to DIF&W's Regional Fisheries Biologist, Eagle Lake supports a sport fishery of statewide significance for landlocked salmon, lake trout, and brook trout. In addition, the lake supports a locally popular hook-and-line smelt fishery in both winter and summer months. The lake offers excellent habitat for natural reproduction for salmon. The chief spawning areas are Nadeau Thoroughfare (the outlet to St. Froid Lake), Eagle Lake Thoroughfare (the outlet of Square Lake), and Eagle Lake outlet. The DIF&W supplements the wild salmon population with an annual stocking program. Many of Eagle Lake's small inlet tributaries, in addition to the above mentioned thoroughfares, contain suitable spawning and nursery areas for wild brook trout. The DIF&W biologists have found that lake trout have been fairly successful reproducing in the wild and therefore have only done periodic stocking of hatchery lake trout to sustain this sport fishery. Water quality in Eagle Lake is excellent to support these cold water fisheries.

First and Second Wallagrass Lakes contain good habitat for cold water gamefish. Principal Fisheries are Brook trout and Landlocked salmon.

The DIF&W Biologists state that some upland wildlife species such as; ruffed grouse, bear, and moose, whom prefer the browse and vegetation associated with early successional stage forest lands, are quite abundant.

The largest wetland in Eagle Lake is 36.48 acres (No. 9 on the Water Resources map) and is located in the southeastern portion of the Town, adjacent to the thoroughfare connecting St. Froid and Eagle Lake. None of these mapped wetlands have received a wildlife rating value by the Maine Department of Inland Fisheries and Wildlife.

Table 7 Rare Plants and Animal Communities in Portage Lake

Scientific Name	Common Name	Survey site	Last Seen
<i>Aster borealis</i>	Rush aster	Portage Lake	1992
<i>Betula pumila</i>	Swamp birch	Portage Lake	1992
<i>Chlidonias niger</i>	Black tern	Portage Lake	1959
<i>Heteranthera dubia</i>	Water stargrass	Portage Lake	1940
<i>Listera auriculata</i>	Auricled twayblade	Portage Lake	1944
<i>Nymphaea tetragona</i>	Pygmy water-lily	Mosquito Brook	1992

Source: Maine Natural Areas Program -Information is valid as of April 5, 1993.

Table 8 Rare Plants Communities in Eagle Lake

Scientific Name	Common Name	Survey site	Last Seen
<i>Carex atratifomis</i>	Black Sedge	Brooksides, ravines, and damp slopes	1988
<i>Carex recta</i>	Salt-March Sedge	Saline Marshes	1987
<i>Lonicera Oblongifolia</i>	Swamp Fly-Honeysuckle	Eagle Lake	1993

Source: Maine Natural Heritage Program - Information is valid as of July 6, 1995.

Cultural Environment

The social and cultural fabric of the communities along the Fish River Scenic Byway corridor is predominantly influenced by the natural treasures around which the communities were founded. The forests spawned logging and wood processing industries, while the abundant woods and waters provided the stage for fishing, hunting, and boating recreation. With the establishment of Catholic and Protestant congregations in the various Byway communities, religious establishments play an important role as a means for both spiritual and social enrichment. Rugged individualism and a steadfast work ethic add to the unrefined, yet friendly nature of the Fish River Scenic Byway.

Portage Lake has much to offer visitors with its vast natural resources. The town is also located at the intersection of two major snowmobile trails which brings many visitors into the area. Town officials and residents may wish to consider what steps need to be taken in order to insure that Portage Lake remains a tourist destination.

Community and civic groups in the Portage Lake/Ashland area include the Knights of Columbus, Rotary, Order of Eastern Star, Masonic Order, the Women's Civic Club, the American Legion, the Lions and Lioness Clubs, Kiwanis Club, Boy, Cub, Brownie, and Girl Scout troops.

The Ashland Logging Museum, located on the Garfield Road, features a blacksmith shop, machine sheds, and various exhibits relating to the lumbering industry. There is also a collection of logging artifacts, library of contracts and other documents relating to lumber industry.

Portage Lake has a private animal museum offered by the local taxidermist at the Custom Taxidermy shop.

A new boat launch was planned and constructed during the summer of 1995 at the end of the West Cottage Road. It reduced parking problems and boat mooring problems during the summer, though further improvements are still needed. Portage Lake officials would now like to see an additional boat launch constructed off of the East Cottage Road to improve access for residents and vacationers on the east side of the lake.

There are plans for developing a picnic area at the old artesian well site adjoining Rena Boutot's property, but the project has been stalled for several years. This facility would be available to those persons seeking an area to picnic when the beach area is over crowded, and is ideally located just off Route 11 in the village.

Eagle Lake also has several water access points and a public boat launch in addition to Eagle Lake Park, a public beach, outdoor skating rink and tennis courts, and Northern Maine General Hospital, There are several private recreational establishments that also have a rich history dating back to the early 1900's when northern Maine was a choice destination of wealthy New Englanders looking for a "full service" wilderness experience.

The Acadian Influence

In the more northern Byway communities the culture is influenced by the migration of two distinct groups of French speaking people to the St. John Valley in or around 1783; residents of southern New Brunswick Towns who were primarily, but not wholly Acadian; and French-Canadian habitants from the lower St. Lawrence. The southern New Brunswick migrants from two French villages of Ste. Anne and Hammond River included some French Canadian families whose children quickly married into local Acadian families. In 1783 land in the lower St. John Valley suddenly came into great demand, as thousands of Loyalists and disbanded soldiers converged on the river. New Brunswick was almost immediately separated from Nova Scotia and its government bent to the task of providing old and new inhabitants alike with homesteads and land titles.

Festivals and Events

There are many festivals and attractions that take advantage of the beautiful natural surroundings and celebrate the rich culture, heritage, and local way of life of the Eagle Lake area. They include the Portage Lake Association's Boat Parade, Woodsman's Golf Tournament in Portage, Eagle Lake Annual Fireman's Barbecue, the Eagle Lake-Irving 100 Sled Dog Race, the Acadian Festival, the Fish River Canoe Race, the Fort Kent Scarecrow Festival, the Can-Am Crown International Sled Dog Race, the Ploye Festival/Muskie Fishing Tournament in Fort Kent, and the Mardi Gras celebration in Fort Kent.

Below: Clockwise from upper right, making the world's biggest ploye; the Mardi Gras parade; mushing along the St. John River at the Can-Am International; trophy Muskie; a Scarecrow float in the parade.



The Six Year Action Plan

This section identifies the necessary sequence of actions to implement the corridor management plan.

2006

- Final Draft of Scenic Byway Corridor Management Plan Completed
 - Community groups meet, review and comment
 - State, regional and Federal agencies provide input
 - Work Plan prepared for action to be taken over the next 6 years (2006 – 2011)
- Evaluate progress and submit annual report to the Rural Planning Organization and MDOT

2007

- Corridor Management Plan and Comprehensive Plan amendments presented to Town voters for approval
- Driver safety /awareness media designed and printed
- Community participation program implemented; Byway guest column initiated (ongoing).
- Byway promotion present at major events in the Fish River area (done annually)
- Interpretive Panels designed and in development; Byway signs installed.
- CAG is represented at State Byway Conference
- Scenic Byway grant application submitted for upcoming year.
- Evaluate progress and submit annual report to the RPO and MDOT

2008

- Interpretive Panels installed at all turnouts; public unveiling.
- CAG representatives seek out and attend Byway workshop opportunity
- CAG establishes annual Fish River Scenic Byway symposium to discuss byway initiatives; Suggested focus: Access Management for Developers and Realtors
- Historic and Scenic inventories completed and mapped using GIS
- Trail systems mapped using GIS
- CAG hosts Maine Scenic Byway Conference; showcase the International Cultural Route Project completed by Sheila Jans and the Cultural Development Consultancy.
- Scenic Byway grant application submitted for upcoming year.
- Evaluate progress and submit annual report to RPO and MDOT

2009

- Tourism Service Business workshops held to train Byway stakeholders on talking points and improved customer service in conjunction with northern Maine resort development project and 5-year tourism business plan.
- CAG holds 2nd annual FRS Byway Symposium for stakeholders
- CAG attends training opportunities within the state.
- Scenic Byway grant application submitted for upcoming year
- Evaluate progress and submit annual reports

2010

- Scenic Byway Protection and Enhancement Fund is created with stakeholder support and successfully launched.
- Non-pedestrian trail improvements completed and promoted with support from Healthy Maine Walks, Maine Bicycle Council.
- CAG holds 3rd annual FRSB Symposium for stakeholders.
- Off Byway Sites component developed and added to Byway print media for distribution.
- CAG attends and presents at Maine Scenic Byway Conference
- Scenic Byway grant application submitted for upcoming year.
- Evaluate progress and submit annual reports.

2011

- Interpretive Center site selected; funding plan developed and commitments solicited.
- RFP developed for bricks and mortar design of Interpretive Center.
- Byway beautification projects completed from Round 1 funding.
- CAG holds 4th Annual FRSB Symposium for stakeholders: Successes and Failures
- CAG attends and presents at annual Maine Scenic Byway Conference
- CAG develops plan for next six years
- Evaluate progress and submit annual reports.

Appendix

Recreation Policies

- Town Officials should continue to support the present organized recreational opportunities within the community.
- Portage Lake should examine the important impact that tourism has on the local economy and develop and/or maintain those resources that tourists are visiting.
- Town Officials should work with land owners, both large and small, to ensure that the present snowmobile trail system is maintained and a corridor remains open for use.
- Town Officials should work with the residents to ensure their recreational needs are met.

Recreation Strategies

- Develop and secure funding for a multi-season, multi-use trail system along the West Cottage Road corridor.
- Continue to support the Portage Lakers Snowmobile club and their efforts on snowmobile trail development.
- Support private landowners who have developed cross county ski trails and are willing to allow public use of those trails.
- Expand and maintain the present cross county ski trail system.

- Expand the use of the municipal building and seek funding for the renovation of the basketball courts.

Historic/Cultural/Recreational Resources Policies

Portage

- Town Officials should continue to support the present organized recreational opportunities within the community.
- Portage Lake should examine the important impact that tourism has on the local economy and develop and/or maintain those resources that tourists are visiting.
- Town Officials should work with land owners, both large and small, to ensure that the present snowmobile trail system is maintained and a corridor remains open for use.
- Town Officials should work with the residents to ensure their recreational needs are met.
- Encourage the residents of Portage Lake to identify, preserve, and protect valuable historic and archaeological resources.
- Promote local participation and educational programs concerning the Town's historic and archaeological resources.

Eagle Lake

- Identify and assess, and when feasible, support, maintain, and expand recreational opportunities, activities, and facilities for all ages and interests.
- Identify, preserve, and protect archaeological, prehistoric, and historic resources.
- Identify and assess, and when feasible, preserve and protect valuable scenic resources.
- Identify and assess, and when feasible, preserve and protect valuable points of public access to waterbodies and large tracts of land.
- Assess, and when feasible, support, maintain, and expand civic and community events, activities, organizations, and facilities.

Wallagrass

- Encourage the residents of Wallagrass to identify, preserve, and protect valuable historic and archaeological resources.
- Promote local participation and educational programs concerning the town's historic and archaeological resources.

Fort Kent

- Survey the Town of Fort Kent to identify and/or confirm the presence of archaeological and historic sites for protection.

Historic/Cultural/Recreational Strategies

Portage

- Develop and secure funding for a multi-season, multi-use trail system along the West Cottage Road corridor.
- Continue to support the Portage Lakers Snowmobile club and their efforts on snowmobile trail development.
- Support private landowners who have developed cross county ski trails and are willing to allow public use of those trails.
- Expand and maintain the present cross county ski trail system.

- Expand the use of the municipal building and seek funding for the renovation of the basketball courts.
- Identify and inventory existing sites that are of historic importance to Portage Lake.
- Develop strategies, through zoning ordinances or other controls, for the protection of those sites.
- Inventory locations that may be suitable for the safe storage of historic artifacts.
- Collect historic artifacts and place in a safe location for public viewing.
- Write a comprehensive history of Portage Lake.
- Develop policies for the preservation or demolition of building that may not be of statewide historic significance but of Town importance.

Eagle Lake

- Work to establish a local historical society to identify and work to preserve archeological, prehistoric, and historic resources.
- Seek the assistance of the local historical society and MHPC in reviewing development proposals that would impact identified and potential archeological, prehistoric, and historic resources.
- Develop standards in the zoning ordinance, subdivision ordinance, and site design review criteria for the identification, preservation, and/or protection of potential and identified archeological, prehistoric, and historic resources.
- Promote and publicize local programs, community events, and regional festivals.
- Continue to host both local and regional events unique to Eagle Lake, and continue to maintain locally important attractions.
- Recognize the importance of civic organizations to the Town and provide an annual forum to discuss coordination between the organizations, as well as issues facing the community. Compile a list of projects civic organizations might take on and ensure the projects are compatible with the Plan.
- The Town should be responsible for:
 - Identifying, developing, and maintaining an inventory of recreational resources for all ages.
 - Endeavoring to use existing recreational facilities to their fullest potential.

- Working with existing civic groups and organizations to secure support for recreational programs.
- Working with the Planning Board in creating standards in the Town's land use regulations for the preservation and protection of all vital recreational resources.
- Developing a plan/program for the expansion of winter recreational facilities and trails (separate x-country and snowmobile) within the Town and region.
- Working with landowners to preserve and conserve water resources for recreational activities and to develop plans for recreational access (Sly Brook and/or Plaistead)
- Inventorying and mapping all private access points to the surface waters.
- Inventorying and mapping hunting and fishing areas used by the general public.
- Initiating a locally organized clean-up of the lakes, river, and stream embankments, roadway corridors, and abandoned properties.
- Seeking out the technical assistance of the State Bureau of Parks and Recreation and the St. John River RC&D in recreation planning.
- Pursue joint municipal recreational support for programs and facilities from the surrounding communities, when appropriate.
- Eagle Lake should recognize that tourism development is an integral part of and a valuable asset to the Town's and northern Maine's future. The Town should:
 - Promote tourism within the town and region.
 - Inform the residents of the benefits of a tourism development program.
 - Instill a sense of ambassadorship in the residents and retailers toward "out-of-towners" and promote excellence in service.
 - Investigate the possibilities for four-season recreational programs and services.
 - Encourage tourism through plans consistent with local land use programs.
 - Encourage and promote the development of the tourism industry by attracting an increased number of visitors to and spending in the town and region.
 - Stimulate investment and employment in tourism industry through supporting education, employment, training programs, and a strong marketing program.
- Work with the state, user groups, and landowners to develop a comprehensive local and regional trail system. The Town should:
 - Research identified rights-of-way to determine their legal status and the public's right-to-use the areas.
 - Continue to develop the trail system using available rights-of-way, if feasible.
 - Work with landowners to obtain public use rights where crossing of private land is necessary or desirable.
 - Establish system for maintaining trail(s) and assuring rights will be respected.
 - Explore establishing a warehouse facility for the storage of snowmobiles, ATVs, jet-skis, etc. of out-of-area users.
 - Maintain and up-date a plan for the creation of trails. Including determining what types of trails are most desired, making a list (with legal descriptions) of rights-of-way, identifying potential funding sources, and organizing volunteers.
- The Town should develop a program for the acquisition and maintenance of lands for open space and recreational activities and for raising any necessary funding to accomplish the task. This effort will be viewed as a way of preserving key areas with significant natural resource or scenic value. The effort should include a wide range of possibilities for both the method of acquisition (gifts, land trades, purchase, etc.) and the extent of ownership (conservation easements, fee ownership, etc.).
- Private landowners, organized groups, and clubs have contributed a great deal in promoting careful use of private land in Town and residents should be encouraged to join these organizations. The Town should:
 - Encourage a landowner contact program which will:
 - Seek the continued cooperation of the landowners.
 - Establish a system to respond to complaints about public access.
 - Provide information on techniques of maintaining scenic value to those landowners whose property has been identified as a scenic resource.

- Publish a handout about the groups and clubs and distribute it to all residents when they register motor vehicles, vote, or when they purchase licenses.
- Provide for the annual recognition of landowners who have contributed to public access and recreational opportunities.
- Maintain and publicize educational information for landowners and recreation users on the value of recreation and the responsibilities users have with the public use of private lands for recreation.
- Incorporate a study of recreational ethics/responsibilities in school's curriculum.
- Explore the feasibility of developing a Public Access Improvement Plan for the watershed. This plan should include an inventory of public access points to significant surface water resources, along with goals and strategies for maintaining and/or improving public access. Explore funding sources to implement strategies developed under the Plan.

Wallagrass

- Establish a Wallagrass Historical Society.
- Identify and inventory existing sites that are of historic importance to Wallagrass including; the Fort Jarvis Military School, Wallagrass Stream, Fish River and others.
- Develop strategies, through zoning ordinances or other controls, for the protection of those sites.
- Properly collect historic artifacts such as photographs, journals, and place in an appropriate location for public examination and viewing.
- Write a comprehensive history of Wallagrass.
- Continue to seek funding and support the restoration of the locally important historic sites and barns.
- Examine the possibility of developing the landing sites along the Fish River.
- Develop an inventory of homes in Wallagrass of historical significance.

Fort Kent

- Seek assistance from the Maine Historic Preservation Commission, the National Register of Historic Places, and Fort Kent Historical Society to survey and assess historic assets.

Local Economy Policies

Portage

- Encourage a mixture of commercial and residential land uses that help to diversify the tax base, yet are compatible with the Town's natural resources.
- Realize the importance of tourism to the local economy and plan to further tap into its potential.
- Maintain and encourage the presently viable businesses (tourism and forestry) to remain in Portage Lake.

Eagle Lake

- Promote and encourage new and existing businesses as vital components in local and regional economic development.
- Encourage and plan for a mixture of commercial, industrial, and residential development in areas physically and fiscally suited to broaden economic development opportunities.

Wallagrass

- Identify and remove barriers to businesses wishing to locate in Wallagrass.
- Accommodate small-scale, clean light industrial, office, and distribution uses to provide additional employment opportunities and expand the tax base. The Town should assure that they are positive additions to the community and preserve rural character, do not damage the environment or natural resources, are well designed to minimize their impact on the visual and natural environment, and the roadways.

- ☑ Support and/or sponsor activities and/or events designed to attract visitors and increase spending.
- ☑ Promote a greater understanding of the needs of local businesses and strive to create an optimum environment for business growth and development.
- ☑ Realize the importance of tourism to the local economy and plan to further its potential.

Fort Kent

- ☑ Promote the development and expansion of retail businesses in the downtown area and continue to improve the overall appearance of the downtown area.
- ☑ Increase and improve 4-season tourism in Fort Kent with an emphasis on winter related sports such as snowmobiling, dog-sled races, and skiing. Seek additional related business and industry and expand services for tourism.

Local Economy Strategies

Portage

- Identify and inventory all locations, utilizing the development constraints map, where commercial interests can locate with the least amount of permit requirements and strain on the existing public facilities and services.
- Develop a site design and review procedure that encourages businesses to locate within those areas of Town.
- Continue to apply for Community Development Block Grant (CDBG), Economic Development Administration (EDA), and/or other monies for the revitalization of the village area to attract future commercial interests.
- Develop a plan for the funding and construction of a multi-season, multi-use trail system along the West Cottage Road corridor.
- Continue to support the Portage Lakers snowmobile club through membership drives and possible funding.
- Explore the possibility of new motels/hotels in order to ensure adequate lodging for tourists throughout the year.
- Foster relationships with surrounding communities to work jointly on economic development projects that benefit the region.
- Develop a long-term business strategy that:
 - markets Portage Lake to the greatest number of potential businesses;
 - outlines all of the present land use ordinances and gives a directory of contact people;
 - identifies areas where Town Officials wish to locate commercial operations;
 - inventories existing, vacant commercial buildings.
- Support existing businesses through out-reach programs.

Eagle Lake

- The Town should form a Committee to:
 - Develop economic, tourism, land use, and transportation strategies.
 - Work with the surrounding communities in developing regional plans for economic development, tourism, land use, and transportation related strategies.
 - Seek out funding for and conduct a marketing study that:
 - ☐ Markets Eagle Lake to the greatest number of potential businesses;
 - ☐ Outlines land use regulations;
 - ☐ Identifies areas where town officials wish to locate businesses; and
 - ☐ Inventories vacant commercial/industrial buildings for redevelopment
 - Eagle Lake should recognize that tourism is an integral part of and a valuable asset to the Town's and northern Maine's future. The Town should inform the residents of the benefits of a tourism

development program; promote tourism through plans and proposals that are consistent with local land use concerns; promote the development of tourism through the attraction of an increased number of visitors to and spending in the Town and region; and stimulate investment and employment in the tourism industry through supporting education, employment, training programs, and a strong marketing program.

- Develop proposals to address parking in the village area.
 - Draft site design review criteria for non-residential development to promote environmentally sound and aesthetically pleasing proposals.
 - Inventory the condition of commercial/industrial structures, work toward removal of those structures that can not be rehabilitated, and for those structures which can be rehabilitated, assist owners in finding support for rehabilitation.
- Provide for the contraction of the commercial area along Main Street so as to encourage business (re)location, to protect residential uses, to reduce traffic congestion, and increase traffic safety.
 - Develop local economic development, tourism, land use, and transportation strategies as needed.

Wallagrass

- Continue to apply for Community Development Block Grant (CDBG), Economic Development Administration (EDA), and/or other monies for the revitalization of the village area, to attract future commercial interests and attract residential development.
- Continue to support the Sly Brook Snowmobile Club and Sly Brook Trail Blazers ATV Club through membership drives and possible funding.
- Support trail development and maintenance connecting Wallagrass to other interconnecting trails.
- Foster relationships with Eagle Lake, Fort Kent, and other surrounding communities to work jointly on economic development projects that benefit the region.
- Develop a long-term business strategy that:
 - Markets Wallagrass to the greatest number of potential businesses and industries;
 - Outlines all of the present land use ordinances;
 - Creates a directory of contact people;
 - Identifies areas where town officials wish to locate commercial operations; and
 - Inventories existing, vacant commercial buildings for potential redevelopment.
- Support local businesses by the residents of Wallagrass.
- Wallagrass should recognize that tourism development is an integral part of and a valuable asset to the Town's and northern Maine's future. The Town should inform the residents of the benefits of a tourism development program; promote tourism through plans and proposals that are consistent with local land use concerns; promote the development of the tourism industry through the attraction of an increased number of visitors to and spending in the Town and region; and stimulate investment and employment in the tourism industry through supporting education, employment, training programs, and a strong marketing program.
- Study the needs of additional tourism activity and determine spin-off businesses and services.
- Encourage outreach programs designed to support existing businesses. These programs must assure businesses of community support, respond to changing economic conditions, and work to solve challenges before they become problems.
- Continue to increase communications with NMDC, and similar organizations (LEAD, ACT, RD, ACE, SBDC, Cooperative Extension), through quarterly/annual meetings on economic development programs.
- Consider the possibility of developing sporting camps, inns, or motel to ensure adequate lodging for tourism throughout the year.
- Seek out funding from state, federal, and private sources to support goals.
- Participate on and work with the Greater Fort Kent Chamber of Commerce and other such organizations on mutually supporting business siting and retention.
- Encourage assistance to businesses to improve competitive opportunities.

- Examine the economic development potential of the Fish River as a potential canoe trail.
- Encourage development of small parks and open space with benches and picnic tables where appropriate along the Fish River or Soldier's Pond and other locations within Wallagrass.
- Pursue the development of a boat landing on Soldier's Pond.
- Provide information to NMDC's Geographic Information System (GIS) program that helps market the Town and region.

Fort Kent

- Provide funds from the Town budget at a level appropriate to planning and development needs.
- Continue to use CDBG funds for downtown economic development and revitalization projects.
- Perpetuate the current local involvement in the downtown economic development and revitalization program.
- Form a tourism committee to compile information from State and local sources on the tourism impacts and trends.
- Actively participate in regional tourism efforts and educate citizens on the benefits of tourism for the area and economy.
- Instill a sense of ambassadorship in the citizens of Fort Kent toward the visiting public and promote excellence in service.
- Investigate the possibility of developing a 4-season resort.

Bibliography and end notes:

ⁱ http://members.tripod.com/~Scott_Michaud/Aroostook-War.html