

'Million Dollar View' Scenic Byway

Corridor Management Plan

Route One Aroostook County in Weston Maine



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Northern Maine Development Commission
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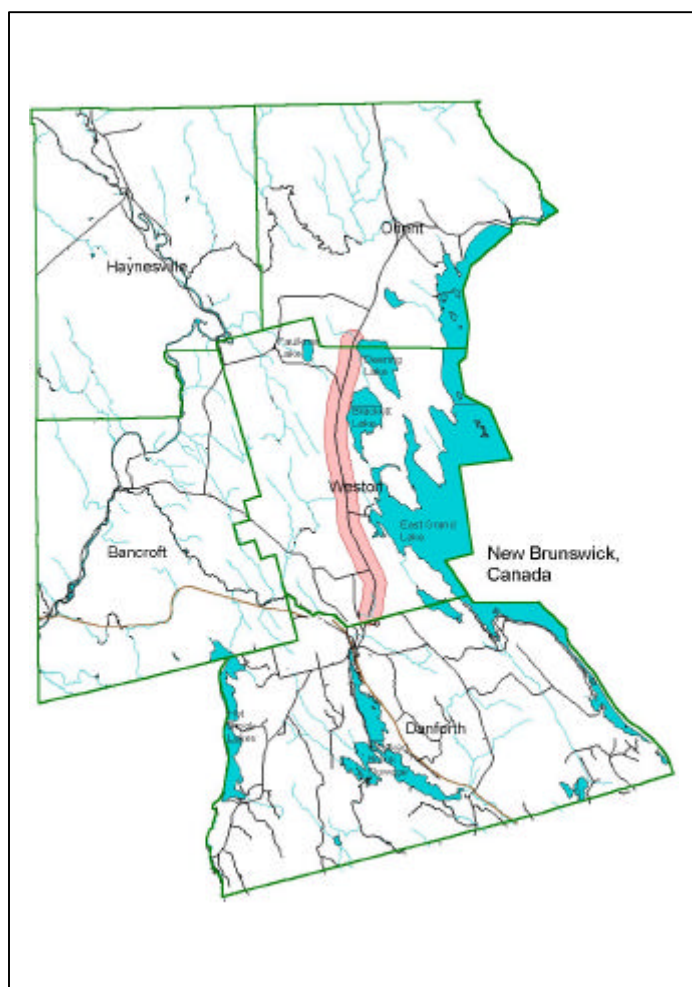
Summary

The purpose of the Maine Scenic Byways Program is to 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 1 located in Weston and known as "the million dollar view" was already designated a state scenic byway in 1971. The process for determining eligibility under the state program at that time was much simpler, and a detailed background assessment for the 1971 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 Million Dollar View byway is a unique traveling experience emerging above open plains and lakes along US Route 1. Visitors to this region will not face the crowds, congestion and development in this rural corner of the state. They will enjoy panoramic vistas, some of Maine's premiere lakes for fishing, sailing, wildlife and bird watching. The Grand Lakes, or Chiputneticook Chain of Lakes, is an international border, with added recreational opportunities in the Canadian Maritimes. Seen from the window of a passing car, this is a very small byway, but as the national campaign says "Come Closer. We have stories to tell."

Importance of the Byway



The scenic byway, designated thirty years ago, is 7.9 miles of US Route 1 from the Danforth-Weston town line to a point 0.5 miles north of the Weston-Orient town line. Most of this byway lies within the sparsely developed town of Weston and is characterized by open vistas, fields, woodland and fresh water expanses, with dramatic views of Peekaboo Mountain and Mt. Katahdin on the west side, and to the east, Deering, Brackett and East Grand lakes framed by the spectacular western mountain region of New Brunswick, Canada.

Weston is located on the southeastern tip of Aroostook County in Northern Maine and is bounded on the north by Orient, east by New Brunswick Canada, south by Danforth, and west by Bancroft and Haynesville. The name, "Million Dollar View" scenic byway, is attributed to testimonials from individuals who found that anyone from away who had traveled the corridor never forgot the phrase that most aptly described what they saw on the journey, but seldom remembered the town in which it was located. The

segment provided a magnificent reward for having endured the sometimes rough, remote and less interesting miles between Calais or Topsfield and Houlton. It also continues to be a destination point for seasonal residents and vacationers who appreciate the friendly, less populated locale and the peaceful pursuit of many recreational opportunities offered by the lakes and back country.

What's It Like?



Travelers approaching the Million Dollar View Scenic Byway from the south will enter the town of Danforth. Once a bustling center of commerce complete with lumber mills and train station, Danforth still enjoys a healthy natural resource-based economy, dominated by timber harvesting operations and wood processing. Tourists will enjoy visiting the quaint “downtown” that provides services including eateries, banks, grocers and filling stations. A walk along

Main Street takes in the newly restored and architecturally pleasing Town Hall, a historic building dating back to late 1800s. The Danforth Public Landing located on the Crooked Brook Flowage just off Route 169 is a great place for a picnic.

Continuing north along U.S. Route 1, the byway begins at Danforth-Weston town line. Weston has everything you could want in a small town: clean air, pristine water, abundant wildlife, a rich history and an active community life. Approximately .75 miles north, you can find the Grand Lake Grange Hall No. 375 incorporated April 5th, 1902 with 72 charter members and still going strong today. The existing hall was built where it still stands in 1903 and serves as a gathering place for many social events in Weston.



Route One provides the primary means of access to the areas' important scenic, recreational, social and economic assets. One of the town's most important features is its extraordinary scenic beauty and travelers will be rewarded at the 1.5 mile point known as Gilpatrick Hill. There they can enjoy the *Sleeping Indian* view of Mt. Katahdin as well as Traveler Mountain and several of the lesser peaks to the west in the Baxter park area from the newly constructed scenic turnout.

The turnout is located directly across from the First Settler's Lodge, a full service establishment that caters to the traveler and tourist as well as the native population. The lodge provides and outfits fully or semi-guided tours, fishing and hunting excursions, kayak and canoe trips, snowmobile and cross-country ski trips and even shopping excursions into Canada. First Settler's is well known for first class dining in a beautiful and rustic setting.



Travel another mile north and turn right onto the Butterfield Landing Road, which leads to Rideout's, another full service vacation spot offering outfitting, guide services, accommodations and cottage rentals. Take in the beautiful view of East Grand lake while dining on the waters edge. Butterfield Landing is historically significant as the takeout/put in point of the 3-mile portage from East Grand to

Baskahegan Stream used by the native Americans and later by early settlers.

Continuing about 3 miles north, the eastern viewshed unveils the Chiputneticook Chain of Lakes with the rolling hills of New Brunswick, Canada as a backdrop. A scenic turnout provides safe and convenient viewing and alleviates any inconvenience to residents. East Grand, Brackett and even parts of Deering Lake can be seen from this single location. These lakes offer more than scenic beauty, especially for the sport fisherman and boating enthusiast. Small mouth bass are abundant in Brackett Lake, while trophy salmon and togue can be caught in East Grand Lake, particularly in winter. Boating enthusiasts can enjoy and participate in summer regattas sponsored by the Chiputneticook Lakes International Conservancy (CLIC), which provides a calendar of events as well as other useful area information on its website. CLIC holds events for motorized and sailcraft as well as canoes and kayaks, some that include barbecue cookouts on Half Moon Island. These events provide great family entertainment.



If you turn to the west, you can see the historic Weston Community Church, located near the Town Office, on a hill overlooking the lakes. Earlier named the Methodist Episcopal Church, it was brought across the frozen East Grand Lake from Canada, where it was known as the Calvinist Temperance Hall. It was placed on land donated by Arthur and Maggie Moody in 1917.

Continuing north, the beautiful vista transitions from that of East Grand Lake to one of primarily Brackett and Deering Lakes, ending just past the Harris Hill Road intersection with a pleasant look at Deering Lake. Adventurous travelers can turn from the Byway onto the Harris Hill Road to find an access road 0.4 miles in and to the left, which leads to a gravel turnout near the top of Peakaboo Mountain and affords even more breathtaking views of Katahdin, Faulkner Lake and the Chain of Lakes. This road is closed during the winter months, but is accessible for summer and fall foliage viewing.



Historic and Cultural Resources

In addition to the town's abundant scenic and recreational features there are important historical resources that should be highlighted and are worthy of protection. The byway is the northern end of the Baskahegan Region centered around Baskahegan Lake and Mattawamkeag River.

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

The **Grand Lake Grange No. 375** was organized on July 6, 1901 with 72 charter members and incorporated April 5, 1902. The existing Grange hall, located on US Route 1, was built on the lot where it now stands in 1903. The Grange continues to serve as a social outlet for area members.

The **Danforth Garden Club** includes several members from Weston and has taken on various beautification projects in both Weston and Danforth.

The **Chiputneticook Lakes International Conservancy (CLIC)** (www.chiplakenews.org) is an active organization with over 200 members that holds annual meetings, regattas, racing events and acts in an advisory capacity on fisheries issues for the Chain of Lakes.

Danforth has a public library with limited hours. Interested parties can contact the library at 448-2055 or the Danforth Town Office at 448-2321 for more information on hours of operation and services.



Left: The Weston Veteran's Memorial located in front of the Weston Town Office with Peakaboo Mountain in the background.

A Vision for the Corridor

The Million Dollar View Scenic Byway is a corridor connecting northeastern Maine, and an integral part of the social and economic backbone in the Greater East Grand Lake region. The road serves the business community and year-round tourism, providing a safe, free flow of traffic with easily accessible scenic turnouts and rest stops for tourists and recreational users. The breathtaking scenic vistas, bountiful natural resources, cultural activities and historic sites are protected, preserved and promoted for all.

The residents and business owners along the corridor are fully informed and aware of the importance of the intrinsic resources, take pride-in and work-to improve personal property and surroundings through sound preservation and maintenance practices. The municipal leaders of Weston, Orient and Danforth support and assist in the preservation and development of the Byway's valuable assets.

The Corridor is a true destination for visitors, who can enjoy quality eating, lodging and recreational experiences unlike any other in Maine. Visitors to the area can easily obtain information on the history, wildlife, recreational attributes, natural resources and services to be experienced in the area. The Byway experience is enhanced with viewing areas, picnic facilities, informational kiosks, brochures and interpretive signage.

Businesses providing goods and services are able to stay open all four seasons and strive to offer value to residents and tourists alike. Visitors will come away with an appreciation for the historical and cultural significance of what they experience and are impressed with the local pride of the Corridor's inhabitants. The friendly people, quaint, rural character, diverse activities, magnificent scenery, well-maintained roads and excellent services make visitors and seasonal residents eager to return to the Million Dollar View Scenic Byway region.

Goals, Objectives and Strategies

The goals and objectives and strategies are the building blocks used to implement 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 historical locations
- Rank priorities for scenic and historic preservation
- Identify resources for scenic preservation
- Protect identified resources through zoning and other local land use regulations wherever possible
- Where land use regulations are inappropriate, enter into written partnership agreements to preserve scenic and historical values
- Enact a simple, effective sign control ordinance

Strategies

- Work with community leaders, business leaders and landowners to identify scenic locations
- Partner with area Historical Societies to identify areas of historical significance
- Examine existing ordinances, identifying strengths as well as gaps and inconsistencies
- Pursue new protection techniques to encourage preservation of historic and scenic resources.
- Work with organizations such as the Route 1 Corridor Committee, MIF&W, GEGL Chamber of Commerce, Northern Maine Development Commission, Maine Department of Transportation and the Maine Department of Environmental Protection to match resources with needs and develop incentives for landowner support.
- Establish a scenic byway protection and enhancement fund with funding support from MDOT's Scenic Byways Program to landscape, maintain, enhance and interpret historic and scenic resources in Weston.

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 preservation
- Additions to accessible scenic overlooks, turnouts and park areas
- Better maintenance, landscaping and signage available at scenic turnouts.

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

Objectives

- Identify ways that scenic byway improvements can support an extended tourist "shoulder" and winter season.
- Develop informational materials for local investors for business start-ups – emphasize quality of the work force and quality of life.
- Highlight cultural and eco-tourism possibilities as a niche marketing theme for the region

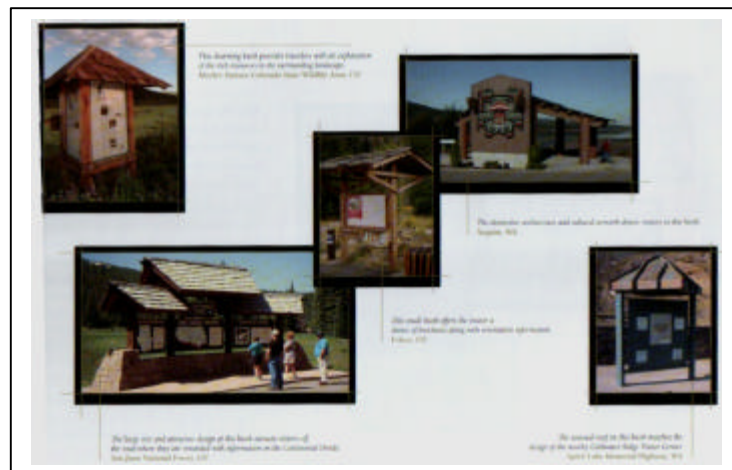
Strategies

- Develop informational materials for tourists emphasizing four-season activities such as autumn colors, hunting, fishing and cultural activities.
- Encourage State Legislators, economic and tourism groups to support state scenic byway projects, particularly for the Million Dollar View Byway.
- Work with the Department of Economic and Community Development, Chamber of Commerce, Aroostook County Tourism, NMDC, SADC, Maine Snowmobile Association and other organizations to develop the area's marketing strategy
- Create a niche marketing strategy for economic development that stresses the area's significant natural resource base

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 Million Dollar View Scenic Byway.



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

Objectives

- Pass the Corridor Management Plan in Weston at annual meetings
- Implement an ongoing Community Participation Program
- Expand Byway region to include neighboring communities and cultural areas.
- Build expertise within the Corridor Advocacy Group

Strategies

- Provide educational open forums, meetings and workshops
- Byway Committee and NMDC use the print and broadcast media to keep the public informed
- Solicit Orient and Danforth participation in MDV Byway planning and public events.
- Invite guest speakers to open forums and meetings
- Invite community leaders, businesses and members to open forums and meetings
- 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: Promote Education on the Need for Resource Protection and Preservation

Objectives

- Identify natural resources, cultural and historical landmarks and create interpretive signage
- Identify and promote off-byway side trips
- Secure funding and technical resources to create a MDV Byway website.

Strategies

- Provide educational open forums, meetings and workshops
- Provide information at scenic turnouts on scenic, historic and cultural assets
- Provide brochure and a travelers map with insets for off-byway sites, such as Chiputneticook Chain of Lakes, Peakaboo Mountain, Danforth Village Center and Butterfield Landing.

Performance Measures

- Greater awareness and appreciation of historic and scenic landmarks
- 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, Efficiency and Safety

Objectives

- Identify safety concerns including deer and moose crossings and school bus stops
- Enforce current speed limits and laws regulating unsafe operation of motor vehicles
- Educate citizens and Realtors about the value of access management

Strategies

- Overlay traffic accident reports with GIS maps of region
- Identify natural routes for deer and moose
- Construct animal crossing warning signs

Performance Measures

- Reductions in accident rates along the byway.
- Spacing and location of driveways and entrances onto byway

Public Participation Plan

The town of Weston is fortunate to have an active volunteer network with ongoing and ad hoc groups like the Weston Willing Workers and the Citizens Action Committee. Upon adoption of the Corridor Management Plan, a Corridor Committee will form to set policy and guide the development of byway programs.

- 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 the following local and area groups.
- Report progress to the Regional Transportation Advisory Committee and the State Scenic Byway Coordinator.

The following organizations were involved throughout the planning process.

1. **Southern Aroostook Development Corporation** - Third Thursday of each month at Katahdin Trust Operations Center.
Initial meeting: **June 20, 2002** (Brian Longstaff)
Second meeting: **August 15, 2002**
2. **Chiputneticook Lakes International Conservancy** - Annual Meeting: June at Brookton community center; Annual Fisheries meeting - date unknown
Initial meeting: **June** (Buck Plummer)
Second meeting: through letter to chair
3. **Greater East Grand Chamber of Commerce** – 4th Thursday of the month alternating between Danforth Town Hall and Weston Town Office
Initial meeting: **June 27th** (Margaret Frye or Lorraine Springer)
Second meeting: **August/September**
4. **Town of Danforth Selectpersons** – Meeting dates: 1st / 3rd Tuesday of the month 6PM.
Initial meeting: **June 4th at 6:30P** (Brian Longstaff)
Second meeting: **August**
5. **Town of Orient Selectpersons** – Meeting date unknown
Initial meeting: **June** (Brian Longstaff)
Second meeting: **August**
6. **RTAC 1/Route 1 Corridor Committee** – contact: Dale Flewelling (Jay Kamm).
7. **Woody Wheaton Land Trust** – contact: Dale Wheaton, Forest City (Buck Plummer)
8. **Weston Grange** – 2nd / 4th Mondays
Contact: Leland Potter 448-2465 (Margaret Frye).
9. **East Grand Snowmobile Club:** meeting dates unknown (Buck).
10. **Danforth Garden Club:** 2nd Monday of the month (Lorraine).
11. **SAD#14:** contact Bill Dobbins (Margaret/Brian)
12. **Eastern Maine Electric Board of Directors** – (Duane Young).

Press releases coincided with July Fourth and Labor Day. Information will also be developed for distribution/display at CLIC annual meeting, as well as Weston and Danforth Town Offices. The corridor committee will plan future public awareness activities such as a quarterly newsletter and website with photos of the various vistas along the corridor and a narrative of its intrinsic resources.

Corridor Advocacy Group

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

Table 7 Participants in the Corridor Advocacy Group (CAG)

Full Name	Affiliation
Lorraine Springer	Weston Board of Selectpersons - Chair
Patti Sprague	Weston Planning Board
Mike McVicker	Weston Planning Board
Jack Carmichael	Weston Shoreland Zoning Officer/Local Plumbing Inspector
Calvin Doane	Weston Board of Selectpersons
Hartley Dwyer	Weston Citizen
Buck Plummer	Weston Planning Board
Garrett Cowger	Weston Planning Board
Margaret Frye	Town Administrator, Weston
Eric Gilman	Director, Greater East Grand Lake Chamber of Commerce
Hal Brackett	Planning Board Chair, Weston
David Drysdale	Weston Board of Selectpersons
Richard Moody	Weston Citizen
Brian Longstaff, Senior Planner	Northern Maine Development Commission
Jim Fisher, Planning Consultant	Planner, Hancock County Planning Commission

MDV Corridor Committee

The MDV Corridor Committee will meet quarterly and be chaired by Weston's Planning Board chair. The Corridor Committee 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 committee will work with the select board, 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 committee 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 Board. Employees of the regional office of the Department of Transportation will assist them in this task. The committee will be responsible for submitting annual reports to the State Scenic Byway Board and the Federal Highway Administration.

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

This region is already organized for inter-municipal coordination through the Regional Transportation Advisory Committee, made up of Town Managers, Selectmen and Administrative Assistants from Aroostook County. This organization will prove invaluable in coordinating Byway management in the future. The Corridor Committee will report quarterly to the Regional Transportation Advisory Committee and as needed to the municipal boards.

Table 9 Provisional Corridor Management Committee Members

Full Name	Position	Affiliation
Hal Brackett	Chair	Planning Board Chair, Weston
Buck Plummer	Member	Chiputneticook Lakes International Conservancy
Designee	Member	Weston Select Board
Duane Young	Member	Fire Chief, Danforth Fire Department
President or Designee	Member	Greater East Grand Chamber of Commerce
President or Designee	Member	East Grand Snowmobile Club
Town Administrator	Secretary	Town of Weston
Chair or Designee	Member	Danforth Select Board
Brian Longstaff	Planner	Northern Maine Development Commission
Jim Fisher	Planner	Hancock County Planning Commission

The Role of Local Communities

Board of Selectmen, Weston

The Select Board will have the primary responsibility for implementation of the Corridor Management Plan within their jurisdictional boundaries. Orient and Danforth 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 Weston Select Board 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 Board(s) may make recommendations for local contributions for Byway development. Recommendations involving expenditure of local funds will be voted on at annual town meetings.

Planning Boards

The Weston Planning Board will play a primary role in the implementation of the corridor management plan. The Planning Board 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 at annual town meeting. The Planning Boards will assist in preparation of grant proposals for Byway improvements. One member or designee of Danforth and Orient's 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.

Department of Transportation (MDOT)

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 CME will work through the Regional Transportation Advisory Committee (RTAC-1) for Aroostook County to communicate Byway needs and future plans. The CME will function in the same way as a Corridor Committee for the RTAC.

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.

Department of Environmental Protection (DEP)

The Department of Environmental Protection will provide towns with technical support to determine appropriate design of Byway improvements to minimize negative environmental impacts. DEP 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 to determine traffic calming and 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 Corporation (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

In Weston, 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, Eastern Maine Electric Cooperative, Verizon

The Corridor Management Committee will seek memorandums of understanding (MOU) from EMEC and Verizon, asking them to inform the towns of significant changes in distribution networks, including location of poles, wires, transformers, and other structures and work with CME 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 East Grand Chamber of Commerce - will represent local businesses in CME 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.

Chiputneticook Lakes International Conservancy (CLIC) - will help promote the education, use and preservation of scenic vistas and landscapes, waterways and community events, particularly through its membership and website.

Woody Wheaton Land Trust (WWLT) - will assist the Byway effort by exploring opportunities to secure easements or create land trusts in the Corridor that will provide protection of byway assets.

The Danforth Garden Club - will develop and undertake beautification projects along the Byway to enhance the appearance of and promote the beauty of the Byway.

SAD#14 – 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.

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

The Million Dollar View Scenic Byway was substantially improved in 2000. The improved road and available turnout already enhance this segment of Route One's scenic resources. The segment of Route One under consideration in this Plan is a major collector portion of US Route 1 beginning at the Danforth – Weston town line and extends northerly to a point 0.5 miles past the Weston – Orient town line for a total distance of 7.9 miles. This portion of Route 1 is 2-lane throughout and contains approximately 7920 ft. of east margin guardrail, 528 ft. of west margin guardrail and 1056 ft. of guardrail both sides. The northern 4.8 miles of the corridor has a paved travel lane width of 21 ft. with 6 ft. paved shoulders and a 55 MPH posted speed limit. The southern 3.1 miles has a paved travel lane width of 21 ft. with 3 ft. paved shoulders and a reduced speed limit of 45 MPH. The Right of Way is generally 66 feet wide. However, there are at least 3 segments with wider right of way margins ranging from 75 ft. to 150 ft. to accommodate drainage easements, scenic turnouts and other road improvements. There are 15 permitted road intersections and all are signed.

The Byway corridor contains a scenic turnout located on the westerly margin approximately 1.5 miles north of the Danforth - Weston town line. The turnout was constructed in the summer of 2000 and provides a panoramic vista of Mt. Katahdin. A second scenic turnout is located 2.5 miles south of the Orient end of the byway. This turnout provides travelers with breathtaking views of Brackett and East Grand Lakes. The turnouts are designed to accommodate 15 single passenger vehicles and two tour buses. Interpretive signage is planned for the turnouts including "Welcome Kiosks" at each end of the Byway.

Power utilities are owned and maintained by Eastern Maine Electric Cooperative and are primarily located on the westerly margin of the ROW corridor with crossovers at certain strategic points. There are no municipal water or sewer lines located in the byway segment or immediately adjacent to either end of the segment and there are no immediate plans or need for installations in the future.

There are no state or locally owned bridges on this segment of Route 1. All road maintenance is provided by MDOT including winter plowing, paving, sweeping, safety installations, traffic signage and ditching.

Signage

Very few signs mar the vistas from the 'million dollar view'. 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:

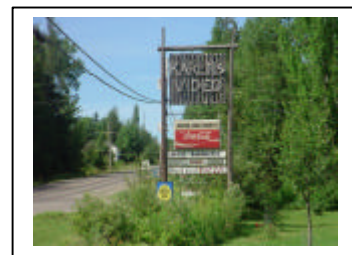
- State highway signs including route identification, scenic byway designation, scenic turnout and traffic safety.
- County and municipal signs including intersecting state/state aid road identification, camp road identification, visitor welcome signs, and municipal office identification.
- Private signs 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. Weston does not 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.



Left: An example of poor signage design, content and location. A more planned approach that provides attractive and durable supports, lighting and location for the signage, while eliminating undesirable “commercial” content is the goal of the Corridor Advocacy Committee.

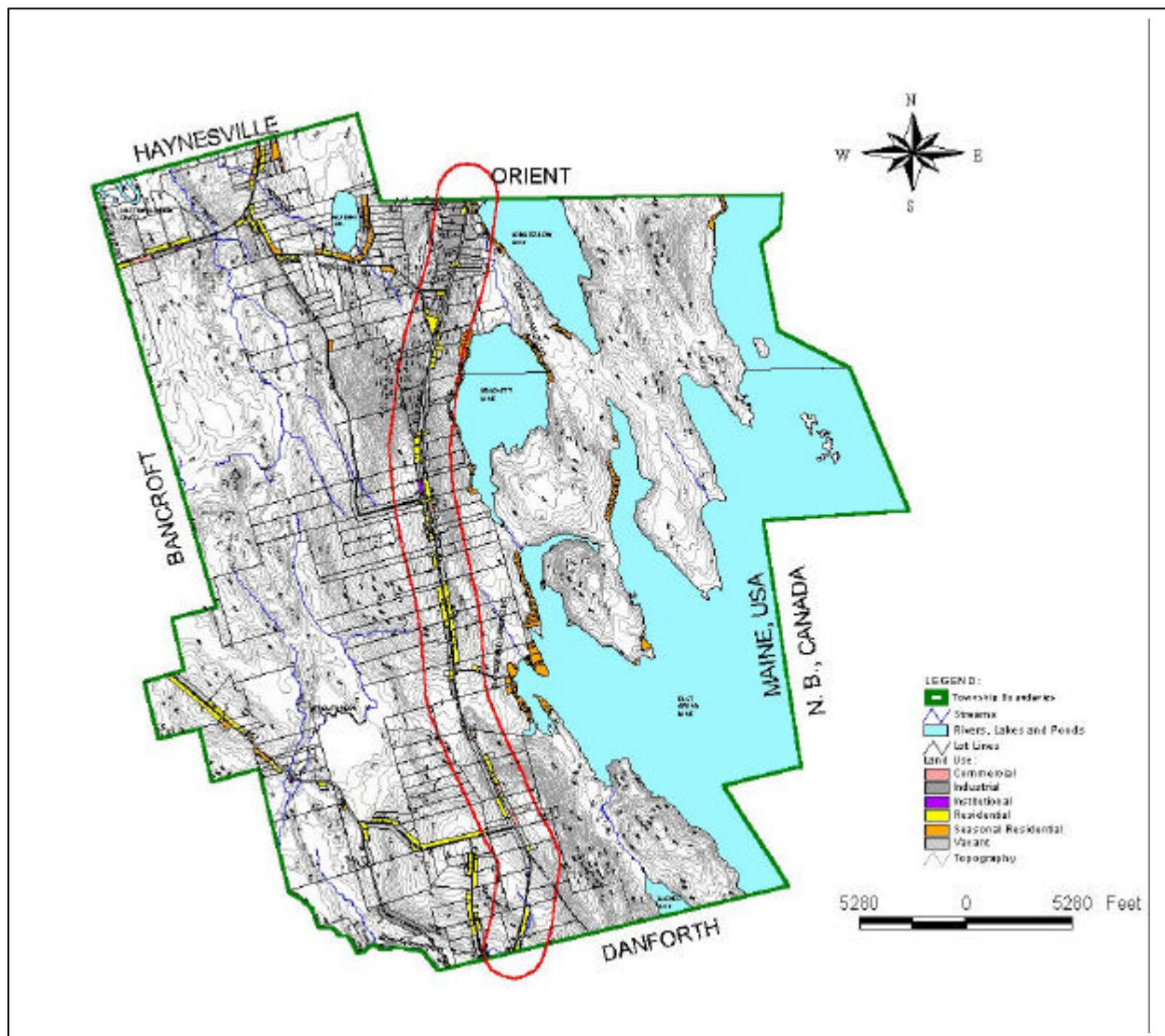
Right: An example that illustrates signage with materials and design more in keeping with the rustic and rural nature of the byway, but also should be modified to limit or relocate undesirable “commercial” content .



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

Existing Land Uses

The Weston Route 1 corridor is primarily rural in nature with some development scattered along the roadway. The rugged topography has deterred development in the past, but cannot be counted on to limit development in the future. The map below indicates the various land uses along the corridor. Land use is predominantly single family residential with interspersed commercial, industrial and institutional uses.



The Table below shows the quantity of each type of use and location with regard to the Byway Right of Way (ROW).

Land Use	Quantity East ROW	Quantity West ROW	Total
Commercial	5	3	8
Industrial	2	1	3
Institutional	1	3	3
Residential	30	25	55

Source: NMDC windshield survey for inventory/ GPS location

In the table above, residential uses include single, multi-family and mobile homes. Industrial uses include earth contracting/sand/gravel, farm-type, and non-retail businesses. Commercial uses include the retail oriented, service, eating/lodging or tourism-based businesses. Institutional uses include churches, municipal offices or fraternal organizations.

The Million Dollar View Scenic Byway is a part of a major collector and principal route between the service center community of Houlton to the north and Calais to the southeast. The byway experiences increases in summer traffic as tourists and seasonal residents come to enjoy the many recreational opportunities afforded by Deering, Brackett and East Grand Lakes. According to 1990 US Census data, 146 housing units are listed as seasonal, recreational or occasional use in Weston and are primarily located on the 3 major lakes.

Future Land Use

Weston's population has experienced virtually no change over the last 10 years and future projections based on past trends indicate that there will be little change over the next 15 years. The US Census figures indicate a population of 207 people in 2000 and forecast a population of 216 in 2015. It is unlikely that there will be any industrial development in the area as there is little infrastructure to support most types of manufacturing, although some forestry and agricultural activity could be supported on a small scale.

The town of Weston is actively exploring new business development. A Tax Increment Financing (TIF) arrangement has already been put in place for one of the town's new tourist related businesses. The Route One corridor is considered a particularly desirable location, and is certainly an 'attraction' for some types of businesses that may be suitable for the town of Weston. Commercial activity in the areas of eating, lodging and recreation could be targeted, but without an aggressive marketing campaign, Weston's chances of any significant new investment in those areas is unlikely. The recent citizen survey conducted in connection with the current comprehensive plan development indicates that a large portion of the residents place high value on Weston maintaining its rural character. However, there were also a significant number of respondents that wanted more job opportunities in the area. Continued residential development will undoubtedly be the largest form of land use in the coming years. Property along the Route 1 corridor is likely to be developed for single family dwellings, unless some land use control measures are put in place. Should Weston proceed to implement a land use ordinance, areas

along Route 1 should be given special consideration with regard to road frontage, setbacks from the road, minimum lot size and building height or elevation restrictions in order to protect the view sheds of the byway.

Although East Grand Lake has a boat ramp and a parking lot available for public uses, other waterways do not provide easy access to the public. Providing better public access is a goal in the town's comprehensive plan, and it is a goal that the corridor management plan can also effectively support.

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

- 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.
- Recreational/rental facilities, such as bicycles, boats, kayaks guided tours, possibly combine with information center.
- Additional promotion of snowmobiling, hunting and sports fishing opportunities on the area's streams and lakes.
- Historic and other nature trail development which would reinforce the eco-tourism promotional theme.
- Eco-tourism promotion, possibly in partnership with initiatives underway by other groups in the region.

Right: examples of interpretive structures that would enhance the traveler's Byway experience in Weston.



Safety Issues

There do not appear to be any current, specific problem areas with regard to safety. Additional deer or moose crossing signs to alert travelers to the potential for animal encounters should be considered. Analysis of accident types and locations may indicate the best locations for additional signage. Reconstruction and improvements undertaken by MDOT in 1999 - 2000 have improved safety along the byway. Accident records provided below mostly pre-date the recent highway reconstruction and improvements.

US Route 1 Accident Report 1998-2000

Location	Accidents	Injuries
Danforth Town Line to Cropley Road	3	3 - D
Cropley Road to Butterfield Landing	6	6 - D
Butterfield Landing to Peakaboo Rd	3	2 - D, 1 - A
Peakaboo Road to Harris Hill Road	4	2 - D, 2 - A
Harris Hill Road to Orient Town Line	2	1 - D, 1 - B
Total	18	14 - D, 3 - A, 1 - B

Source: Maine Department of Transportation

Injury Codes: K=Killed A=Incapacitating B=Non-Incapacitating C=Possible Injury
D=Property Damage only

Maine Department of Transportation studies indicate that 39% of the accidents in the given time frame occurred on Mondays during daylight hours, with 22% occurring in June. Pickup trucks were most frequently involved, followed by passenger cars and 3-axle dump trucks respectively. Deer were involved in 39% of the accidents, which all occurred on straight sections of road. There was also a moose collision on a straight section of road. Rear end collisions and sideswipes accounted for 17% of the accidents and took place at either 3-legged intersections or driveways.

There were no known traffic control devices at 72% of the accident locations as 67% occurred on grade and straight sections of road. Fixed objects were struck on 22% of the occurrences. Apparent contributing factor data indicates that in 56% of the accidents, no improper driving was cited, 17% each were attributed to illegal or unsafe speed and driver inattention. None of the accidents were attributed to driver impairment and no accidents involved bicycles, snow sleds, ATV's or pedestrians. Drivers age 30-39 were involved in 50% of the accidents. The reported data indicates that weather was almost never a contributing factor as 33% occurred on clear days or cloudy days with dry road conditions. Most importantly, there were no deaths on the Byway in the 2-year period that the data was analyzed.

Traffic Volumes/User Types

The stretch of Route One located in Weston probably has the lightest use of any Route 1 segment in the country. Traffic is sparse, primarily local with some peaks in tourist traffic during the busier summer and fall seasons. The Department of Transportation, Traffic Engineering

Division, Traffic Monitoring Section is responsible for the collection of all types of traffic data and maintenance of a statewide traffic volume database.

According to data from the 2000 Maine Transportation Count Book, a count was taken west of the intersection of the Copley Road and Route 1, which indicated an Annual Average Daily Traffic (AADT) figure of 120. A second location at the Weston - Danforth town line indicates an AADT of 1,200. Both figures were generated for Y1999. Further north in Hodgdon at a location on Route 1 Northeast of Inventory Road 1,494, an AADT of 2,190 was taken.

As the Weston portion of Route 1 is already officially recognized as a Scenic Byway, no significant short-term impact on traffic volume is expected. However, the count data will be useful in assessing future byway improvements outlined in the Corridor Management Plan. Future counts will help determine if certain byway goals and objectives have been successful as well.

Roadway Improvements



Scheduled and completed road improvements on Route 1 from Cary Plantation to Topsfield will total approximately \$11.5 million dollars and should serve to increase traveler interest in the Byway, since the relatively good byway road conditions were surrounded by poor roads in the past. Route 6 and Route 9 have been improved in recent years as well as portions of Route 1 between Topsfield and Calais.

Route 1 between Cary and Houlton received resurfacing within the last 3 years and is still in good condition. Travelers can now experience relatively smooth driving from southeastern and coastal locations as well as from northern regions as well. With I-95 just 30 minutes north of the Byway, day trips from mid-Maine can be easily accomplished or extended vacationing can be accommodated with the existing lodging and camping opportunities available.

The Byway corridor contains a scenic turnout located on the westerly margin approximately 1.5 miles north of the Danforth - Weston town line. The turnout was constructed in the summer of 2000 and provides a panoramic vista of Mt. Katahdin. However the scenic turnout is unplowed and closed to traffic during the winter months, which prohibits travelers



from taking in spectacular winter viewing of Mt.

Katahdin when visibility is good. The second scenic turnout on the easterly margin of Route 1, just north of the town office, is currently under construction and will be completed in the summer of 2003. On-going maintenance of these turnouts is very important and additional interpretive signage is needed to make these facilities more attractive and inviting.



The Maine Department of Transportation's Biennial Transportation Improvement Program lists the following projects scheduled for fiscal year 2002-2003:

Scope of Work Municipality	PIN	Functional Class Rte # / Road Name		Description	Estimated Cost Funding Source
		Length Km	Mi		
Maintenance Paving Orient/Amity	9638.00	Princ. Arterial-Rural Route 1 11.96	7.43	Begin .84 mi. north of Weston TL to 1.59 mi. north of Orient TL	\$125,000 State
Level 2 Resurfacing Orient/Amity/Cary	10569.00	Maj. Collector-Rural Route 1 24.46	15.19	Begin .60 mi. north of Weston TL to .50 north of Wilcox Road	\$3,797,500 STP State
Level 2 Resurfacing Brookton / Danforth	10575.00	Maj. Collector-Rural Route 1 10.95	6.80	Begin Forest City Twp. Road to 2.13 mi. north of Brookton TL	\$2,395,000 STP State
Highway Improvements Topsfield/Brookton/ Danforth	10203.00	Maj. Collector-Rural Route 1 34.21	21.54	Begin at Route 6 to Weston TL "Backlog" Improvements	\$3,913,000 State
Level 2 Resurfacing Topsfield/Brookton	10584.00	Maj. Collector-Rural Route 1 7.26	4.51	Begin 3.79 mi. north of Route 6 to Forest City Twp. Road	\$1,015,000 STP State

Source: MDOT – BTIP FY2002-2003

If citizens and businesses in the area wish to generate greater numbers of tourists to the region, the CAG may want to consider how best to inform travelers of these improvements to the road corridor. This should be addressed in the Corridor Management Plan Goals and Objectives section.

Environmental Conditions

Route 1 in Weston follows along the Greenland Ridge Mountain Chain to the summit of Peekaboo Mountain where the a traveler has a three-hundred and sixty degree view of the surrounding lakes and forest canopy as well as westerly views to Mount Katahdin. Because of its location there are some natural constraints on development created by steep upward slopes adjacent to the westerly margin of the byway as well as steep descending slopes adjacent to the easterly Right of Way.

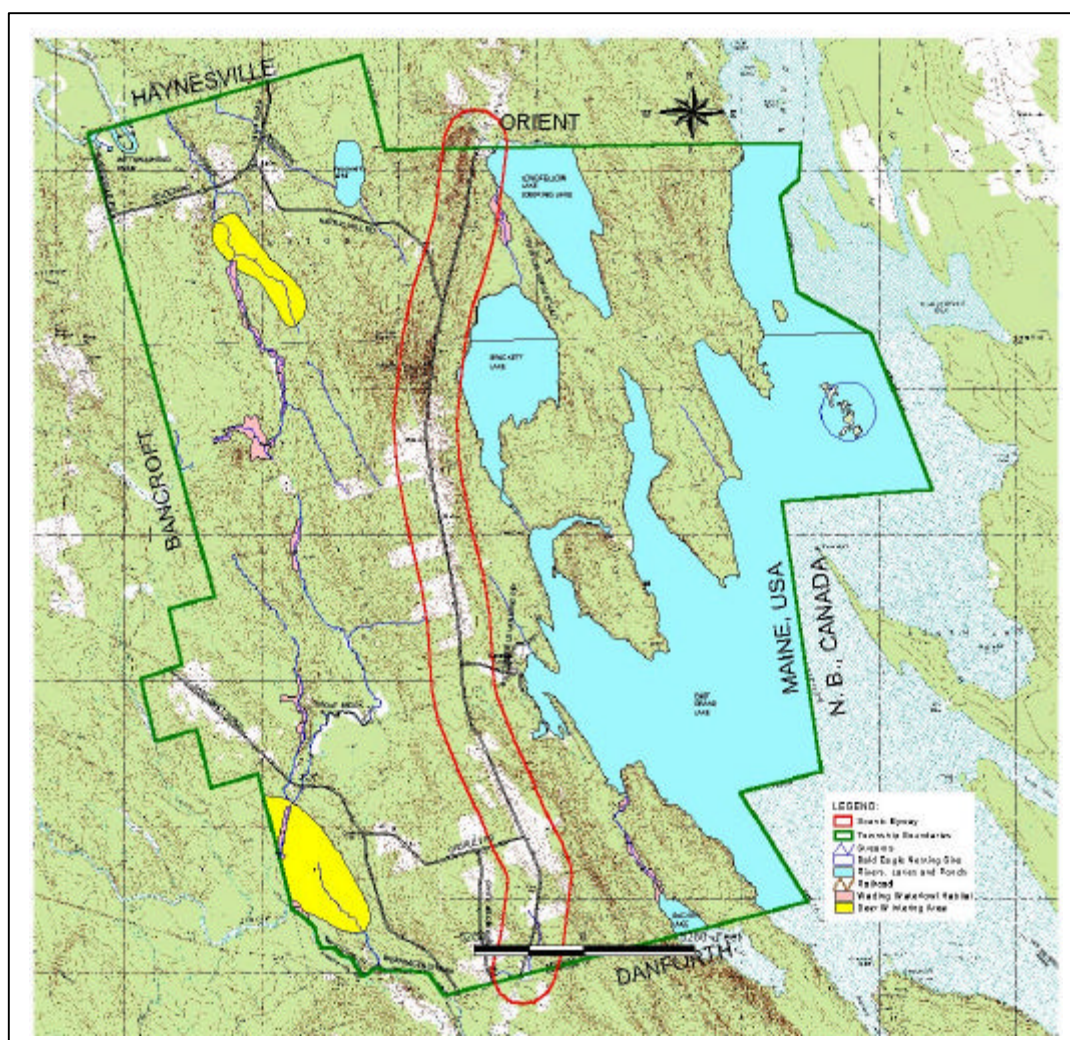
Weston's lakes

Weston's lakes are vital to the health, beauty and prosperity of the region. Water quality information has been gathered since the 1970's. East Grand is a 16,070 acre waterbody that lies in Orient, Weston, and Danforth. Historical data shows that East Grand has excellent water quality. Brackett Lake is a 1,068 acre waterbody located in the northeastern portion of the township. Water quality in Brackett lake also appears to be very good with average Secchi Disc reading of 6.8 meters and the volunteer lake monitors plan to continue monitoring in 2002.

Fish & Wildlife

All of the streams and brooks in Town are classified as Class A. Class A waters are the second highest classification given by the MDEP. Class A waters are suitable for drinking water after disinfecting and for fishing, recreation in or around the water, industrial processing and cooling, hydroelectric power generation, and as habitat for fish and other aquatic life. No discharges to these waters are allowed that have a quality lower than the receiving waters.

The abundance of prime forestland soils, and wetlands in Weston are an indicator of the Town's potential to support wildlife. In addition, agricultural land that is no longer in production and reverting back to upland vegetation provides important habitat for woodcock and other upland birds, snowshoe hare, deer, bear, and moose. Cut-over woodland areas also provide significant amounts of browse, provided they are near uncut areas. Most of Maine's wildlife needs a diversity of habitat including wetlands, fields, fringe areas, and woods. Populations of these important species are influenced by land use practices on both agricultural and forestlands.



Above: Critical Wildlife Habitat Map - Weston

The critical wildlife habitat map indicates that Weston has two (2) identified Deer Wintering Areas (DWAs), one (1) Bald Eagle nesting site, and twelve (12) mapped Waterfowl and Wading Bird Habitats (WWH). The DWAs are located off the Selden Road on Cold Brook and around Trout Brook. The Bald eagle site is located on the Five Islands portion of East Grand Lake.

According to Maine's Inland Fisheries and Wildlife (IF&W) Regional Fisheries Biologist, East Grand Lake supports a statewide significant fishery for landlocked salmon and smallmouth bass. Smelt, pickerel, white perch, yellow perch, and lake whitefish are also present in the lake. According to IF&W, salmon average 16 to 20-inches and weigh 1 1/2 to 2 1/2 pounds, but 4- to 5-pounds is common, with an occasional fish over 7 pounds. Eight to 12-inch brook trout are available yet populations are not high. IF&W and local groups are working to stock trout in the lake. Lake trout average 4 to 5 pounds, and a few in the 15+ pound category are caught, mostly through the ice. Ten- to 14-inch bass are common in the rocky coves.

Other small streams support wild brook trout and very likely a locally important small-scale sport fishery. The few small ponds located in Town have not been surveyed by IF&W, but biologists feel that these likely provide little direct benefit as trout fisheries.

In short, despite the long cold winters, which are a limiting factor in all of Aroostook County, Weston has a wide variety of good quality natural habitats that are capable of supporting most of Maine's major wildlife and fish species.

Protection Techniques

The Million Dollar View Byway's challenge is to protect the qualities granted by its remoteness and rural character while encouraging new economic activity in the region. The threats to the Million Dollar View have come in small, discreet land use changes that, without proper attention, might eventually diminish the values that many residents take for granted. This creates a challenge for developing a corridor management plan that is based on a realistic vision for the future in such remote surroundings.

The town of Weston is nearing completion of a comprehensive plan that will serve as a basis for developing consistent land use policies. The new comprehensive plan will lay the foundation for additional land use regulation and natural resource protection. The Scenic Byway Corridor Management Plan will become a part of the Comprehensive Plan.

Current zoning in the region is restricted to enforcement of state shoreland zoning, particularly on the shores of area lakes. There is currently no permitting system to track new structures built or placed in the town unless they are in the Shoreland Zone. The town adopted a shoreland zoning ordinance in 1991 and updated it in 1999. The ordinance provides some protection of natural resources along the shore, and to an extent can help to protect some of the scenic vistas in the Corridor.

The potential for over-development on the Canadian shoreline of East Grand Lake may also threaten the MDV Byway viewshed. Regulation on shoreland development in New Brunswick is less stringent than in Maine. Therefore, a corridor management plan can offer protection techniques to guard the views *in* Weston, but cannot guarantee the same protection for views *from* Weston. This potential conflict also needs to be addressed and may require meetings and negotiations with Canadian officials to help protect identified resources.

Management Strategies

Information about the area's oldest churches, homes and other buildings needs to be compiled, and included as part of the assets of the byway region. Weston was a center for transportation in its early years as settlers followed the trails of the native Americans from the Atlantic ocean, up waterways, over carries and to places like Butterfield Landing on East Grand in Weston. The historically significant carry from Butterfield Landing to Baskahegan stream needs to be identified and a trail laid out that could become an attraction for future visitors.

Weston must develop land use regulations to protect the significant and important resources and a building code ordinance that requires notification from landowners before a change in land use takes place. The town should consider implementing larger minimum lot sizes along the corridor and smaller lots on the other roads with available and desirable residential property. Another strategy is to increase setbacks from the road and/or place limits to the number of roadway access points. Doing this now is critical. The pressure from growth and development may appear insignificant at this time, but it is what results from incremental growth over an extended time period that can ruin a beautiful area. To preserve property values and rural character¹, and for the Byway to become a magnet for responsible economic development, a strong town-wide land use ordinance should be enacted.

Forest practices should be encouraged that preserve water quality of the lakes and the quality of the scenic views upon which tourist trade depends. It is important to have current and enforceable shoreland protection standards, rules and regulations to prevent contamination of lake and stream waters and to minimize unnecessary runoff from lumbering operations. Other concerns include the fluctuations in the wildlife and fisheries populations (land-locked salmon and brook trout) and the conservation of important and unique natural resource areas.

Highlights of other measures the Town may consider in partnership with others in the region include:

1. The establishment of a 'Million Dollar Byway' Protection and Enhancement Fund. All stakeholders should consider ways to support the byway. Federal and state Byway enhancement programs might 'seed' the fund, with local support. The fund would pay for maintenance, improved landscaping and upkeep at the turnouts. It could also support the production of a Byway brochure to promote the area. A local matching grant sign

¹ Preserving Weston's rural character was identified by 94% of the community as a feature worth spending tax dollars, according to a recent public opinion survey conducted for the town's comprehensive plan.

improvement program might also be offered to provide support for good design and a continuity of signage along the Byway.

2. A simple but strong sign ordinance is needed which will provide for:
 - Limits on the number and size of signs for businesses along the roadway
 - Sign design compatibility (scale, proportion, color, graphics, lighting) via a common theme to be used throughout the Byway
 - Materials and finishes selected for durability as well as beauty
3. Limits to the number of access points along the roadway should be assessed, based on existing conditions. For example, one per lot of record of a certain size range at the time of passage of the ordinance. Additional points of access might be granted as a special exception if certain unique and unusual conditions existed or certain criteria were met, such as larger road frontage and lot size.
4. Establish a scenic easement protection effort. Currently the Woody Wheaton Land Trust is working to purchase land and open space easements in the Baskahegan region and particularly in Canada. Other land trusts and the Land for Maine's Future program may also play a part in protecting assets along the byway. Federal scenic byway dollars may also be applied to this purpose.

Views may in time be impacted in some locations by tree growth. Due to the steep slopes in these areas erosion control is also important, but might be achieved in manner that would allow an improved vista while maintaining soil stability and wildlife habitat. The Maine Forest Service may be able to provide some technical assistance by suggesting alternative forestry practices that would render the desired outcome. Limiting the number of access points on to the highway, particularly in steep slope areas, would not only provide greater safety but also support soil and wildlife values as well as the aesthetic experience along Route 1.



Left: Southbound landscape at the Orient end of the byway exhibits steep, forested slopes to the east and west, which provide natural development constraints. However, tree growth blocks views of the lakes for long segments along the Byway.

Right: Northbound corridor landscape includes several rustic, but dilapidated outbuildings used for agricultural activities in years past. The corridor committee should consider the value of these structures with regard to local character and work with landowners to determine if they should be maintained, improved or removed.



Left: Northbound from Danforth, embankments adjacent to managed timber stands exhibit severe erosion and would benefit from stabilization treatments that would also be visually pleasing.

Right: An unofficial gravel turnout on Peakaboo Mountain provides exceptional views of East Grand, Brackett and Deering lakes and would be an ideal sight for an overlook structure, possibly including spotting scopes or interpretive panels identifying features within the viewshed or history of the mountain and surrounding area.



The Six Year Action Plan

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

2003

- Final Draft of Scenic Byway 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 (2003 - 2008)
- Comprehensive Plan and Corridor Management Plan presented to Town voters for approval
- Evaluate progress and submit annual report to the Regional Transportation Advisory Committee and MDOT

2004

- Local Corridor Committee appointed to guide the preparation of needed Byway protection measures, according to approved Plan
- Grant proposals prepared to fund approved measures in Byway Plan
- Write interpretive signage plan for byway
- Review 'Gateway' signage for quality and compatibility with Byway goals and objectives
- Dedicate new scenic turnout and other byway enhancements
- Develop marketing strategy for Byway and area's eco-tourism theme, prepare a brochure, seek support for a byway website
- Proposed land use regulation developed by the planning board with input from the Corridor Committee
- Evaluate progress and submit annual report to the Town of Weston, the Regional Transportation Advisory Committee and MDOT

2005

- Establish Byway Enhancement, Protection and Marketing Fund
- Townwide ordinance prepared, debated and approved at town meeting
- Byway sign ordinance developed and presented for community approval
- In cooperation with MDOT limited Route 1 access plan developed & implemented
- Build and install interpretive signage
- Evaluate progress and submit annual report to the Town of Weston, the Regional Transportation Advisory Committee and MDOT

2006

- Continue to build the Byway Fund through state, federal, local and private support
- Offer signage improvement and associated landscaping matching grant program to upgrade existing signs
- Evaluate progress and submit annual report to the Town of Weston, the Regional Transportation Advisory Committee and MDOT

2007

- Develop and implement information campaign to sensitize truck and RV drivers to their impact on Byway values and turnout uses
- Propose additional Byway facilities as needed including new scenic turnouts if appropriate
- Evaluate progress and submit annual report to the Town of Weston, the Regional Transportation Advisory Committee and MDOT

2008

- Based on 5 years of experience with Byway use, protection of resources and available facilities revise Byway Plan
- Hold public meetings and seek approval of changes in Byway Plan
- Evaluate progress and submit annual report to the Town of Weston, the Regional Transportation Advisory Committee and MDOT

2009

- Implement changes recommended in the five-year review.
- Evaluate progress and submit annual report to the Town of Weston, the Regional Transportation Advisory Committee and MDOT

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