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75	1	1	1	As the Mid-Shore section of the Chesapeake Country Scenic Byway network, it links such small towns and communities (Tilghman Island is not a town) as Centreville, Easton, St. Michaels, Tilghman Island, Oxford, Denton, Federalsburg, Cambridge, East New Market, Secretary and Vienna. Visitors learn about and enjoy the rich maritime history, agricultural legacy and natural resources of the region. From birding to bicycling, to boating, to arts and crafts and antiques – Michener’s Chesapeake Country Scenic Byway is the best way to explore it all in the Mid-Shore.	Will add the words "and communities" and "to arts and crafts and antiques" as noted in the comment.
7	1	2	2	If you are going to mention Chesapeake City, shouldn't it be on the map? (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will label Chesapeake City on the Byway Context map.
102	1	2	2	Figure 1-4; The Chesapeake Country National Scenic Byway is MD 18 from Stevensville to Centreville, MD 213 from Centreville to Chesapeake City (C&D Canal), MD 20 from Chestertown to Rock Hall and MD 445 south from Rock Hall to the Bridge crossing to Eastern Neck Island. Any other roadways should be marked as sidetracks or branches.	Will make revisions to the route as illustrated in map figure 1-4.
3	1	4	4	Vision & Goals – "Michener’s Chesapeake Country Scenic Byway weaves together the multifaceted layers of a nationally significant maritime heritage..." Aren't we interpreting more than just maritime heritage? What about agricultural heritage? Early advisory meetings implied that the land and water and where they meet were critical to telling this story. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will revise sentence to read " <i>Michener’s Chesapeake Country Scenic Byway weaves together the multifaceted layers of a nationally significant maritime and agricultural heritage--from Native American to the modern era--reflecting the distinct sense of time and place as captured in James Michener’s novel Chesapeake.</i> " Will note so that this concern is addressed throughout the CMP.
76	1	4	4	The Byway serves as the main route for heritage and nature based tourism in the heart of Maryland’s Eastern Shore – helping heritage travelers find and enjoy distinctive destinations and beautiful places where land and water merge into the Chesapeake Bay .	Will make changes as noted in comment. - need to discuss the terms related to heritage and nature-based tourism with Advisory Committee and agree upon a common language
8	1	5	5	Not that we are complaining, but why is funding for John Smith/Nanticoke River Center the only specific resource enhancement opportunity mentioned under the heading Resource Enhancement Goal? (Amanda Fenstermaker-Dorchester County Tourism Staff)	The italicized list reflects the brainstorming ideas (from comment cards at the first meetings). We will pull out a sidebar with the a sample of comments excerpted and an explanation of the role that the brainstorming played in the development of the plan
9	1	5	5	Under Heritage, Agricultural and Eco-tourism goal – What are you trying to accomplish with the bullets? Are these potential tours and tastings? Why do we only need to get people to Federalsburg when there are other inland destinations and why is strengthening Cambridge downtown the only one mentioned? Surely Easton and Denton could use strengthening. (Amanda Fenstermaker-Dorchester County Tourism Staff)	See note from comment #8
53	1	5	5	Figure 1-11: Picture of bicycle on a narrow road with car. The Eastern Shore is blessed with many roads with wide shoulders. I think it better if the bike ride picture was of a car and bike sharing a wider road. See fig 2-2 and 2-4.	Will find a photo showing a wider shoulder with cyclists and cars.
63	1	5	5	Intro. Heritage, Agriculture and Eco-Tourism – consider removing the word "plight" as in "plight of agricultural economy" and replace with "challenges" as a suggestion. In this context the word "plight" may put off a visitor if they think they'll be visiting an economically distressed area.	Will make changes as noted in comment.
77	2	7	7	• Corridor Resources: includes any parks, greenways, public lands, historic districts, museums, arts and crafts , recreational trails, water trails, and wildlife sanctuaries that border on or intersect with the Byway	Will make changes as noted in comment.
10	2	9	9	Third paragraph – There is no town of Bestpitch. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will revise to read "...and then eastward to the town of Vienna"
78	2	9	9	• St. Michaels and Tilghman Island From Easton a branch of the Byway guides visitors west on MD 33 toward the already popular destination of St. Michaels. On this route visitors can continue on MD 33, cross over picturesque knapps Narrows draw bridge on to all-the-way-to Tilghman Island, past Dogwood Harbor and its few remaining historic Skippiacks terminating at Black Walnut Pt, one	Will make changes as noted in comment.
64	2	10	10	Byway Qualities. Remove "?" on US Rt. 301 north of Centreville. The Welcome Center is no longer open. Put a "?" at the location of the Chesapeake Exploration Center, 425 Piney Narrows Drive, Chester.	Will make changes to map as noted in comment.
11	2	11	11	Can we call the branch Cambridge to Hudson, not just Hudson? (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will revise the "Hudson" branch to "Cambridge to Hudson"
12	2	11	11	Horn Point Lab’s full and correct name is University of Maryland Center for Environmental Science. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will revise "Horn Point Laboratory" to "University of Maryland Center for Environmental Science"

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65	2	11	11	Please consider including Centreville and Queenstown in your destination descriptions.	<p>Add the following text as destinations fo page 11 (new section entitled "Nearby Chesapeake Country National Scenic Byway Destinations"</p> <p>Stevensville is the "Gateway" to the Chesapeake Country National Scenic Byway. The Chesapeake Exploration Center is the nearest full service visitor facility and it is located on Kent Island</p> <p>Named for its central and easily accessible location, Centreville was incorporated in 1794 and is the seat of Queen Anne’s County. Pre-Civil War and Victorian era styles decorate the town with vivid history. Notable examples of 18th century architecture include Wright’s Chance, The Tucker House, and Providence Farm, which features one of the earliest surviving examples of a gambrel roof in the Tidewater area.</p> <p>The courthouse, located on the central green, is the oldest courthouse in continuous use in the State of Maryland, with operations dating back to 1796. Centreville Landing includes a rich canvas of maritime heritage as evidenced by the extant homes built by sea captains and maritime merchants that shaped the economy of the Corsica River area.</p> <p>Queenstown played a role in the War of 1812. British occupied Queenstown at Bowlingly (now a private residence, but marked with a historic marker). American videttes skirmished with approximately 300 British troops under the command of Col. Sir Thomas Sidney Beckwith as they advanced on Queenstown along this road.</p>
79	2	11	11	• Blackwater National Wildlife Refuge Could use some "WOW" language For a scenic drive through one of the most natural areas of the Byway and some of the best birding in the country, travelers can continue south of Cambridge along Maple Dam Rd. through the Blackwater National Wildlife Refuge. The route continues to Andrews Rd., to MD 334, and back to the main spine via MD 335.	Will consider adding "WOW" language here.
80	2	11	11	• At the north, the US 50 sidetrack from Queenstown to MD 231 connects visitors with the Wye Island Natural Resource Management Area from Carmichael Rd. to Wye Island Rd. where hiking trails provide access to the tidal recesses of the Chesapeake Bay. Could also use some "WOW" language	Will consider adding "WOW" language here.
13	2	15	15	There great mention of the vessels, but what about the people/communities? (Amanda Fenstermaker-Dorchester County Tourism Staff)	So noted. Will consider including additional text on people/communities. >>> will discuss that in terms of Mr. Tolley’s map and Hoopersville as an example
14	2	16	16	Caption under the Harriet Tubman picture should be childhood site, not birthplace. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will revise Fig. 2-18 to read "Harriet Tubman childhood site"
15	2	16	16	1st paragraph – Should also include the National Outdoor Show in Golden Hill which is held every year in February. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will include National Outdoor Show in Golden Hill in paragraph
16	2	16	16	Under heading Museums and Education Center - We assume we are going for All American Road with the nomination, correct? If so, shouldn’t we replace the word regionally with nationally? (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will replace "regionally" with "nationally"
17	2	16	16	Why are specific Museums and Education Centers mentioned here? Couldn’t they just be mentioned later under the Existing Visitor Facilities and Services? It seems a bit redundant to mention them twice. (Amanda Fenstermaker-Dorchester County Tourism Staff)	The museums and cultural sites are described here to emphasize significant historic and cultural qualities, The museums are evidence that the intrinsic qualities are accessible to the public and that the story is being told. We will refer back to this list in later sections if they are redundant.
18	2	16	16	If the decision is made to keep this inventory in this section of the plan there are several Dorchester County attractions missing including the Dorchester Center for the Arts and their annual event, the Showcase, Dorchester County Historical Society (and all of its buildings), Handsell, Bucktown Village Store and Spocott Windmill (just to name a few). It seems like this opens a rather large can of worms. (Amanda Fenstermaker-Dorchester County Tourism Staff)	see above note. - these are the museums and attractions that are directlyrelated to this historic and cultural significance. If there are additional museums and sites open to the public that tell the story, then we should add them here and refer back to them under Visitor attractions
132	3	18	18	Add photo of Tilghman Waterman’s Museum. New home (historic unique Tilghman house being restored)- photo 10	Will add this photo to page 18 where Tilghman Watermen’s Museum is mentioned.

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5		19	20	The town in Dorchester County is East New Market, not New Market. Please correct in all references. Specifically Page 19, column 4, rows 6 & 7 (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will change "New Market" to "East New Market" in all references
66	2	19	19	The Stories of the Chesapeake Heritage Area is the correct name of the organization and it does include Kent County. Please add this organization as a resource in your links section.	Remove parenthesis around "and Kent County" Also insert missing comma.
19	2	20	20	We are a little confused about the goals of the chart. What exactly are we trying to accomplish? We feel several destinations could be added. For example under "An Economic Resource" what about the Vienna Steamboat Wharf, Long Wharf, the Port Property, the Hurlock and East New Market train stations. (Amanda Fenstermaker-Dorchester County Tourism Staff)	MOVE THE CHART TO PAGE 98-99 Since the byway crosses through two heritage areas and some sites are part of the Chesapeake Bay Gateways Network, the chart attempts to correlate each of the three entities interpretive themes and relate to them to the resources of the Byway. Visitors do not understand the difference between Stories of the Chesapeake and Heart of the Chesapeake. The Byway should not introduce new themes as it will only add to the confusion. Instead, the chart attempts to link similarly oriented themes together across the three entities and relate that to the byway. Will include a descriptive paragraph, and clearly indicate the intent. the examples are not meant to be all inclusive but your examples will be added.
81	2	20	20	Chart on page 20 "hard to follow"	See comment 19 above which refers to this chart, as well.
69	2	21	21	Please add under Queen Anne’s County: Centreville Wharf, Queen Anne’s County Courthouse, Old Queen Anne’s County Courthouse (Queenstown), Slippery Hill, and Bowlingly (Queenstown).	Will make changes as noted in comment.
82	2	21	21	Add "Rebecca T Ruark – Skipjack – Tilghman Island" to Talbot County column	Will add Rebecca T Ruark to the list if it is on the National Register of Historic Places
20	2	22	22	Are we going for All American Road? If so, let’s state it and replace regionally with nationally. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will replace "regionally" with "nationally"
61	2	24	24	Chesapeake Forest is actually a separate DNR land unit. The paragraph, as written, is confusing to me.	Substitute the following text for Paragraph #1, p24: The 58,000 acres of the Chesapeake Forest Lands (mostly lands once held by the Chesapeake Forest Products Company) comprise about 12 percent of the productive forests in the Eastern Shore region. Approximately half the lands were purchased by Maryland DNR and half by the Conservation Fund (on behalf of the Richard King Mellon Foundation). The lands, now comprising more than 66,000 acres, are managed by DNR for the purpose of retaining the property as a working forest that will be managed in a conservation-minded way to provide forest products, local employment, and recreation opportunities while protecting or improving the water quality and habitat value of the lower Chesapeake Bay watershed. The lands are rich in natural resources and provide a stable rural land use (sustainably managed forest) where the byway crosses or parallels the Nanticoke and Marshyhope Rivers in eastern Caroline and Dorchester counties.
21	2	25	25	Paragraph 5 – Why just Tilghman Island? (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will revise paragraph 5 to read, "From an artist's standpoint, the region support a vibrant arts culture with landscape painters and photographers often seen plying their craft along the Byway route and particularly in towns such as Easton, Cambridge, and Denton. Artists in Tilghman Island have remarked on the qualities of the light and color and compare them to that of Southern France."
22	2	25	25	Paragraph 6 – Do we need to cite specific examples of national travel publications? (Amanda Fenstermaker-Dorchester County Tourism Staff)	Rephrase this paragraph to read as follows: Bicycle routes on the Byway from Easton to Tilghman Island, Oxford to St. Michaels, and from Cambridge through the Blackwater National Wildlife Reserve are recognized for their scenic qualities. References to the scenic quality of these routes can be found in online bicycle and travel guides such as Sherpa Guides, Travel Beat, Active Woman Traveler, and Bike Vermont. As one of the oldest privately operated ferry services in the nation, the Oxford-Bellevue Ferry is known for its scenic route traversing the Tred Avon River between Oxford and Bellevue.

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100	2	26	26	Please add red shading to the following areas: Tilghman Island, area just north of the Island (Back Creek Park Overlook), Royal Oak bridge area and St Michaels. These areas are highly scenic. Lack of shading is inconsistent with the text. It also implies that these areas are not scenic and, therefore, leaves us vulnerable to being omitted from the Byway. Add Poplar Island to map and shade red. Title describing sources might need slight modification to reflect additional shading.	Red shaded areas on page 26 were identified to have high scenic resource value based upon the inventory performed by JMA for the Stories of the Chesapeake and Heart of the Chesapeake Country Heritage Area Management Plans. This data cannot be altered because it is inconsistent with the findings of JMA's inventory. For whatever reason Tilghman Island was not identified as scenic in any of these studies. Map 3 of Appendix 1 identifies the areas highly visible from the Byway route and a few scenic locations on Tilghman Island. We will add LKLA's inventory of scenic landscapes (that includes some Tilghman views) to the map on p. 26 This way the map and the text are consistent. We can add some of the photos to Map 3 of Appendix 1, but probably will not be able to include all of the photos due to space limitations.
23	2	27	27	Paragraph 1 – Am I correct to understand that comments regarding the scenic qualities for Blackwater Refuge and the water rolling over the road to Hoopersville are cited in the motorcycle book? If not, we don't feel the latter comment is appropriate or effective in encouraging visitors. (Amanda Fenstermaker-Dorchester County Tourism Staff)	The scenic qualities section starting on page 26 documents the following in order: - paragraph 1 - defines scenic quality according to FHWA - paragraph 2 - references the landscape elements that contribute to the scenic quality generally paragraph 3 - introduces the three sources of evidence that others have attributed to the mid-shore region as being "scenic" paragraph 4 references Eschelman's 1976 study of the Choptank - noting the scenic quality paragraph 5 discusses artists that paint or photograph the scenic qualities paragraph 6 (p26) and paragraph 1, p27 references bicycle and motorcycle literature pointing out the scenic qualities as a desirable destination paragraph 2, p27 references the scenic resource assessment conducted for the Heritage Areas - and the adjoining map paragraphs 3-7, page 27 need to be combined with above - are out of order
24	2	27	27	Paragraph 3 – Delete. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will delete paragraph 3. - see note above
25	2	27	27	We are not clear on the purpose of the last several paragraphs. Seems kind of random. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will rework this section for clarity. - see note above
26	2	28	28	Bullets at the top of the page – Are these examples or is the list meant to be exhaustive? (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will revise sentence prior to bullets to read, "The following are examples of sites that contribute to the region's scenic quality."
27	2	28	28	Second paragraph – Instead of specifically mentioning Cambridge, Oxford and St. Michaels why don't you make the language more generic? (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will delete "like Cambridge, Oxford, or St. Michaels"
28	2	29	29	We think we are missing some pretty important view sheds. What about streetscapes of High Street and/or Race Street in Cambridge, or streetscapes in East New Market or Vienna, Hambrooks Blvd in Cambridge and the view of the Hoopers Island Lighthouse instead of the waves on MD 335 (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will add to list: streetscapes of High Street and Race Street in Cambridge, streetscapes in East New Market or Vienna, Hambrooks Blvd in Cambridge and the view of the Hoopers Island Lighthouse
29	2	29	29	Under Recreational Qualities does the reference to wildlife preserves include the Blackwater National Wildlife Refuge? Are there other federal wildlife preserves? (Amanda Fenstermaker-Dorchester County Tourism Staff)	Yes, Blackwater was included in the 9. There are no other federal preserves. Will revise to read, "The region maintains four state parks, eight wildlife preserves and natural resource management areas, and one national wildlife refuge."
52	2	29	29	In your list, Item 23. The facility is a Naval Radar Station, not Coast Guard	Will make change as noted in comment.
83	2	29	29	Add view of Knapps Narrows from drawbridge – Tilghman Island Dog wood Harbor with work boats and Skipjacks--- Tilghman Island View from overlook in _?????_ Park,-- North Tilghman ____ View of and from Royal Oak Bridge --- Royal Oak	Next to #12 Tilghman Island (on chart) add those locations mentioned in comment in parenthesis.
30	2	30	30	Could we build a stronger case if we stated who, specifically recognized the Oxford to St. Michael's route as the Top 25 in the country. Also, the Eagleman Ironman 70.3 has been recognized several times as ranking among the best in the world. I will forward citations in a separate email. (Amanda Fenstermaker-Dorchester County Tourism Staff)	see note above
31	2	30	30	Last paragraph, 2nd sentence – I don't think that BPPA has a published water trail. They are a company that can help you access water trails that are published in our guide. Is this what you mean to say? (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will revise to read, "A number of water trails are accessible from the Byway route. The Choptank and Tuckahoe Rivers Water Trail is a popular paddler destination, and Blackwater Paddle & Pedal Adventures will guide visitors to water trails access points."
32	2	31	31	Is this a place to mention the plethora of Charter boats? (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will also add sentence to paragraph 3 about opportunities for chartering boats for sportfishing, sailing and sightseeing.
33	2	31	31	People are able to hike in the refuge as well. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will revise hiking paragraph to read "...they can pick up a hiking trail at one of the local state parks and wildlife management areas or at Blackwater National Wildlife Refuge, which is on the Byway route."

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34	2	31	31	Do we want to add birding and nature photography as a category? Blackwater has gotten some national attention as one of the best places for nature photography. (Amanda Fenstermaker-Dorchester County Tourism Staff)	We will include a paragraph on birding and nature photography - "nature appreciation" and give the example of the Blackwater NWR.
35	2	31	31	Sika deer is spelled without an I (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will change "siika" to "sika"
36	2	31	31	Can we include the annual Grand National Waterfowl Hunt in Dorchester? (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will mention the Grand National Waterfowl Hunt in Dorchester in the Hunting section on page 31
57	2	31	31	"For those who prefer to pass the captains hat..." paragraph, in Tilghman there is also the Skipjack Rebecca T. Ruark as well as the 1938 sailing vessel Lady Patty.	See comment 32 above. Skipjacks are mentioned on page 15 and will be moved to page 31. Will also mention the 1938 sailing vessel Lady Patty.
84	2	31	31	Reference or include Kayak trail map	Will consider referencing or including Kayak trail map here
85	2	31	31	For those who prefer to pass the captains hat to someone else, it is possible to sail aboard the skipjack Nathan of Dorchester for a heritage cruise into maritime history or the Skipjack Rebecca T. Ruark and the twin masted Lady Patty out of Dogwood Harbor . While in Hurlock, visitors can enjoy a ride and a meal on the waterfront on one of the Choptank Riverboat Company’s paddle wheel boats.	See comment 57 addressing these boats here.
37	2	32	32	Do we want to include the Harriet Tubman State Park (Amanda Fenstermaker-Dorchester County Tourism Staff)	Yes. We will include this with reference to "opening 2013" Information found here: http://www.dnr.state.md.us/publiclands/eastern/tubman.asp
38	2	32	32	Wye Island Management Area change the word winterizing to wintering. (Amanda Fenstermaker-Dorchester County Tourism Staff)	will revise to "wintering"
39	2	33	33	Regional, County and City Parks – If we are going to include all of these categories we need to send to our parks and recreation director. This list is not exhaustive. At a minimum Sailwinds Park should be included – we have the only public beach in the county. How do you determine significant parks and why do we need to include ball parks and swimming pools? (Amanda Fenstermaker-Dorchester County Tourism Staff)	We will reference regional and local parks that have some relationship to the maritime and agricultural heritage themes or provide water access (taking out golf courses and "ball parks", Sailwinds Park, is the only public beach in the county. We will delete the sentence that reads "Significant parks are listed below north to south." We will replace it with "The following parks provide opportunities to interpret the byway themes and/or provide access ti water"
58	2	34	34	I believe the golf course was rated among one of the 25 best public courses some years ago. Also on p 34, you might add reference to the new interpretative nature trail that uses the old railroad route around St. Michaels. It is a 1.5 mile path for stroller, runners, bikers and nature lovers.	Will include the word "public" as mentioned in the comment. St. Michaels Nature Trail is a 1.3 mile trail around he west side of St. Michaels
70	2	34	34	Please consider adding: Queenstown Harbor Golf Course (PGA rated), Pintail Pointe (cruises, bed and breakfast, seasonal activities), and Hunter’s Oak Golf Course.	Will consider adding these courses if they are within the Byway corridor. (see note above about not including golf courses)
40	3	35	35	Under local, regional and state website please remove the home.php from the end of the tourdorchester.org website. Also please remove the words "Heart of Chesapeake Heritage Area" and replace with "Office of Tourism." (Amanda Fenstermaker-Dorchester County Tourism Staff)	6th bullet should be "Stories of the Chesapeake Heritage Area" http://www.storiesofthechesapeake.org/
41	3	35	35	39. Page 35- 6th bullet – The title of Heritage Area is Heart of Chesapeake Country Heritage Area. And it only includes Dorchester, not the others. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Sixth bullet should be Stories of the Chesapeake - Change 2nd bullet to "Heart of Chesapeake Country heritage Area"
67	3	35	35	Include Stories of the Chesapeake Heritage Area as a resource in your links section.	Sixth bullet - see note above
86	3	35	35	add Waterman’s Museum and Tilghman Island web sites.	Will add Tilghman Island web site (http://www.tilghmanisland.com/), but not Waterman’s museum, as it is a single site web page. These should be sites that cover multiple sites and/or a geographic area
42	3	36	36	Sailwinds Visitor Center’s address is 2 Rose Hill Place, not Drive and we open at 10am, not 8:30am. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will make changes as noted in comment. FYI - this website indicates that it is open from 8:30 to 5 PM http://www.tourdorchester.org/attraction.php?attraction=237
43	3	37	37	Could we move the 2nd paragraph under Wayfinding and Signage to be the last paragraph? I think it flows better if we talk about route marking signage together. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will make change as noted in comment.
44	3	37	37	Under "Getting to the Byway" should we include getting here from Philly? (Amanda Fenstermaker-Dorchester County Tourism Staff)	We will include directions from Philadelphia, Wilmington and I-95 heading south
45	3	40	40	Under the Maryland Office of Tourism – Depending on when this is published there may be more recent data. I believe the new report comes out in November, but we may be able to get some important points beforehand. Also, the last I heard MD’s sales tax collections coded to tourism were up. Need OTD to confirm. (Amanda Fenstermaker-Dorchester County Tourism Staff)	So noted - will add new data if released prior to final draft.
46	3	43	43	Please change the name of the Visitor Center at Sailwinds Park to the Dorchester County Visitor Center. Also, can we add Dorchester County Historical Society with LaGrange Plantation? (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will make change as noted in comment.

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47	3	45	45	Change title of Visitor Center to Dorchester County Visitor Center. Change address to 2 Rose Hill Place and we open daily at 10am. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will make change as noted in comment.
48	3	48	48	What happened to the self guided category? We started to talk about it on page 43 then never came back to it. If self guided is included Spocott Windmil would fit into this category as well as Handsell. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will include a paragraph on self guided sites to include Spocott Windmill and Handsell.
49	3	48	48	The Vienna Waterfront Park is a Chesapeake Bay Network Site. Is the Nanticoke River Water Trails also a site? (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will include Vienna Waterfront Park and Nanticoke River Water Trails under Chesapeake Bay Network Site
50	3	48	48	Future Sites – We’d like to suggest adding the following: a. Captain John Smith Exploratory Center b. Friendship Hall property c. Harriet Tubman State Park d. City of Cambridge Waterfront 2020 plan e. Children’s Museum of the Eastern Shore (location undecided, but could be on byway) f. Reid’s Grove Country Store g. Old Salty’s / AE Phillips Company (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will add the sites within comment to the Future Sites list.
87	3	48	48	add Dogwood Harbor and Poplar Island tours --- Tilghman Island, Talbot Co	Will add these two sites if they are limited service attractions, or self guided
71	3	49	49	the correct website for tourism is www.discoverqueenannes.com <http://www.discoverqueenannes.com>	Will make changes as noted in comment
103	3	49	49	The correct location of the Byway start point in Centreville is the intersection of MD 18 and MD 213.	Will make changes as noted in comment.
54	3	50	50	The old name for Tilghman Island had the possessive Tilghman’s Island. More common usage is now simply Tilghman Island.	Will run a "find and replace" to replace all "Tilghman’s Island" with "Tilghman Island"
51	3	51	51	Under Highway Safety Issues – how about bike lanes and what about the use of rumble strips. (Amanda Fenstermaker-Dorchester County Tourism Staff)	So noted. See chapter 4, Goal 5: Transportation
115	3	51	51	MD343 paragraph–please revise first sentence (last part of it), dropping the word "Thomas" after Hudson. Should "US 50 be there?"	Will remove "US 50" and "Thomas" as is noted in the comment.
59	3	54	54	I just got a little confused with agriculture in the western half of the county. I believe most of the agriculture is in the eastern half.	Will change to eastern as noted below
88	3	54	54	Like Caroline and Dorchester counties, Talbot County has a strong agricultural community, primarily in the eastern western half of the county. To the west east, the county is dominated by resource conservation areas lining the shores of the Chesapeake Bay, the Choptank and Miles Rivers, and their tributaries. Here, too, incorporated towns and rural villages dot the rural landscape.	Will make change as noted in comment.
116	3	56	56	Paragraph above table–please fix punctuation on map reference, for example, (See Map 10, Appendix 1).	Will make change as noted in comment.
89	4	58	58	Moreover, another important audience for the Byway and its communities are those visitors interested in bicycling, boating and birding – visitors who are also looking for places with distinct characteristics – different than from the place they are leaving behind. Text and photos should reinforce these objectives	Will make changes as noted in comment.
110	4	62	62	Chapter 4, Strategy 1.6 calls for advocacy on behalf of the Byway. As part of our CMP, process, the CCNSB Alliance specifically decided to not become involved in land use decisions. In addition, we feel that it is inappropriate for county employees to comment on the decisions in other jurisdictions. We are very concerned that if the three sections are united as a single Chesapeake Country Byway, that advocacy actions in one section will negatively reflect another section.	This will need to be discussed at AC #7 - on the one hand, someone needs to advocate on behalf of the byway, while on the other we don't want to negatively affect other areas - options might include finding a non-profit partner to advocate without speaking on behalf of the byway, such as Eastern Shore Land Conservancy
117	4	68	68	Caroline and Talbot Chesapeake Bay Critical Area programs are mentioned–can we add Dorchester?	add the following text: "In Dorchester County, over two-thirds of the total area of the county and nearly one-half of its land area are within the critical area, involving some 176,600 acres or 276 square miles of land. The critical area program in Dorchester is intended to control the adverse water quantity and quantity impacts of stormwater so as to protect water resources and natural habitat associated with the Chesapeake Bay, in compliance with the Critical Area Law (Natural Resources Article of the Annotated Code of Maryland, § 8-1801 et seq.).
118	4	76	76	First paragraph, 3rd line. Mentions "three" locations, but more than that are listed.	Will fix format, the bullet on the Dover Bridge and below are the same as for Tilghman Island Branch

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60	4	78	78	I very much appreciate the words on pedestrian traffic in Tilghman Island, although that will be difficult to accomplish due to land ownership problems. I’m not familiar with the "Tilghman Island Target Investment Zones" and as noted in your e-mail, below, and that perhaps will identify and deal with the problem.	So noted.
62	4	78	78		We will put in a general statement after this section that refers to the maintenance/management of visitor services on public lands and the need to have partnership agreements in place prior to pursuing funding for these projects (similar to Strategy 5.6 on page 126)
90	4	78	78	Page 78 - Will the inn keepers manage the proposed improvements at Black Walnut Point? • Tilghman Island Branch – While Tilghman Island is already a destination unto itself with its significant maritime heritage, bed-and-breakfasts, restaurants, charter fishing boats, four marinas, art activities, Tilghman Day and Sea Food Festivals, book store (very old and new nautical books) and other cultural points of interest, there are three specific enhancements that would provide additional visitor infrastructure for interpretation, education and enjoyment. All of these projects are part of the Tilghman Island Target Investment Zones.	Will make changes as noted in comment.
91	4	78	78	Black Walnut Point – Black Walnut Point Inn is leased as a bed-and-breakfast by the Department of Natural Resources and the inn keepers are interested and supportive of enhancing the area to make it more visitor friendly as a destination at the end of the Tilghman Island Branch. Its waterfront cottages, unsurpassed Chesapeake Bay views and butterfly preserve are unique assets. Interpretation, seasonal and portable restrooms, and a trailhead are proposed at the entrance to Black Point Inn. (See Appendix 3, Concept Plans) --Tilghman Watermen’s Museum – Tilghman Island Rd. and Phillips Rd. – the purchase of the Lee House (c. 1890), one of the architecturally significant Tilghman Island "W" houses, will become the new home of the Tilghman Watermen’s Museum will provide photo	Will make changes as noted in comment.
92	4	78	78	There is also an urgent need to provide more space for pedestrians and bicyclists on the nonexistent shoulders of the Byway through the heart of Tilghman. The situation is extremely dangerous particularly for young walking or biking children.	Will make changes as noted in comment.
119	4	78	78	a) Market Towns Branch, last sentence--please update. While the historic Friendship Hall is still for sale, the surrounding property was purchased in 2011 by the Town of East New Market, which is exploring options for future use. b) Hudson Branch (not Sidetrack). Agree that interpretation is needed. We may want to add somewhere here or elsewhere in the report as appropriate--"Along this route, the Lewis General Store, at 1042 Hudson Road, provides a nice stopping place for snacks, sandwiches and the down-home feeling of a country store." Do you want to mention Spocott Windmill here too? c) Hoopers Island Branch (not Sidetrack). Agree that interpretation is needed; a possible location might be Old Salty’s Restaurant and Gift Shop, Fishing Creek, MD. A possible addition somewhere in the report- A nice meal at Old Salty’s Restaurant and Gift Shop, at 2560 Hoopers Island Road, tops off this scenic drive through waterfront villages straddling the Chesapeake Bay. d) Hooper Island Lighthouse. On a clear day, the Hooper Island Lighthouse, a cassion-style	Will add requested text.
120	4	79-80	79-80		Change page 80, paragraph three to read: The proposed Mid-Atlantic Power Pathway (see Chapter 3) alignment, if adopted, would parallel and cross the Byway in the vicinity of the Vienna power plant, tying in to the substation there and crossing the Nanticoke River north of US 50.35 Efforts should be made to ensure that any structures used for this proposed major transmission line will be carefully sited to avoid focal views from the Byway, and roadside plantings will be included in any mitigation should the line be constructed.
72	4	86	86	We are now known as – Queen Anne’s County Economic Development and Tourism. We are no longer a separate department, nor are we an office.	Will make changes globally throughout the document as noted in comment
104	4	86	86	Table 4-2; Please change "Queen Anne’s County Dept. of Economic Development, Agriculture and Tourism" to "Queen Anne’s County Economic Development and Tourism" due to county	Will make changes as noted in comment.
105	4	86	86	Table 4-2; The Lower Susquehanna Heritage Greenway is not part of CCNSB. The bold line should be extended across the byway column.	Will make changes as noted in comment.
127	4	89	89	Missing Strategy 3.2 (Is this Cross-jurisdictional management?)	Change Marketing Plan (title) to 3.2 Develop a Marketing Plan, change 3rd paragraph to "Implementation Steps"; Move up focus areas to 3rd paragraph.
106	4	92	92	Second paragraph under "Regional Context"; Please change to "Chesapeake City" and not "City of Chesapeake"	Will make changes as noted in comment.

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93	4	105	105	Add Dogwood Harbor, Skipjacks, largest charter fishing fleet on the bay??? Kayak water trails and landings	Will add these attractions to the list.
121	4	105	105	Hudson Branch Attractions. Agree with Spocott Windmill. Other possible additions include: Lewis General Store, Clearview Restaurant at Horn Point (on the Choptank River).	Will add these sites to the list.
122	4	106	106	Hoopersville Branch. Please add Old Salty’s Restaurant and Gift Shop.	Will add this to the list.
94	4	107	107	James Michener was raised in Doylestown and maintained a home in the vicinity from 1948 through 1985. Note that Michener also had a home in Talbot County	Will note this in the plan on page 107
55	4	111	111	Tilghman Day held each October draws a crowd of several thousand and could be included in your list.	Will include Tilghman Day in the list on page 111.
95	4	111	111	Add Tilghman Day and Tilghman’s Sea Food Festival	Will add Tilghman Day and Tilghman’s Sea Food Festival to the list.
123	4	111	111	Please add, Seafood Feast-I-Val, Dorchester Showcase	Will add this to the list.
96	4	112	112	Add Extremely dangerous for pedestrians and bikers within Tilghman Village due to total absence of road shoulders.	Will reference in 2nd bullet, page 112
56	4	116	116	As a bicyclist, I heartily agree with the improvement concepts identified. I would add another dealing with the need to periodically sweep the shoulders of gravel. Wherever there is a gravel driveway entrance to a main road, gravel gets strewn on the shoulder (and sometimes even on the road). This gravel promotes accidents as well as tire damage to bikes, especially to riders with high performance road bikes.	Under 3rd bullet, 3rd paragraph, add the following text to the end of the bullet: ... and periodically sweep gravel from road shoulders. Under Implementation Steps, item ii. Add the words ", periodically sweep gravel" after the words "vegetation management"
97	4	116	116	Note that the need for even narrow shoulders (two to three feet) has become critical for pedestrians and bikers in Tilghman Village. Young children are particularly at risk. Currently, no shoulders exist and the techniques described below will not work for this situation.	Will add a sidebar for how to address this issue - not enough space for too many types of users at the end of Section 5.3
98	4	117	117	Conduct preliminary engineering studies to determine the bicycle safety issues, a range of options to address those issues, and the potential impact of each on the character defining features of the Byway. Focus should be directed toward shared use of existing paved surfaces rather than striping a specific area as a bicycle lane Note -- will not work in Tilghman Village.	Will note this in plan - see comment #97 - discussing special conditions, including Tilghman and Royal Oak
99	4	119	119	"The State Highway Administration (SHA) shall make accommodations for bicycling and walking a routine and integral element of planning, design, construction, operations and maintenance activities as appropriate." ³⁹ NOTE—APPLIES TO Tilghman village	This page applies to all the byway that is on a state highway - no change necessary
133	4	125	125	Add photo of draw bridge- photo 2.	Will add this photo of the draw bridge on page 125 to correspond with section, "Maintaining the Character of Bridges along a Scenic Byway"
107	5	132	132	The Chesapeake Country NSB Alliance is composed only of representatives from the tourism/economic development and planning offices of each county	Will make changes as noted in comment.
145		127-128	127-128	please updated pages 127 and 128 on the Michener’s CMP concerning the signs.	Will reference new sign policy that provides a signage accommodation for state designated byways preparing corridor management plans with an interest in National Scenic Byway designation, including Michener’s Chesapeake Country.
101	5	131-133	131-133	Federalsburg Historical Society has been in correspondence with The Honorable John Griffin, Secretary, Maryland Department of Natural Resources, to address their concern that the Maryland Department of Natural Resources is not included among the existing management entities along the Byway. In a letter addressed to Secretary Griffin on August 15, 2011 , Mr. Bart Johnson states, "We believe in order to achieve the vision of the byway and the overall set of goals , the Maryland Department of Natural Resources be included in the implementation and management phase and be included as an existing management entity along the byway. " John Wilson’s response 8/22/11 : "Jim/Terry: The Federalsburg Historical Society wrote the Secretary a letter, which has been directed to me for a response. They are concerned that DNR does not appear as one of the existing management entities within Chapter 5: Implementation (pages 131 – 133). As you are aware (see below), it is our intent to work with them to identify a mutually agreeable enhancement for the pull-off area across from Exeter. Do you have any other suggestions for content	A meeting was conducted with representatives of Maryland DNR and the following was agreed upon: add Maryland DNR as a management entity along the byway as follows: Maryland Department of Natural Resources Maryland Department of Natural Resources will continue to collaborate in the byway planning and implementation effort through the management of state lands in a manner that is consistent with the byway management plan and the goals of the Department of Natural Resources (DNR). This includes identifying ways to cooperate with interested non-profit organizations through partnerships to help interpret the natural and cultural heritage, to continue to upgrade public access to the Chesapeake Bay in a manner that supports the goals of the byway and DNR, and to continue to coordinate conservation efforts for high priority resources in a manner that is consistent with the GreenPRINT program. Maryland DNR will continue to participate as a collaborating partner in the implementation of the management plan.
73	Acknowledgements			We would like you to include Tracy’s name: Tracy Staples, on the proposal. (Bob Zuber- Black Walnut Point Inn)	Will add Tracy Staples to the Acknowledgements page (DONE)

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142	Appendix 1	Enhancement	Enhancement	In addition to Black Walnut point shown on the map please add to the photograph key and map, as a minimum, <ul style="list-style-type: none"> Road shoulder improvement to accommodate bikers and walkers. Perhaps the Maryland Highway Transportation Dept and Talbot County could apply for Federal stimulus funds to match Michener highway grants. This could provide the mechanism to more quickly alleviate this major safety problem while at the same time putting some unemployed Talbot county residents to work. signage on the north side of the drawbridge and in the parking area of Back Creek Park Visitor’s kiosk most likely at either at the Back Creek park, the Waterman’s museum, on realtor’s property, in Kronsberg Park across from the fire house or some other highly visible location. Kronsberg Park sounds like a winner because the fire house would be a deterrent to vandalism. Shade trees and enhanced lighting (possibly solar) in Kronsberg park for bikers, walkers, visitors, and local audiences for Tilghman Day, Seafood festival and other events. Please add Tilghman Island inset. Note that Tilghman Island has three very distinct Villages. Tilghman, Fairbank and Bar Neck. They are all on the bike and water trails and all have different characteristics, settings and water views. Orange dots make insets difficult to read even when significantly zoomed. Label Poplar Island, Tilghman Village, Fairbank and Bar Neck	Will address these points in a more appropriate section of the Plan, not the map, as there is a limit to the amount of information that can be clearly communicated on the map. <i>There will be a sidebar on Tilghman Island roadway improvements after page 116</i>
130	Appendix 1	Historic	Historic	Please add Tilghman Island inset. Note that Tilghman Island has three very distinct Villages. Tilghman, Fairbank and Bar Neck. They are all on the bike and water trails and all have different characteristics, settings and water views. Orange dots make insets difficult to read even when significantly zoomed. Label Poplar Island, Tilghman Village, Fairbank and Bar Neck	Will include an inset of Tilghman Island with villages labeled as mentioned. Will work on map symbology for clarity.
131	Appendix 1	Historic	Historic	Add X for the general location of Michener’s house in St Michael – Do not get specific on the location to preserve the privacy of the existing owner.	Will make a note on the map, generally referring to Michener’s house in St. Michaels, but not reference a location.
129	Appendix 1	Location	Location	Poplar Island has become a destination with boat tours including guides operating out of Knapp’s Narrows. It is a wild life preserve and bird sanctuary (not sure if officially sanctioned. If not, probably will be when completed). Coves will accommodate sailboats, kayaks and canoes. Power boats must remain off shore but you can dingy or swim in. The map shows a tip of Poplar Island. Please extend the left side of the map just a little to display the whole Island chain. Newer maps show the outline of the ultimate restoration. This is a massive 27 year project and, therefore, some words about it somewhere in the text might be appropriate. PHOTO 7 My comments concerning the inclusion of all of Poplar Island apply to all of the other applicable maps in this report.	Will include Poplar Island on Location Map and other maps where appropriate. Will include photo where appropriate.
143	Appendix 3b	Michener Interpretive Development	Michener Interpretive Development	<ul style="list-style-type: none"> Add text to the first paragraph which reflects the fact that Michener Mr and Mrs Michener lived in St Michael from 1976 to 1984 and owned his residence from 1976 to 1996. He wrote the Book Chesapeake while living here. Photos will be sent to you from Michael Roe. Roe was the Caretaker/Property Manager from 1978 to 1996 and could be a good source of information His family lives on Tilghman. Michael will be happy to discuss Michener with you. I sent you his phone number. 	Will add this information where appropriate.
134	Appendix 1	Natural--Hydrological	Natural--Hydrological	Add Poplar Island just west of Tilghman Having minor trouble with correlating some color coding on map with Legend. I will have to revisit to verify. (Lost patience)	Will consider adjusting the map to Add Poplar island. Will consider adjusting map symbology.
135	Appendix 1; 3	Natural--Protected; 43; 48	Natural--Protected; 43; 48	Add Poplar Island chain--- show outline of planned restoration underway. Area has or will have status of protected land and nature conservancy (needs to be verified) Photo 5	Data on this map show current protected lands information--we are not identifying future protected lands here. Will include photo on p. 43 where there is discussion of Future Sites, along with caption on Poplar Island. Will also include Poplar Island in future sites list on p. 48.

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139	Appendix 1; 2	Recreation; 2 9, 30	Recreation; 2 9,30	Largest fleet of Chesapeake Bay sport fishing boats- photo 4 Biking Kayak and canoe water trails and landings- photo 8 Water sports Boat rentals Waterways to Oxford, Annapolis, Poplar Island and Sharp’s Island Lighthouse add markers showing these popular waterways Boat tours Cruises on the 100 year old Oyster dredge boat Skipjack Rebecca T. Ruark, and twin masted schooner Lady Patty photo - 1 Cruise to Chesapeake Bay Lighthouses aboard the Sharps Island General cruising and touring aboard the Dockside Express. Ferry to and tour Poplar Island Environmental cruise aboard Philips Wharf Environmental Center’s Express Royale Note: In Legend give water trails same weight as cycling tours	Will include photos on page 29 or 30 of Recreational Qualities of Ch. 2 (or more appropriate location). Recreational activities pertaining to Tilghman Island have been noted. Will acknowledge these where appropriate.
138	Appendix 1; 2	Scenic Qualities; 27	Scenic Qualities; 27	Add photos and label (will provide) Dogwood Harbor- photo 3 Knapp’s Narrows Black Walnut Point Skipjack Back Creek Park overlook View of Royal oak Bridge from the road just north of the bridge including the river on either side of the Bridge. Will send photo 13 Poplar Island	Will swap out current Tilghman Island image on map with one provided by Jerry. Will include one photo in the Scenic Qualities section of Ch 2 on page 27.
141	Appendix 1	Transportation	Transportation	Add Royal Oak Bridge map marker.	Will consider adding marker.
140	Appendix 1	Visitor Attractions	Visitor Attractions	Scenic overlooks, parks and rest areas - photo 12 Picturesque Dogwood Harbor, Knapp’s Narrows, Black Walnut point and harbor, etc. Biking and kayak trails Sailing and power boat cruises and tours Boat rentals Fishing charters Art classes and lots of subject material for artists and photographers A " for real"working waterman’s island Four marinas, five restaurants, six inns and B& Bs and several rental houses. New and rare nautical books store Notes: Dogwood Harbor marker in wrong place here and other appendices. Need to verify accuracy of water landing diamond symbols Perhaps use symbols for location of marinas, etc.	Will try to use photos where appropriate in Plan. Will fix location of Dogwood Harbor marker (revision will be changed in all maps).
4				The Harriet Tubman Underground Railroad Byway is not a scenic byway. Please delete scenic in all references. (Amanda Fenstermaker-Dorchester County Tourism Staff)	Will delete "scenic" in all references to Harriet Tubman Underground Railroad Byway
6				We’d like to request a sidetrack which would leave Vienna, go approximately 6 miles north on Rt. 331 (Rhodesdale Vienna Road) to the Reid’s Grove Country Store. For details on why visit this page on our website: http://www.tourdorchester.org/attraction.php?attraction=426&category=68&ac=426,68 (Amanda Fenstermaker-Dorchester County Tourism Staff)	Sidetrack was added to the route 8/17/11.
68				Capitalize c in Counties. Also consistency between “Mid-Shore” and “Mid-shore.”	Will do a "find and replace" for "Mid-shore" to replace with "Mid-Shore"; will address capitalization of "counties" where necessary.

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74				Over all report has lots of "good stuff" some of which gets lost in the large amount of material. Tough problem ---have to think about it more. Report appeared to overly focus on passive viewing vs "active doing" Will submit separate suggestions on graphics this weekend. In general feel that they are too repetitious, do not reflect or enhance the written text and could use a little more "WOW" factor. Will also comment on text and graphics on maps and appendices. However, not sure that I can improve upon what you have. Clearly, a very thorough, detailed and well thought out document. Hope my following suggestions may be useful. (Note- when transferring to Excel, highlights in Jerry's text were converted to red text)	So noted.
108	general comment			Cecil, Kent and Queen Anne's Counties already reference the Chesapeake Country National Scenic Byway within their existing Comprehensive Plans and include language supporting the byway and its Corridor Management Plan. The Maryland Heritage Area Authority is no longer requiring communities to adopt Heritage Management Plans into Comprehensive Plans. The former Heritage Area requirement concerning inclusion in the Comp Plan led to confusion and expense for the local jurisdictions and resulted in several communities refusing to participate in the heritage area. The counties recommend that the Michener CMP not require adoption of the CMP into local jurisdictions' Comprehensive Plans.	So noted - for discussion at Advisory Committee Meeting #7
109	general comment			The CMP contains various references to data sharing, creating a "home room," seeking funds to support a "circuit rider" to work with historic sites. It is unclear if the CCNSB Alliance will be expected to participate and in what manner. It should be noted that no funding will be available to support these activities.	So noted - for discussion at Advisory Committee Meeting #7
111	general comment			It appears that "Explore the Upper Shore" has been chosen as the unique name for the existing CCNSB without consulting the Alliance.	So noted - for discussion at Advisory Committee Meeting #7
112	general comment			The CCNSB has worked very hard over the last ten years to establish its identity. We are concerned that not enough emphasis is given to the work which has already been done to develop a logo, website and other materials. We are not interested in altering our logo or colors. If the three sections are united, then Michener's and Blue Crab will be expected to accept the standards and guidelines CCNSB has adopted.	This has been agreed to by the other byway regions at our meeting in November of 2010 at the Steamboat Wharf in Denton. The other byways will keep the outside part of the logo, and adopt their own logo to the inside. Website references need to be discussed at Meeting #7 - but all agreed to build upon what has already been done by CCNSB
113	5			Chapter 5, Implementation, seems to be lacking detail. CCNSB has concerns that a nine county byway will be impossible to manage as a single entity.	So noted - for discussion at Advisory Committee Meeting #7 (see separate discussion agenda for Meeting #7)
114	general comment			I know it is best to simplify routes, and keep the number of turns to a minimum, but our committee is really uncomfortable having Salisbury merely as a "branch." So we have prepared a route in as part of the main route, (other part becomes the branch) including a cut through Mardela, that has a loop inside Salisbury, and avoids certain other areas. Attached is the verbal directions, and below is the google map. Copy and paste: http://maps.google.com/maps/ms?vps=2&ie=UTF8&hl=en&oe=UTF8&msa=0&msid=21581632046937441830.0004abb9f355d88ba1c81 < http://maps.google.com/maps/ms?vps=2&ie=UTF8&hl=en&oe=UTF8&msa=0&msid=21581632046937441830.0004abb9f355d88ba1c81 >	This has been resolved through discussion with Terry Maxwell and Jay Parker
124				Letter to Amanda Fenstermaker from Reverend Dr. Robert Gribbon requesting "a change to the Hooper's Island spur." Where the "return route" from Hoopers Island "came up Smithfield Road and then back to Church Creek via Taylor's Island Road it would be possible to include the following: The 1812 captured cannon ("Becky Phipps") on Taylors Island; The "Treaty Oak" in Church Creek where tomahawks were buried; The Stewart Canal; The historic churches of Smithville, Taylor's Island, & Woolford."	Noted. Will purchase Mr. Tolley's map, and include these sites on the Hoopers Island spur

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75	1	1	1	As the Mid-Shore section of the Chesapeake Country Scenic Byway network, it links such small towns and communities (Tilghman Island is not a town) as Centreville, Easton, St. Michaels, Tilghman Island, Oxford, Denton, Federalsburg, Cambridge, East New Market, Secretary and Vienna. Visitors learn about and enjoy the rich maritime history, agricultural legacy and natural resources of the region. From birding to bicycling, to boating, to arts and crafts and antiques – Michener’s Chesapeake Country Scenic Byway is the best way to explore it all in the Mid-Shore.	Will add the words "and communities" and "to arts and crafts and antiques" as noted in the comment.
125				1) Would like to see a branch or sidebar added from Indiantown Road to Reid’s Grove Country Store (on Rt. 331), via Reid Road. For visitors, this stop provides the opportunity to experience a real country store (in a world of big-box stores). It also provides an opportunity for visitors to purchase light grocery items, including drinks and snacks, in an area that is lovely farmland, but without many amenities. Reid’s Grove Country Store is located at 5106 Rhodesdale-Vienna Road (Rt. 331), Vienna, MD 21869. Northbound byway travelers on Indiantown Road would make a left turn onto Reid Road, then follow it to the intersection with Rt. 331 where the store is located. Some of its history, and current operating hours, are described on our Dorchester County Tourism website http://www.tourdorchester.org (click Attractions, then Country Stores). 2) Wanted to suggest an alternate, high water route to replace Bestpitch Ferry/Griffiths Roads if it is flooded. The route would go from Greenbriar Rd., left on to Bucktown Rd., right to Decoursey Bridge	1) The Reid’s Grove Country Store sidetrack was added to the route and is reflected in the GIS shapefile dated 08/17/11. Information on the store will need to be added within the CMP text. It will also be included on the Visitor Attractions map. 2) The alternate, high water route will be added to the CMP text where appropriate.
126				Please include the Maryland Room of the Talbot County Free Library in your list of proposed sites for the Byway. If you or your committee want more detail on this please contact our Maryland Room Librarian, Becky Riti.	Will include the Maryland Room of the Talbot County Free Library among the Byway attractions in the Visitor Attractions map, and it will be included in Chapter 4 Strategy 4.4 Michener’s Chesapeake and Other Supporting Stores.
128				I wanted to make you aware of a terrific attraction that might be of interest to travelers, Adkins Arboretum. They are not on the route, but they are very near Hillsboro (site of Frederick Douglass birthplace + early enslavement) and the Tuckahoe River. Would it be possible in your listing of area attractions to mention the Arboretum as they have a lovely center and gift shop. It is definitely worth the drive to visit them. Ellie Altman, the director will attend Wednesday’s meeting, and I wanted to make you aware of her interest in this.	Will include Adkins Arboretum on the Visitor Attractions map as a side track
136				Black Walnut Point is a nature preserve and is classified as a Natural Resource Management Area (NRMA) owned by the State of MD. It has also been a butterfly sanctuary and has an operating B&B leased from the State. Photo 9	Will find an appropriate location for this photo.
137				Water and marsh on North West side of Knapp’s Narrows has recently been rip rapped and backfilled with dredge and, I think, has been designated as a protected nature sanctuary. (Needs to be verified)	Will find an appropriate location for this photo.
144				We realize this is late, but let us know if an interpretive station is included in this and if you need any additional comments of where we think it should be placed. We had an eagle scout put in our first walking trail through the bird sanctuary. The head of this trail would be right behind the location we thought would be the best place to put interpretive maps showing the erosion from Sharp’s Island Light and where Black Walnut Point is currently. Photos are attached of the trail head and this location.	Will include photos where appropriate.
145				Bob Greenlee, The Greenlee Group Question: Are the comprehensive plans state-of-the-art? Up to date? The sections pertaining to livability, land use, transportation, etc. need to be updated, especially in the villages. Question: where can the municipalities get help with that?	Will add a sidebar to the plan indicating resources they can tap into regarding livability
146				Sue Cruickshank, Denton Planning Commission Question: Just spent several years working on the Denton comp plan and didn’t hear anything about the MCSB CMP. Now that the comp plan effort is complete, how are they going to get the CMP in it, without waiting another several years? Why didn’t the towns know about the byway planning process much earlier? Sue stated need to present the CMP to the towns, not just at the county level. Very few people in Denton actually know about it. Sandy Hayman suggested that the Chamber of Commerce would be willing to host an informational event.	Jim will send examples of how other byways have adopted the plan. (For discussion at AC #7 - is to determine whether the plan should go through the Clearinghouse as amendments to the Comprehensive plans, or to simply include model languageform other byways.

cmnt #	Chapter	Old Page	New Page	Comment	Proposed Response
75	1	1	1	PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING As the Mid-Shore section of the Chesapeake Country Scenic Byway network, it links such small towns and communities (Tilghman Island is not a town) as Centreville, Easton, St. Michaels, Tilghman Island, Oxford, Denton, Federalsburg, Cambridge, East New Market, Secretary and Vienna. Visitors learn about and enjoy the rich maritime history, agricultural legacy and natural resources of the region. From birding to bicycling, to boating, to arts and crafts and antiques – Michener’s Chesapeake Country Scenic Byway is the best way to explore it all in the Mid-Shore.	Will add the words "and communities" and "to arts and crafts and antiques" as noted in the comment.
147				Jim - I haven't hear from anyone since our emails in September, 2010, which leaves me wondering if anything is going on about installing an interpretive sign about the historical significance of that road in the early life of Frederick Douglass. I am sure you are aware that plans are being finalized for erection of a statue in Easton. It would help visitors to understand the connection of this road with his first attempt to escape from slavery. I'll appreciate any info you can give about this project. George Seymour	page 109, "Other Supporting Stories", third bullet, Frederick Douglass- reference the need for an interpretive sign along MD 33 about the connection of thios road with Douglass first attempt to escape from slavery.
	Concept Plans			Concept plans for the pull-off at Idylwyld and for Black Walnut Point have been posted on our web site for you review and inclusion in the plan (see http://www.lardnerklein.com/)	
				LEGEND FOR COLOR CODING OF COMMENTS:	
				Requiring Advisory Committee's Discussion	
				Amanda Fenstermaker, Director, Dorchester County Tourism, and Staff	
				Ray Mayfield, Tilghman	
				John Wilson, Acting Deputy Director, Land Acquisition & Planning	
				Jean E. Fabi, Economic Development Manager, Queen Anne's County, Department of Administrative Services, Economic Development and Tourism	
				Jerry Freibaum, Tilghman Village	
				Bart Johnson, Federalsburg Historical Society	
				Gail Owings, Kent County Department of Planning, Housing, and Zoning	
				Jay Parker, Executive Director, Lower Eastern Shore Heritage Council	
				Scotti Oliver, Assistant Director, Talbot County Free Library	
				Shelley Mastran	
				Kathy Mackel, Director, Caroline County Office of Tourism	
				Bob Zuber, Black Walnut Point Inn, Tilghman	
				Terry Maxwell	
				Comment on map/need for map revision	
				Public Meeting or written comment submitted during the process by email	