



Lardner/Klein Landscape Architects, P.C.

Memorandum:

To: Project file
From: Cara Smith, L/KLA
Date: August 05, 2011
Subject: MCSB Public Meeting #2 Notes – Dorchester County

The following notes were taken at the public meeting for Michener's Chesapeake Scenic Byway on August 04, 2011 from 4 pm to 6 pm at the Dorchester County Public Library 303 Gay St., Cambridge, MD 21613.

Jim introduced the project, presented the five goals of the CMP and summarized the associated strategies and actions included in the implementation matrix. Following Jim's presentation, there was a question/answer session. Shelley Mastran facilitated this discussion session.

Amanda Fenstermaker, Dorchester County Tourism
There needs to be a correction to the language in the plan dealing with MAPP. The power plant route is not definite in Vienna.

Question: How are we going to get more information on what is going on with the Choptank and Michener himself?
Response: We need to tap into these resources as the next step in the interpretive plan

Question: Why doesn't the main route go through Oxford?
Response: JK- This is for signage purposes. Oxford is a destination on the route.
SM- The route started out as a big bowl of spaghetti which needed segments to be prioritized so that things are clearer.

Barbara Hale (resident on Griffith's Neck Road)
The Bestpitch Ferry Bridge will take 3.4 million dollars to replace. How does this relate to the Byway? Is this on the back burner? Will the Byway help to fund the bridge construction?
Response: JK- There would be signage for warnings that would go in strategic intersections so as to warn travelers that the routes in question are impassible. Are we tied to Bestpitch Ferry Road? Is there an alternative route?
Barbara Hale suggested Decoursey Road or Indian Bone Road as "excellent alternatives." She believes that there were plans to make the bridge a pedestrian only route. A newly constructed Bestpitch Ferry Bridge would be arched but not as sharp of a curve.

Councilman Tom Bradshaw, Dorchester County Council Member (co-owner of Reid's Grove Country Store)
Why does the Byway route follow Indian Town Road? Why not 331?
As the co-owner of Reid's Country Store, he has researched the history of this area of Reid Road and found that it was a hub of activity (one room school house, railroad, etc).
JK- Do we make this a destination?
Mr. Bradshaw mentioned that there could be interpretive signage on the property.

Linda Cashman, Dorchester County Tourism
There need to be more destinations at this part of the route. Barbara Hale chimed in acknowledging that there need to be more bathrooms at this part of the route, and

perhaps there should be some way to communicate the lack of restrooms as an advance warning.

Question: Who is developing the marketing plan?

Jim reminded the group that there is a section on marketing in the plan.

Barbara Hale, (resident on Griffith's Neck Road)

Suggested that there is a great possibility of high water on Steele Neck Road and other Byway route segments in that area. She recommended the following route as a flood route alternative: Greenbrier Road to Bucktown Road, to Decoursey Road, to Drawbridge Road, to Ravenwood, to New Bridge Road. Amanda Fenstermaker reminded the group that Layton's Chance Winery is off of New Bridge Road. Barbara mentioned that it's best to keep off of both Steele's Neck and Griffith Neck.

Question: Who is managing Chesapeake Country's main spine? There are many partners involved.

SM- There could be a non-profit totally responsible for managing the Byway.

JK- They should jointly pull resources together to create a committee so that the cost can be split among 9 counties. The next meeting of the Advisory Committee will define this group and their duties, as well as how they should go about getting funding (which will require some creative collaboration).

Question: How is the Tubman Trail incorporated with the Byway?

JK- Both follow Greenbrier Road, but decisions were made to purposefully back off of Poplar Neck. There was a desire to leave the Tubman theme out of the Michener Byway, as the Tubman trail interpretation is well done and underway.

Bob Tolley

What are we going to do with Hooper's Island? Hooper's Island and Taylors Island are prime for interpretation. He created a map of the Neck District (shared with the group) that locates sites on Hoopers Island based on oral histories. For example, there is a site where the British once landed to keep their horses.

JK- we should get a copy of the map as an example to show how oral histories can help with Byway interpretation.

Question: When are the final revisions due?

JK- September 6th, 2011