



Memorandum:

To: MCSB Advisory Committee and Interested Stakeholders
From: Jim Klein
Date: 28 February 2011
Subject: Advisory Committee Meeting #6 – Meeting Summary (DRAFT)

The sixth advisory committee meeting for the Michener's Chesapeake Country Scenic Byway Management Plan was held from 11:30 am-2:00 pm on February 9th, 2011 at the Talbot County Community Center.

Meeting Summary (follow up actions are noted in [blue](#)):

1. Jim Klein reviewed the byway planning process to date – the sixth Advisory Committee meeting of seven. The next meeting on Implementation will follow public meetings in advance of completing a draft plan.
2. Jim Klein outlined recommendations for addressing transportation related issues for the byway. Jim identified some of the key issues associated with highway safety for the Byway, bicycles along the Byway, and the particular issues of the transition areas entering towns and villages as well as some of the complicated intersections. Jim discussed the approach to resolving these issues utilizing SHA's "Context Sensitive Solutions for Maryland's Scenic Byways" followed by some specific examples of different techniques for consideration along the Byway. The complete slide show is available on the project web site at (http://www.lardnerklein.com/mcsb_index.html). Scroll down the "file cabinet" on the left to AC Meeting #6.
3. A question was asked as to whether or not the measures presented in the slide show had to be built to establish the Byway. The answer was no, not to be established as a byway, but they need to be implemented over time for the Byway to be successful. SHA through FHWA has various programs available to address and fund the issues presented.
4. Regarding bicycle use, a question was raised about separated multi-use pathways. If establishing a separated multi-use pathway is a priority, especially along MD 33 where one was originally proposed, then that needs to be identified in local pedestrian and bicycle plans (or Comprehensive Plans) as well as the State level pedestrian and bicycle plan.

[Jim will incorporate the concept of a separated pathway into the CMP and reference the steps they need to take to include it as a local priority](#)

NOTE: Under state priorities the following criteria apply:

Tier 1 routes meet all of the following criteria:

- 1) The road segment is recommended for improvement in a local/regional bicycle or pedestrian plan
- 2) The road segment is within a Priority Funding Area
- 3) The road segment has an Bicycle Level of Comfort of "E" or "F".

Tier 2 routes meet either one of the following two criteria:

- 1) The road segment is recommended for improvement in a local bicycle or pedestrian plan
- 2) The road segment is a Bicycle Level of Comfort of "E" or "F"

5. With regard to bridge rails, a question was asked about MD 328 Bridge now under design as to whether or not that bridge would be designed to reflect the historic,

archeological and natural context. Terry Maxwell indicated that he would check, but technically MD 328 is not a scenic byway until confirmed in the CMP.

6. The need for maintenance agreements for any byway related facilities on public lands were discussed. As an example, the proposed pull-off across the street from Exeter on the DNR property was reviewed. Representatives from Federalsburg indicated a willingness to adopt that area for general maintenance if a pull-off is constructed there. A model agreement from other jurisdictions or agencies will be researched and discussed at the Implementation Committee meeting for inclusion in the final plan.
7. With regard to Byway route marking and wayfinding signs, Terry Maxwell indicated that an interim approach may be needed if the National Scenic Byways signs are funded in advance of any new nomination period – this to avoid having to put up two sets of signs – one a modification to the state designated byway signs, and two, adding in the national scenic byway signs upon future designation. (As a follow-up Terry Maxwell and Jim Klein have been researching other state programs signage policies for discussion with SHA's Office of Traffic and Safety)
8. Bellevue Concept Development Plans –
Jim showed concept plans for the County property on the Bellevue side of the Oxford-Bellevue Ferry. The concept showed how to reduce pavement, better organize the parking, and provide better pedestrian circulation. It was noted that the County is looking at stormwater management plans for all of the villages and would benefit from looking at this with regard to 3 site specific examples they are also developing. Jim will forward the concept plan to Frank Cavanaugh.
9. Bob Zuber, innkeeper for the Black Walnut Point Inn discussed their and the Tilghman Island community's interest in developing walking trails, an interpretive wayside or overlook, and for addressing the issues of sanitation during peak fishing periods. They have been working with John Oehler from MDNR to discuss these issues. Bob indicated that they have volunteers to help with the walking trails. Jim provided Bob with an aerial photo of the site identifying the DNR lands and historic districts on the point. Jim indicated that this is an important site for helping to interpret the Michener's Chesapeake Country themes and that he would work with John Wilson at MDNR (MCSB Management Team Member) to come up with a solution to include within the plan. Jim indicated that he understood MDNR was concerned about maintenance obligations and other issues, but would, at John Wilson's request put together a one page description of the byway related facilities and the desire to create a more hospitable, sanitary, and educational (through interpretation) destination at the end of Tilghman's Island.
10. With regard to the interpretive installations and planning grant, Jim asked the groups thoughts about how priorities should be determined and if there were any other ideas for interpretive destinations along the Byway. A number of ideas were suggested:
 - Sharp's Island Light – opportunity to tell a story, perhaps with an historic chart
 - Poplar Island – similar story to Sharp's Island
 - Opportunities for artists and photographs (inspired by the Chesapeake) (Black Walnut Point and St. John's Church (Tilghman Island) for example
 - Business participation – create interpretive destination businesses such as at Old Salty's, Suicide Bridge restaurant, Clearview at Horns Point
 - Use towns themselves as "scenic pullouts" –
 - Places for interpretation need shade

Suggestions for Priorities

- Michener thread and relationship to water should be a priority

(Peter Benton is following up and developing the Michener Thread)

- Get something in the ground first
- Phase the more complicated installations after the “low hanging fruit” are installed
- Interpretation should have a brand identity or build an identity

11. The following additional byway related development issues were discussed

- A gateway area is being planned for the annexed land (Easton) at the MD 328 intersection including infill development with guidelines that will convert this area to urban uses
- At Talbot County and Easton’s request, the byway route has been relocated from Goldsborough Street back to MD 322 to Bay Street. [L/KLA will revise the maps and send out for confirmation](#)

NEXT STEPS:

The Advisory Committee should first look for a table of byway management strategies that will summarize the results of the last five meetings on Preservation/Conservation, Enhancement, Marketing, Interpretation, and Transportation. The table will include a description of the strategy, potential partners, an indication of priority (by three categories) and potential funding sources to consider.

The committee should review this table and reply back with any comments within a week so that L/KLA can then develop the full text of the draft plan – just noting whether or not any ideas are missing or if things are included that were misunderstood. [Jim will send out an email and link to the table when it is ready.](#)

Jim will also work with the three Counties to schedule a public work session in each one to review the draft ideas included in the table, and the draft plan. The public meetings should be scheduled for early May to provide us enough time to get the word out about the meetings. Advisory Committee members will be asked to help spread the word about the meeting and get more turnout.