



Lardner/Klein Landscape Architects, P.C.

## Memorandum:

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**To:** Byway Advisory Committee  
**From:** Lardner/Klein Landscape Architects, P.C.  
**Date:** 09/23/10  
**Subject:** **DRAFT** Meeting Notes

**DATE:** September 23, 2010 11:30-1:30PM  
**LOCATION:** Talbot County Community Center  
10028 Ocean Gateway, Easton, MD 21601

At 11:30 AM, Jim Klein opened the meeting with a discussion of how to position Michener's Chesapeake Country Scenic Byway for its best chance of getting nominated as a National Scenic Byway. Jim recommended extending from the existing nationally designated "Chesapeake Country" scenic byway and establishing a primary byway spine from Cecil County to Crisfield with themed itineraries emanating from the spine offering a range of more in-depth visitor experiences. The spine would be the menu and the branches would be the main courses. He then introduced the proposed revisions to the route based upon discussions with Maryland's Scenic Byway Coordinator (Terry Maxwell), each of the three County tourism directors, and the Maryland Office of Tourism. The revisions are listed in detail on Handout #1 Proposed Route Change Description, which was posted to the MCSB website and distributed at the meeting. Based on the proposed revisions, committee members raised the following concerns/comments:

Some committee members expressed concern over the deletion of MD 331 from Easton to Preston and MD 318 from Preston to Federalsburg. One member suggested that a sidetrack to Linchester Mill should be established. Jim reminded the committee that the route to Preston remains to be a key part of the Harriet Tubman Underground Railroad Scenic Byway, an All-American Road. Jim will follow up with the Bob Lorenz from Preston to discuss ways to address this issue.

Questions were raised in defining the terms "sidetrack" and "branch," which Terry Maxwell of MD SHA determined was physically distinguishable through roadway signage. He stated that the main spine of the route would maintain larger, consistent signage; branches would have smaller byway signs, and sidetracks would not have any signage. The use of the TAC corridor signing would be the primary means of finding sites as side tracks. Other wayfinding options such as maps or smart phone applications could also be used for directing visitors to sidetracks

Committee members from Easton opened discussion on the proposed revision to the route in Easton. The proposed route revision eliminates MD 322 (Easton Parkway) and directs traffic onto Goldsborough St. from US 50. Some committee members argue that they do not want more traffic on Goldsborough St., while others feel that the MD 322 route option is neither scenic nor historic. A question was raised of how the byway will impact small towns in terms of traffic flow and economic gain (topic of next meeting and Meeting #6, transportation). Further discussion is needed to weigh the pros and cons of maintaining MD 322 (the town managed entry into Easton) vs. the Goldsborough St. route option.

*NOTE: Pete Lesher sent this follow up from last week's meeting, on the suggested route for southbound visitors into downtown Easton that will become the recommended route:*

- *US 50 S (or MD 662 / Centreville Rd S, if that is the byway route on this stretch) to MD 322*
- *Right on MD 322 S to Bay Street / MD 33*
- *Left on Bay Street to end*
- *Right on Washington Street into downtown (at which point this meets your revised route)*

Another route revision that received attention was the MD 333 and the Oxford-Bellevue loop. Some felt that it made sense to continue the main spine of the byway down to Morris St. in Oxford, to the ferry route, and continuing to Bellevue Rd. and MD 33. Jim mentioned that the spine must be continuous and that the ferry route could not be designated a scenic byway.

*Follow-up: One example of how another byway handled this successfully is Alabama's Coastal Connection Byway, where they identified the Mobile Bay Ferry as a visitor attraction – and marketed as such. That way the Ferry is part of the byway corridor, while not necessarily being identified as the official byway route.*

The Dover Bridge sidetrack and the link to Denton on MD 328 spurred conversation. Terry Maxwell mentioned that the design of the Dover Bridge replacement received some additional attention since it was on the byway. The bridge over Tuckahoe Creek on MD 328 is also being replaced and did not get any special attention since it was not on the byway at the time the design was initiated. Terry Maxwell indicated he would follow up to see if anything could be done (it was noted earlier by Kathy Mackel that there are extensive archaeological investigations being undertaken there and it would make a good opportunity for a pull-off to interpret some of the Native American story).

Revisions to the Cambridge route were suggested including the following:

- Remove Washington Ave. segment east of Race St.
- Remove US 50 segment south of Maryland Ave.
- Revise route to extend down High St. to Water St. (instead of jog on Williams St. & Vue de Leau St.)
- Revise route to extend down Byrn St (parallel to Maryland Ave) to Hayward St.
- From Bellevue Ave. revise to: left onto Maple Ave., left onto Buena Vista Ave., right onto Linthicum Dr., left onto Hillcrest, left onto Sandy Hill Rd. and continue onto Glasgow St. to Leonards Ln. to Washington St./Hudson Rd.

Amanda Fenstermaker will confirm the preferred location through Cambridge.

Looking at the Denton route revisions, Kathy Mackel mentioned that within the year, a new visitor center would be located across the river from the present Caroline County Office of Tourism building. Kathy mentioned that she will provide more information on this prospective visitor center, which could affect the route in Denton. There was also interest in creating a sidetrack to Hillsborough.

Looking at Vienna, suggestions were made to extend the route to Water St. Amanda Fenstermaker will provide more information.

All revised routes will be posted to the web site after confirmation with each of the jurisdictions making the recommendations and with Terry Maxwell at SHA.

Following lunch, Jim Klein opened the floor to the Advisory Committee and county tourism directors to present enhancement ideas for the respective counties. Beginning with Dorchester County, George Wright presented the Choptank River Lighthouse project at Long Wharf. A replica of the former Choptank River Lighthouse at the Cambridge Yacht Basin will be constructed 400' from Pier A, and will be coined the "Jewel of the Choptank." George provided additional information on the project and design of the structure.

Following George's presentation, Anne Roane introduced the Waterfront 2020 Port Property Redevelopment. The City of Cambridge has partnered with MD DOT to re-establish the Comprehensive Plan vision from a 2008 charette. A MOU has been signed and there is interest to begin redevelopment before the end of the year. The economic development plan from which this was based will be forwarded to L/KLA.

Jay Corvan of the James C. Richardson Foundation in Cambridge presented future plans of expansion for the Richardson Maritime Museum with the goal to "put history back on the water." There are presently two Richardson Maritime Museum facilities, one at 401 High St., and one at Maryland Ave. and Hayward Sts. Jay introduced Ruark Boatworks as phase one of the plan, and the museum as phase two. The new facility at Ruark Boatworks will focus on large ships with a ship building school that is unlike any other facility within a 400 mile radius of Cambridge. Jay suggested that this facility will provide employment opportunities. It is presently open to the public for interpretive walks, kayaks, canoes, and pedestrian activities.

A presentation on La Grange Plantation/ Dorchester Historical Society wrapped up the enhancement ideas for Dorchester County. This site off of Maryland Ave. offers a curated museum of farming and farm equipment, retelling the story of what plantations were like in the region. Jim confirmed that even though the byway route does not explicitly go directly to the site, that is will still be considered as an integral part of the byway corridor – most likely as an anchor site interpreting the agricultural heritage themes (along with other themes).

Kathy Mackel, Director of Tourism in Caroline County, suggested enhancement opportunities for her county including Linchester Mill in Preston, Exeter in Federalsburg, Frederick Douglass interpretation in Hillsborough, and the possibility of a floating visitor center, or touring boat. Additionally, she emphasized the strong Native American heritage in Caroline County with opportunities for pull-offs, kiosks, and trails for interpreting Native American sites.

Happy Mayer discussed the historic appeal of Federalsburg as a major transportation and industrial hub. Marshyhope Trail offers recreational opportunities, and interest in developing the Exeter Dam site was expressed. Joe Glime and Irma Harper reiterated the town's central water access, free parking, scenic viewscapes, and the appeal of a small community whose riverfront has not seen significant changes over centuries. Irma discussed her work on a map of the first land grants in Federalsburg promoting the Federalsburg Museum to be opened to the public soon.

In Talbot County, Jerry Freibaum, discussed Talbot's planning effort for unincorporated villages, including Tilghman and discussed plans for expansion of road shoulders and the installation of shade trees along Tilghman Island Rd. for pedestrian and cyclist-friendly access. He emphasized the importance of marketing "more than just a harbor," (Dogwood Harbor, a Chesapeake Bay Gateways Network site) but also a cultural center that could draw visitors. He also pointed out that there is still stimulus money to be spent if it was ready to build.

Pete Leshar, curator of the Chesapeake Bay Maritime Museum in St. Michaels presented the museum as an orientation experience at both the local and regional scales. He discussed the museum's appeal to history both indoors and out, with a particular interest in historical trade transportation. In addition to ongoing interpretive development at the museum, Pet mentioned a "bricks and mortar" project, which is the restoration of the Rosie Parks Skipjack, the vessel that introduced James Michener to the Chesapeake. He also indicated that collaborative efforts are underway for a visitor center for St. Michaels as part of the MD 33 gateway into town, and the ongoing work of the St. Michaels Museum at St. Mary's Square (a reconstruction with small historic structures moved to the site – one is ready to be moved).

Looking to Oxford, one of the first ports in Maryland, Judy Bixler suggested that the Oxford Customs House, Oxford Mews, and the schoolhouse offered opportunities for enhancement. Additionally, the Oxford-Bellevue Ferry offers a unique visitor experience and an opportunity for interpretation, as it was a primary means of transportation for inhabitants of Oxford & Bellevue in addition to the canning industry in the area. It was suggested that the beach on the Bellevue side of the ferry route could be a potential feature for enhancement.

To conclude the discussion of enhancement ideas for Talbot County, Debbi Dodson, Director of Talbot County's Office of Tourism, added that the Tilghman Watermen's Museum would be moving to a new building architecturally unique to the region (the W house – one of two that have not been significantly modified). She mentioned that Handsell Plantation is also a site of interest and "an early work in progress" in Talbot County. Debbi concluded that the African American and Native American (Nanticoke) stories of the region should also be interpreted along the byway. Wrapping up the discussion, interest was voiced in taking advantage of the existing facilities at Chesapeake College/Performing Arts Center in Wye Mills.

To conclude the meeting, Jim assigned "homework," asking committee members to review the Enhancement Opportunities map and return feedback. He also asked for members to consider which projects are ready for immediate funding.

The next Advisory Committee Meeting on **Heritage Tourism Strategies** is scheduled for October 21<sup>st</sup> (location TBD.)

*Summary prepared by Cara Smith, Lardner/Klein.*