

---

# Resources & Conditions

## The Context for Byway Planning

This chapter begins with an overview of the Byway’s most significant qualities—its historic, cultural, recreational, and scenic resources. Additional information on these resources is provided in subsequent sections of the chapter, along with information on the region’s natural resources, existing stewardship and management activities, the context for heritage and eco-tourism, and current and projected travel conditions.

### Special Qualities

#### Intrinsic Quality Significance

Documenting a byway’s intrinsic qualities is among the early tasks of a corridor management planning process. The National Scenic Byway Program defines intrinsic qualities as “features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.” The following six intrinsic qualities have been identified as important to nationally-recognized byways: archaeological, cultural, historic, natural, recreational, and scenic.

To achieve national recognition, a byway must contain at least one intrinsic quality of regional significance—with “significance” defined as representative of a geographic area encompassing two or more states. According to the National Scenic Byway Program guidebook *Byway Beginnings: Understanding, Inventorying and Evaluating a Byway’s*

*Intrinsic Qualities*, a byway may be considered significant if the following general criteria are met:

- Resources and experiences are of high quality and are sought out by travelers from outside the region.
- The story is of interest to a broad segment of the traveling public.
- The experiences related to the story occur with frequency along the byway.

For the purpose of determining regional significance, the three state region of the Eastern Shore, including portions of Maryland, Virginia and Delaware, has been used. For each intrinsic quality, the Byway and its related resources have been compared



View from the Byway at the entrance to Eastern Neck Wildlife Refuge.



The Byway passes through Chester town's National Historic Landmark District.

to similarly-situated roads and resources in the region.

The Alliance believes Chesapeake Country's significance lies primarily in its historic and cultural qualities, with scenic and recreational qualities of nearly equal importance. These conclusions are based on research conducted for this Plan as well as recent work completed in support of the area's designation as a Maryland Heritage Area.

The most important factors contributing to this finding of significance relate to the following factors:

- The Byway's position as the principal linkage between resources recognized as regionally and nationally significant.
- The excellent opportunity the Byway provides for accessing, interpreting, and celebrating the history and culture of the Upper Eastern Shore.
- The increasing popularity of the Byway and destinations along it.
- The route's recognition in previous plans, studies and popular travel publications as an excellent touring route in the region.

Serving as the region's Main Street and farm-to-market road, the Byway links traditional settlements and cultural landscapes, and provides direct access to nationally-

significant historic sites and districts, scenic views of farmland and working waterfronts, as well as numerous water-based recreation sites and natural areas.

## History & Culture, Recreation & Scenery

History and culture have been identified by the Alliance as the primary areas of significance for the Byway, with recreation and scenic qualities of secondary but nearly equal importance. The Chester River's recent recognition by the state as possessing natural, recreational, and cultural values of significance unique to the Northeastern United States, provides just a single example of the significance of the region's resources across several categories.

A review of the rationale behind these findings follows. Subsequent sections offer additional support for the Alliance's findings.

### HISTORIC QUALITIES

Maryland's Upper Eastern Shore enjoys a rich and distinct reputation in the region, built on a cultural heritage integrally linked to the region's abundant land and water resources and historic places. The region's rich history and culture is particularly well researched and documented, and the physical signs of this history exist in abundance along the Byway.

The Byway provides direct connections between some of the most significant historic sites and districts on the Upper Eastern Shore. As documented in subsequent sections of this chapter, three National Historic Landmarks exist along the Byway, as well as sixty-three individually-listed properties on the National Register of Historic Places. In addition, the four designated historic districts provide access to

## Defining Intrinsic Qualities

**Historic Quality.** Historic quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape that are of such historic significance that they educate the viewer and stir an appreciation of the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity.

**Cultural Quality.** Cultural quality is defined as evidence and expressions of the customs or traditions of a distinct group of people. Cultural features include, but are not limited to: crafts, music, dance, rituals, festivals, speech, food, special events, and vernacular architecture.

**Recreational Quality.** Recreational quality involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences.

**Scenic Quality.** Scenic quality is defined as the heightened visual experience derived from the view of natural and man-made elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and memorable visual experience. All elements of the landscape—landform, water, vegetation, and man-made development—contribute to a byways visual environment.

(Excerpt from *Byway Beginnings*.)

additional properties found significant at the state and national level.

### CULTURAL QUALITIES

The significant and unique aspects of the region's cultural heritage are expressed in numerous ways along the Byway. The Byway provides a direct link between the region's most unique places—its century-old farms, working waterfronts, historic town centers, and natural areas—and can thus play a central role in efforts to introduce and interpret local and regional stories. In locations along the entire route, travelers have visual and physical access to places where the region's stories can best be told.

For preliminary planning purposes—creation of an interpretive framework is a top priority of the Alliance—stories of the region's history, culture, and natural heritage may be organized under the following broad themes: *Life on the Bay* and *Life on the Farm*. These themes, based generally on those developed

for the Upper Eastern Shore Heritage Area feasibility study and National Park Service-sponsored Chesapeake Bay Gateways Network, provide an important underpinning for analyzing the significance of resources along the Byway.

*Life on the Bay.* From the earliest inhabitants to contemporary residents, water has been the basis on which each group has based its culture. Native Americans and early

Waterman working the Bay.



HEATHER R. DAVIDSON

---

Europeans arrived by boat and settled along the water. The water provided power, food, and transportation. Watermen harvested seafood from the Bay and rivers while seafood pickers and packers processed the catch for shipment. The shanties of Kent Narrows recall the heydays of the Upper Eastern Shore seafood industry when hundreds of houses were clustered around packing facilities across the region. Mariners and shipwrights sailed and built vessels in the shipbuilding centers such as Chestertown.

Recreational boaters are currently a major local industry. Boat retailers and maritime supply stores can be found in most major towns, and marinas are often constructed as components of new residential developments. The types of boats used on the Eastern Shore are essential in understanding the expressions of life on the Bay. Craft such as skipjacks, schooners, bugeyes, log canoes, skiffs, sloops, dinghies, ketches, yawls, cutters, gaff rigs, and square riggers have plied the waters of the Upper Eastern Shore over the years, a number being uniquely adapted to the waters of the Chesapeake Bay. As a result of shaping national, state and local histories, many of these vessels have been listed in the National Register of Historic Places.

During the colonial and early American period, the Upper Eastern Shore was a major economic center in the New World. The third-oldest European settlement was established on Kent Island in the 1630s. Many Europeans came over seeking their fortune in the production of tobacco, while Africans were brought over as slaves or indentured servants. For 160 years, Europeans and Africans lived in this region, settled along its waterways, built its county seats, and established the culture that today still defines Chesapeake Country's way of

life. Evidence of colonial and early American history can still be seen in Chesapeake Country, especially in Chestertown where over fifty structures in its historic district were built before 1800.

A number of the European settlers on the Upper Eastern Shore came seeking a haven from religious persecution. In the early colonial years the counties were organized according to parishes of different religious groups that in many respects operated as municipalities. The religious groups included Catholics, Quakers, Presbyterians, Baptists, and Episcopalians. From then through the present, churches have served the important role of offering solace to farming and fishing families suffering from the difficulties associated with living off the land and on the water. Churches in Chesapeake Country are considered anchoring institutions because of their ability to buttress communities facing problems that affect every resident regardless of affiliation or belief.

*Life on the Farm.* Agriculture has been the basis of life on the Upper Eastern Shore for more than 375 years. Throughout this history, the land has provided the necessities of life for those who can work it and make it produce. The land has produced great wealth and prosperity for some while for others the land was a place of toil and suffering under slavery and indentured servitude. Following their arrival from Europe, farmers quickly spread out across the land and established farms. By 1800, every corner of the region had been settled. The older and colonial-era agricultural sites are generally located along the water while more contemporary sites are located on prime soils farther inland where agriculture and agribusiness continue to be dominant factors in local economies.

In the mid-19<sup>th</sup> Century agriculture on the Upper Eastern Shore was intimately tied to

transportation technologies of the period. Because agriculture diminished in importance during the 20<sup>th</sup> Century, many components of the rail network no longer function in their original capacity. Some depots have been converted into museums or other public uses, while others have been abandoned. Many abandoned rail lines have become opportunities for rail-to trail adaptations.

Towns grew around the primary local economies. Along the coasts, villages developed of watermen, seafood pickers, and cannery workers. Inland villages developed around distribution centers for agricultural goods. The county seats became the largest towns because of the variety of services offered there. With the increase of land converted to agriculture, small trading towns, like Galena in Kent County, formed at crossroads and later, communities like Kennedyville, formed where roads crossed the railroad tracks.

The rich lives of watermen and farmers working the Chesapeake Bay and its lands provide examples of some of the most interesting and unique regional stories the Byway provides access to. Special events like the Queen Anne's County Waterman's Festival at Kent Narrows, the Spring Festival at the Museum of Eastern Shore Life, and County fairs celebrate the distinct history and culture of the region's fishermen and farmers. Evidence of the lives of watermen and farmers—historic farm steads, seafood processing operations, crab pot stacks beside modest houses, and farm equipment is physically and visually accessible from the Byway.

#### **RECREATIONAL QUALITIES**

In addition to the region's historic and cultural qualities, the Upper Eastern Shore is rich in recreation resources. The Chesapeake Bay has long been a magnet for boaters and



BOB DOLLARD

outdoor enthusiasts. Areas along the Byway are recognized regionally, even nationally as destinations for boaters, naturalists and others seeking access to the Bay's resources and natural beauty.

Opportunities for resource-based recreation of all kinds are abundant along the Byway—traditional activities like fishing, hunting and pleasure boating remain important to the region, and activities such as bird watching, canoeing, hiking and bicycling have experienced significant increases in popularity. In addition, with the presence of the Eastern Neck National Wildlife Refuge, Chesapeake Farms, and the Horsehead Wetlands Center, the Byway is becoming the primary route of access to the region's most active and significant centers for environmental education and advocacy.

The Byway provides direct physical and visual access to a wide range of recreational sites and activities in the region. As subsequent sections of the Plan illustrate, resource-based recreation plays an increasingly central role in the region's attractiveness and quality of life.

#### **SCENIC QUALITIES**

The Byway's scenic resources—its rural landscapes, historic townscapes, and natural and working waterfronts—are significant for

**View of the Bay Bridge from Terrapin Park in Queen Anne's County.**

---

two reasons: 1) they exhibit high levels of integrity and coherence; and 2) they are representative of the region's unique heritage and culture.

The Byway runs through the Eastern Shore's coastal plain, where the streams and tributaries draining into the Bay, divide generally level upland areas. Thus the overall scenic experience of the Byway may be described as traveling through wide, open landscape spaces (agricultural uplands) alternating with brief periods of traveling through enclosed corridor-like spaces (forested lowlands/stream crossings). Punctuating this overall experience of the landscape are distinct or special scenic episodes which contrast with the overall pastoral quality of the agricultural uplands. These areas, which give the Byway much of its scenic quality, include:

- Places of historic and contemporary human settlement, such as larger towns and smaller crossroads communities
- Zones of distinctive natural scenery, such as broad viewsheds of river or Bay.
- Signs of typical human interaction with the landscape, such as large farmsteads or fishing wharves.

## Historic & Cultural Resources

### Historic Sites

Historic buildings, old churches, and traditional landscapes are all evidence of Chesapeake Country's long and significant history. The historic resources are divided into three categories: National Historic Sites including National Historic Landmarks and National Register of Historic Places Sites; State Historic Sites, properties listed on the

Maryland Historical Trust's Inventory of Historic Properties; and Historic Districts at the national, state and local levels.

There are twenty-six individually listed properties on the National Register of Historic Places in Queen Anne's County, twenty-nine in Kent County, and eight in Cecil County within close proximity of the Chesapeake Country Scenic Byway. The National Historic Landmarks include: Nellie Crocket, an Oyster Buy Boat constructed in 1926, in Kent County, and the Old Lock Pump House, Chesapeake and Delaware Canal in Chesapeake City.

Each historic district contains a collection of historically important structures and sites. Collectively these districts contain hundreds of significant sites. The four historic districts in Chesapeake Country are all located within town centers. Kent County has two historic districts, Betterton and Chestertown Historic Districts. The Chestertown Historic District, which includes the Customs House, Widehall, and Emmanuel Church, has additionally been designated a National Historic Landmark. The Stevensville Historic District in Queen Anne's County, which includes the Lowery Hotel, Cray House, and Christ Church, is the only National Register district listed in Queen Anne's County. The South Chesapeake City Historic District in Cecil County includes a collection of restored mid-to-late 19<sup>th</sup> century homes.

### Archaeological Sites

Chesapeake Country is rich with archaeological resources including sites from the Paleo-Indian/Early Archaic phase (15,000 BC – 6500 BC). Most sites are clustered around the water edges, primarily places where Native Americans settled. In Kent County, concentrations of

## National Register Sites Within Close Proximity of the Byway

Site Name	Location	County	Classification
Airy Hill	Chestertown	Kent	NRHP
Bachelor's Hope	Centreville	Queen Anne's	NRHP
BERNICE J. (skipjack)	Chestertown	Kent	NRHP
Betterton Historic District	Betterton	Kent	NRHP District
Bishopton	Church Hill	Queen Anne's	NRHP
Bloomingdale	Queenstown	Queen Anne's	NRHP
Bohemia Farm	Earleville	Cecil	NRHP
Bowlingly	Queenstown	Queen Anne's	NRHP
Brampton	Chestertown	Kent	NRHP
Captain's Houses	Centreville	Queen Anne's	NRHP
Carvill Hall	Chestertown	Kent	NRHP
Centreville Armory	Centreville	Queen Anne's	NRHP
Chester Hall	Kingstown	Queen Anne's	NRHP
Chestertown Armory	Chestertown	Kent	NRHP
Chestertown Historic District	Chestertown	Kent	NHL District
Chestertown Railroad Station	Chestertown	Kent	NRHP
Chesterville Brick House	Chesterville	Kent	NRHP
Christ Church	Stevensville	Queen Anne's	NRHP
Christ Church Graveyard & Sexton's House	Worton	Kent	NRHP
Church Hill Theater-Community Bldg	Church Hill	Queen Anne's	NRHP
Collins Jackson House	Centreville	Queen Anne's	NRHP
Content	Centreville	Queen Anne's	NRHP
Cray House	Stevensville	Queen Anne's	NRHP
Denton House	Chestertown	Kent	NRHP
Dudley's Chapel	Sudlersville	Queen Anne's	NRHP
ELF, THE (yacht)	Fredericktown	Cecil	NRHP
Fairlee Manor Camp House	Fairlee	Kent	NRHP
Friendship	Stevensville	Queen Anne's	NRHP
Godlington Manor	Chestertown	Kent	NRHP
Great House	St. Augustine	Cecil	NRHP
Greenfields	Cecilton	Cecil	NRHP
Harper, George, Store	Still Pond	Kent	NRHP
Hebron	Stillpond	Kent	NRHP
Hinchingham	Rock Hall	Kent	NRHP
ISLAND IMAGE (log canoe)	Chestertown	Kent	NRHP
Keating House	Centreville	Queen Anne's	NRHP
Kennersley	Church Hill	Queen Anne's	NRHP
Knocks Folly	Kennedysville	Kent	NRHP
Lansdowne	Centreville	Queen Anne's	NRHP
Lauretum	Chestertown	Kent	NRHP
Lexon	Centreville	Queen Anne's	NRHP
Mattapax	Stevensville	Queen Anne's	NRHP
Middle, East, and West Halls	Chestertown	Kent	NRHP
Mount Harmon	Earleville	Cecil	NRHP
MYSTERY (log canoe)	Kingstown	Queen Anne's	NRHP
NELLIE CROCKETT	Georgetown	Kent	NHL
Old Lock Pump House, Chesapeake and Delaware Canal	Chesapeake City	Cecil	NHL
Ozmon, Capt. John H.	Centreville	Queen Anne's	NRHP
Readbourne	Centreville	Queen Anne's	NRHP
Reed's Creek Farm	Centreville	Queen Anne's	NRHP
Reward-Tilden's Farm	Chestertown	Kent	NRHP
Rich Hill	Sassafras	Kent	NRHP
Rose Hill	Chestertown	Kent	NRHP

Table continued on following page.

Rose Hill	Earleville	Cecil	NRHP
Shepherd's Delight	Still Pond	Kent	NRHP
Shrewsbury Church	Kennedyville	Kent	NRHP
SILVER HEEL (log canoe)	Chestertown	Kent	NRHP
South Chesapeake City Historic District	Chesapeake City	Cecil	NRHP District
St. Andrew's Episcopal Chapel	Sudlersville	Queen Anne's	NRHP
St. Francis Xavier Church	Warwick	Cecil	NRHP
St. Luke's Church	Church Hill	Queen Anne's	NRHP
St. Paul's Church	Fairlee	Kent	NRHP
St. Peter's Church	Queenstown	Queen Anne's	NRHP
St. Stephen's Episcopal Church	Earleville	Cecil	NRHP
Stevensville Bank	Stevensville	Queen Anne's	NRHP
Stevensville Historic District	Stevensville	Queen Anne's	NRHP District
Trumpington	Rock Hall	Kent	NRHP
Valley Cottage	Georgetown	Kent	NRHP
White House Farm	Chestertown	Kent	NRHP
Widehall	Chestertown	Kent	NRHP

NRHP = National Register of Historic Places  
 NHL = National Historic Landmark  
 District = Multiple sites in close proximity recognized as historically significant.

Source: National Register Information System, National Park Service at [www.nr.nps.gov](http://www.nr.nps.gov) 03/06/00.

archaeological sites exist around Rock Hall, Betterton, and Still Pond. The highest concentration of archaeological sites in Queen Anne's County are in the western section of the county on Kent Island, Wye Island, along the Wye River, and along the shores of the Chesapeake Bay. In Cecil County, a number of archaeological sites have been listed on the National Register of Historic Places.

## Natural & Recreational Resources

Chesapeake Country is rich in natural and recreational resources. These include waterways of international, national, and regional significance, numerous parks, ranging from small community parks to major regional natural areas like the Eastern Neck National Wildlife Refuge. A brief summary of the region's important natural and recreational resources is provided below.

### The Bay, Rivers, & Canal

Water is an invaluable asset to the Region. Water bodies along the Byways—the Bay, the Chesapeake and Delaware Canal, and the the systems of rivers, streams, marshes and wetland—serve a wide range of recreational and commercial needs as well as provide critical habitat for thousands of plant and animal species.

*The Chesapeake Bay.* The Chesapeake Bay is the most significant physical feature shaping Chesapeake Country's land, culture, and history. As the largest estuary in the United States, the Chesapeake Bay is 200 miles long and drains 64,000 square miles of land in six states. Its ecosystem provides habitat for about 2,700 species of plants and animals.

The Chesapeake Bay region represents some of the most important migration and wintering habitat in the entire Atlantic Flyway, the bird migration route extending from the Delmarva peninsula to James Bay and Hudson Bay in Canada. Bird-watchers

---

from across the region and country are drawn to natural areas along the Upper Eastern Shore to witness nesting sites and patterns of migration along the Bay.

*The Chester River.* The Chester River meets the Chesapeake Bay at Eastern Neck Island. From its headwaters in Delaware to its mouth at Love Point, its main stem stretches sixty miles and is fed by 43 natural tributaries. The Chester River is a natural boundary between Kent and Queen Anne's Counties, with a watershed that covers more than 390 square miles. The Eastern Shore Land Conservancy has identified the Chester River as a priority for land and water conservation.

*Sassafras & Bohemia Rivers.* The Sassafras and Bohemia Rivers are relatively narrow and winding rivers, with significant acreage along their shores protected from development. Bald Eagle nest territories and Delmarva Fox Squirrel habitats have been identified along the rivers. In addition, the river corridors are important wintering areas for Canada Geese, Canvasbacks, Black Ducks and Mallards.

*The Chesapeake & Delaware Canal.* While not a truly natural resource, the Chesapeake and Delaware Canal is an important water body and worthy of much consideration as an important resource. Completed in 1829, the Canal shortened the sea route between Baltimore and Philadelphia by 300 miles. It is the busiest canal in the U.S. and the third busiest canal in the world. The Canal—14 miles long, 450 feet wide, and 35 feet deep—carries more traffic than any other canal in the United States.

## State & Federal Lands

Federal and State natural areas and conservation lands exist in abundance along the Byway. Brief descriptions of several

major areas along the Byway are provided below.

### *Eastern Neck National Wildlife Refuge.*

Eastern Neck National Wildlife Refuge, located at the mouth of the Chester River in Kent County, is a 2,285-acre island refuge. It is a major feeding and resting place for migratory and wintering waterfowl, as well as a home to the endangered Delmarva Fox Squirrel and the threatened southern Bald Eagle. The Wildlife Refuge includes nearly six miles of roads and trails open to visitors most of the year. There are four wildlife trails and a handicapped accessible boardwalk. Additionally, fishing opportunities are available at the refuge entrance. Public hunting is permitted on Eastern Neck Refuge on specific days each year as designated by the refuge manager in cooperation with the MD Department of Natural Resources.

*Terrapin Park Nature Area.* Terrapin Park Nature Area is 276 acres including 4,009 feet of shoreline and 73 acres of wetlands. The facility currently offers a one mile nature trail, two observation blinds, several sitting areas, foot bridges, a parking area and a boardwalk leading to the Chesapeake Bay. There is also a small picnic area on the site of the original homestead.

*Natural Resource Management Areas.* Natural Resource Management Areas (NRMA) are lands owned and managed by the Maryland Department of Natural Resources used to explore and employ various resource management practices to learn the best stewardship protocols.

The Sassafras River Natural Resource Management Area, located in north-central Kent County on the banks of the Sassafras River, consists of 1000 acres of varied terrain, including farmland, mature forests,



Echo Hill and the Horsehead Wetlands Center serve as regional centers for environmental education.

sandy beaches, marshlands and tidal ponds. The area includes a variety of wildlife including deer, beaver, muskrat, raccoon, squirrel, woodchuck, and chipmunk. In addition to the many birds, the Sassafras River area is a nesting site for the Bald Eagle.

The 2,450-acre Wye Island NRMA is located in the tidal recesses of the Chesapeake Bay between the Wye River and the Wye East River in southwestern Queen Anne's County. The area provides suitable habitat for wintering waterfowl populations and other native wildlife. Approximately six miles of trails provide opportunities for wildlife viewing and hiking. Visitors can see a variety of birds and wildlife including ducks, geese, Bald Eagles, the endangered Delmarva Fox Squirrel, deer, and other species. Horseback riding and bicycling are permitted on some trails during specific times of the year. In addition, special managed hunts are held each fall.

### Private Conservation Lands

Three major private sites, located along or in close proximity to the Byway, provide additional access to natural areas and educational opportunities.

*Chesapeake Farms.* Chesapeake Farms Agricultural and Wildlife Management

Demonstration Area in Chestertown is 3,300 acres devoted to the development, evaluation, and demonstration of advanced agricultural practices and wildlife management techniques, which are designed to be environmentally sound, productive, economically viable and socially acceptable. Chesapeake Farms offers a self-guided driving tour.

*Horsehead Wetlands Center.* Horsehead Wetlands Center is a 500-acre natural area and educational center providing year-round opportunities to observe and enjoy a variety of wildlife. The Visitor's Center provides an orientation point from which more than a mile of trails lead visitors through resident waterfowl exhibits and natural areas. The trails include concealed blinds, towers, and a boardwalk bringing visitors face to face with the wetlands and its wildlife. The Center also maintains a gift shop and a picnic area. The Center recently received designation as a Gateway site under the National Park Service's Chesapeake Bay Gateways Network program.

*Echo Hill.* Echo Hill is a 350-acre farm consisting of fields and woodlands. There is a bluff sloping down to a mile of sandy beach on the shore of the Chesapeake Bay. Echo Hill offers a summer camp, giving children an opportunity to live in and experience the out-of-doors. Echo Hill also offers Corporate Group Programs during the winter and summer.

### Local Parks & Recreation Sites

A variety of county and local parks exist along the corridor, ranging from small, locally-oriented sites like Wilmer Park in Chestertown to regional facilities like those planned for the 682-acre Conquest Farm in Queen Anne's County. Brief descriptions of several parks along the Byway are provided below.

---

**Kingstown Park.** Kingstown Park includes picnic tables and grills on a 1.5-acre site located on MD Route 213 in Kingstown.

**Route 18 Park.** Route 18 Park is a 52-acre facility located on MD Route 18 near Centreville. The Park has two lighted athletic fields, a concession stand, a multipurpose field, restrooms and a ½ mile walking path.

**4H Park/Museum of Eastern Shore Life.** Queen Anne’s County 4H Park site in Centreville is the location for the following annual events: the Queen Anne’s County Fair, Spring Festival, Annual Bay Country Music Festival, Old Queen Anne Days, and the Antique Christmas Train Show. The park also includes Queen Anne’s Museum of Eastern Shore Life. The museum is open weekends from April through October and contains many items unique to Queen Anne’s County and the Eastern Shore.

**Old Love Point Park.** Old Love Point Park is on Old Love Point Road in Stevensville. The 30.5-acre park includes lighted basketball courts, athletic fields, tennis courts, a playground, a concession stand with restrooms, two lighted multipurpose fields, and lighted volleyball courts.

**Ingleside Recreation Area.** The Ingleside Recreation Area is located on the northwest side of the Eastern Neck National Wildlife Refuge. The area has facilities for crabbing and car-top boat launching from April through September. Picnic tables are available for use during these months.

**Betterton Beach.** Betterton Beach is a 3.2-acre waterfront park offering a sandy beach, volleyball court, bathhouse, picnic pavilion, fishing, boardwalk, and boat ramp.

**Wilmer Park.** Wilmer Park is located on the Chester River waterfront one block from the Chestertown Historic District.

**Turner’s Creek Park.** Turner’s Creek Park, adjacent to the Sassafras NRMA, includes a picnic pavilion, farm museum, Knock’s Folly historic site, an historic tree grove, and a granary from the days of the Revolutionary War.

**Rock Hall Beach.** Rock Hall Beach is a small beach with a gazebo located on Beach Road.

**Toal Park.** Toal Park, located north of Galena on MD Route 213, is a community park with ball fields and picnic ground.

**Edesville Park.** Edesville Park is a small community park providing recreation areas and picnic facilities to nearby residents.

**Cecilton Park.** Cecilton Park includes ballfields, tennis courts, picnic pavilion, and a concession stand.

## Recreation Activities

Numerous forms of outdoor recreation are accommodated along the Byway. An introduction to several popular activities is provided below.

**Wildlife Viewing.** Chesapeake Country is known to harbor rare and endangered species, Colonial Water Bird nesting sites, Bald Eagle nesting sites, and a tremendous amount of critical waterfowl staging areas.

Cecil County Bird Club and the Kent County Chapter of the Maryland Ornithological Society (MOS) are dedicated to promoting the understanding and enjoyment of birds, as well as the conservation of avian habitats. The clubs sponsor a full schedule of bird walks in Cecil and Kent Counties as well as nearby locations. Each fall, members of the Cecil County Bird Club participate in a count of migrating hawks, eagles and vultures at Turkey Point in Elk Neck State Park and members of both organizations participate in

---

national events such as the midwinter and spring migration counts.

*Water Access & Fishing.* A significant number of public water access points exist along the Byway. The simple fact that shoreline comprises most of each county boundary means that opportunities for water-based recreation are truly extraordinary. The Chesapeake Bay, Sassafras and Chester Rivers are ideal sailing waters. There are ample marinas for those who prefer to tie up for the evening in addition to famous gunkholes for those who like to drop anchor for an overnight.

The Byway provides excellent access to the rivers and Bay for recreational boaters. In Kent County, for example, there are thirty-one public launch ramps within a short drive of the Byway, with no charge for kayaks or canoes.

Fishing has long been a tradition on the Eastern shore and includes crabbing and oystering. For those without boats of their own, charters for fishing can be arranged out of Kent Narrows, Rock Hall and Chestertown, or rowboats can be rented near the Eastern Neck National Wildlife Refuge. Fishing can also be done from the banks of streams and rivers, from public landings and jetties, and from bridges.

*Hiking & Biking.* The National Millennium Trails are visionary trails that celebrate the history and culture of our past and future. The American Discovery Trail, one of sixteen National Millennium Trails, is a project administered by the American Discovery Trail Society to develop the nation's first coast-to-coast multiuse hiking trail. Part of the American Discovery Trail is under construction in Queen Anne's

County from Tuckahoe Creek on Crouse Mill Road to the Chesapeake Bay Bridge. The "Cross Island" rails-to-trails greenway on Kent Island currently extends along the old rail line from Love Point Park in Stevensville to Chester. Extensions west to Terrapin Park and east to Kent Narrows will soon be completed. The Chesapeake Exploration Centers at Kent Narrows will serve as an important stopping point along the trail.

The Chestertown Regional Greenway is a proposed project with two components: a rail-trail parallel facility extending five miles from Chestertown to Worton and a waterfront promenade along the historic wharf area in town. Wilmer Park would serve as a hub connecting the trails.

With miles of flat roads, Kent County offers an ideal environment for the bicycle enthusiast. The Baltimore Bicycle Club has developed several routes starting from Chestertown. The routes, ranging from eleven to approximately eighty miles in length, offer trips through Kent, Queen Anne's and Cecil Counties. Some of the destinations include Pomona, Betterton Beach, Turners Creek Landing, Rock Hall, the Eastern Neck National Wildlife Refuge, and the Old Lock and Pump House Museum at Chesapeake City.

*Golf.* The Queenstown Harbor Golf Links is a nationally acclaimed thirty-six hole public course. Other Chesapeake Country golf courses include: the Blue Heron Golf Course in Stevensville; the Brantwood Golf Course, located on MD Route 213 in Cecil County; and the Chester River Yacht and Country Club just south of Chestertown.

---

## Scenic Resources

A scenic quality inventory of the Byway was undertaken to determine the extent of views from the Byway (the viewshed) and determine which natural and man-made elements within this environment contribute to the visual experience of driving the road.

### Defining the Viewshed

As a first step, an overall corridor viewshed was mapped. This viewshed shows the extent of what can be seen from a vehicle moving through the corridor, and was delineated primarily by in-field observation conducted during a 3-day field visit to the Byway May 8-10, 2000. The viewshed area observed in the field was then correlated with existing maps, including USGS topographic quadrants, aerial photographs, and GIS (vegetation) data from MdPropertyView, to determine, as accurately as possible, the viewshed extents.

Assessing the view in the field and determining on USGS quads where topography or vegetation masses terminated the viewshed determined the size or extent of a view in a given area. In general, the viewshed can be considered to be the larger scenic envelope of the Byway; that is, anything occurring within the viewshed has

View of farmland and farm structures along the Byway.



the potential to affect the scenic quality of the Byway. Once the extent of the viewshed was determined, the individual scenic elements or features contributing to the scenic nature of the roadway were assessed and inventoried.

The following section of the Plan breaks the overall landscape of the Byway into four broad categories: Rural Landscapes; Working Waterfronts; Town Centers; and Town Edges and Entries. Within each of these four categories, distinct scenic elements and characteristics are described. In addition, and where appropriate, typical intrusions on scenic quality are also described. This is followed by a sequential description of the Byway, breaking it down into sections that display similar scenic characteristics and qualities. By identifying individual scenic characteristics and elements, a better understanding of overall scenic quality may be achieved.

### Rural Landscapes

The rural landscapes of the Eastern Shore contribute greatly to the scenic aspect of the Chesapeake Country Scenic Byway. These rural landscapes include agricultural landscapes of fields, farms, and livestock; “natural” landscapes such as stream corridors and marshes, and small rural settlements, which demonstrate rural living patterns and lifeways.

#### AGRICULTURAL LANDSCAPES

The agricultural landscapes of the Chesapeake Country Scenic Byway consist predominantly of level or rolling agricultural fields of grain such as corn, soybeans, and wheat. The extent of the views across these fields vary. In some areas, such as the agricultural uplands north of Chestertown, near Locust Grove, views over flat fields extend for miles, seemingly to the horizon.

---

In other areas, such as north of Queenstown, fields are smaller and their far edges are contained by vegetation or topography, creating shorter, more intimate viewsheds. This variety of views across agricultural fields coupled with the fact that the Byway curves and shifts alignment prevents the monotonous scenic experience typical of farm scenery in other parts of the country. In addition, further variety is provided when the stream valleys, that cross the upland areas as they drain into the Chesapeake Bay, rhythmically break views of agricultural fields.

Within these agricultural landscapes of the Byway are a number of recurring elements or landscape features that heighten the scenic quality of the Byway. The most significant of these are the numerous visually prominent farms. The most common type of farm is the “traditional farm” with a large farmhouse located at the end of a driveway running perpendicular to the road. Typically, behind the farmhouse are various outbuildings, including barns, silos, and storage sheds. Horse farms, with their white or brown wood fences, are also common in Cecil County.

These visually prominent farmsteads are scenically important for two reasons. First, some farms, with Colonial or Victorian farmhouses, are clearly historic, and are representative of the Byway’s history and historic land uses. At the same time, however, the farmsteads are important visual cues to the continuing rural nature of the landscape and the importance of agriculture to the economy of the region and the lifestyles of its inhabitants.

Associated with farms of all types are two other significant agricultural landscape features: allees of trees—formal rows of large trees lining farm drives—and

hedgerows lining the Byway itself. These are important features since their composition and presence in the landscape is particular to the Eastern Shore, and differentiates Chesapeake Country’s agricultural landscape from other agricultural landscapes across the country.

The allees, often of large white pines or gnarled cedars, mark existing and historic entrances to farms and plantations. Their obvious age speaks to the long history of human settlement in the area. The hedgerows are commonly composed of Russian olive trees—though hedgerows of mixed shrubs and vines are also seen. In some locations, they create a dense screen or wall along the edge of the Byway, blocking and directing views within the viewshed. In areas such as Fairlee, hedgerows lining both sides of the Byway create a unique spatial experience similar to driving down a narrow hallway.

Infrastructure, mostly electrical and telephone poles, is another feature common in the agricultural landscape. Along many stretches of the Byway, poles line both sides of the roadway, creating a rhythmic view of vertical elements as one drives along the road. While perhaps visually intrusive, they are a common element in the rural landscape, and therefore, do not tend to dominate views.

It should be noted that the agricultural landscapes of the Byway tend to be a sensitive scenic resource with their flat, open quality easily revealing changes and intrusions. While intrusions within these landscapes are surprisingly few, it should be noted that where intrusions do exist, such as the new development south of Kingstown and the large communications tower near Fairlee, they are very visually prominent.

---

## FORESTS/STREAM VALLEYS

Within the rural landscape, forests are a second common feature, usually found along the streams running east/west that divide the flat uplands. The forests are located along the steep topography of the stream banks, not appropriate for agriculture. The periods of forested driving experience along the Byway are only brief episodes, coinciding with topographic change along the roadway. This creates a scenic quality of dark enclosure in contrast to the sunny agricultural uplands. The forest composition tends to be deciduous hardwood. The most significant large forested areas other than stream valleys occur in two locations: the Eastern Neck National Wildlife Refuge; and “Poplar Neck” located between Fairlee and Edesville. Within Poplar Neck, the Byway runs through a dense forest, with a wall of vertical upright trunks of tulip poplars located within 10 feet of the roadway. This area is perhaps the most enclosed portion of the Byway.

## NATURAL/RELEASED LANDSCAPES

Although the agricultural landscape is clearly predominant along most of the Byway, there are some areas of natural or released landscapes, which are neither forest nor agriculture. While these landscapes occur in a distinctly patchy manner, they are important scenic resources. The most important of these is the Eastern Neck National Wildlife Refuge, where broad views over marsh and Bay are the most significant natural water views along the Byway.

A similar situation occurs within Kent Narrows where native marshes are an important component of both near and distant viewsheds. However, in the Kent Narrows area, Common Reed (*Phragmites australis*) is invading on the native marsh, its distinctive foliage crowding out the more



diverse appearance and texture of the native marsh species.

The Byway runs through Kennedyville, a historic crossroads.

## CROSSROADS

Scattered throughout the Byway’s rural landscape are a number of crossroads. These small communities speak of traditional settlement patterns where residences historically sprang up at the intersection of major routes. Given that much of the Byway was historically the major route running north/south through the Eastern Shore, the location of numerous small communities at roads intersecting this route is not surprising. Edesville and Starkey Corner are typical of these crossroads, with their small brick or wood frame buildings and clusters of trees lining the Byway for an instant before it reenters the agricultural landscape. Although they are located slightly off the Byway, the hamlets of Locust Grove and Fairlee are likely similar in origin, and may also be considered crossroads since their small size, intimate scale, and limited services are typical of these small communities.

Crossroads are an important scenic element along the Byway for a number of reasons. They are representative of historic and traditional settlement patterns within the Eastern Shore. Their diminutive scale and sense of enclosing or embracing the roadway also provide a contrast to the vastness of the



Aerial view of Kent Narrows with the MD Route 18 and US 50 bridges in the background.

wide-open agricultural landscapes, adding variety and preventing monotony along the route.

### Working Waterfronts

A second visual classification along the Byway is the working waterfront. These areas—Kent Narrows, Rock Hall, and Fredericktown/Georgetown—represent one of the traditional livelihoods of Eastern Shore residents and the economic importance of the Chesapeake Bay to the Eastern Shore. The working waterfronts of the Byway give the roadway local flavor, character, and distinction. These areas might be considered a sensitive cultural resource, and as such are potentially threatened by insensitive suburban development or by the well-intentioned but inappropriate use of waterfront styles from other regions of the country.

The key scenic characteristics of the working waterfronts are easily determined. Primary among them are water views. While all three waterfronts have water views that may be seen from the road, in many cases the best water views are not seen from the car, but by walking around the waterfront. Also important are the views of boats, docks and piers. The presence of both pleasure/recreational and fishing watercraft is

important; the presence of fishing boats and equipment and fish processing areas are vital to a visitor's understanding of the economy and traditions of the Eastern Shore.

Elements characteristic of these working waterfronts include parking lots, boat storage sheds, seafood processing plants, and commercial outfits such as restaurants. While perhaps not scenic in the conventional sense of the term, they are an integral part of the region's heritage, and provide unique opportunities for education and interpretation. In addition, the large scale of these elements provides an interesting contrast to the smaller scale of the towns along the Byway.

### Historic Town & Village Centers

While the historic and cultural aspects of the town centers are described elsewhere, the importance of the historic town centers to the visual character of the Byway cannot be overemphasized. Stevensville, Chestertown, Centreville, Queenstown, Rock Hall, and Chesapeake City all have exceedingly high scenic quality. It is these town centers, with their architecture unique to the Eastern Shore, Maryland, and the Mid-Atlantic Region, that give much of the Byway its historic feeling and charm.

The different eras of architecture represented in these town and village centers evokes the layers of the Eastern Shore's long history. The brick buildings of Chestertown represent the area's Colonial and Early American history, and the late eighteenth century and early 20-Century commercial buildings in towns like Centreville provide evidence of the prosperity experienced around the turn-of-the-century. The wood frame houses evident in Rock Hall, Stevensville, Kennedyville, and Chesapeake City help one appreciate the daily lives of the

---

region’s watermen, tradesmen, and small merchants. Other buildings within the historic core areas of the town centers similarly tell many other stories of the Byway.

In addition to the historic architecture of the towns, the structure of the towns themselves also contributes to the overall scenic quality of the Byway. The smaller scale and feeling of enclosure provided within the historic town core is a restful change from the open quality of the rural landscapes. After driving a long stretch of open rural Byway, the shady, enclosed, tree-lined streets of Centreville or Chestertown can be a welcome haven. Within the town centers, the near, rather than the distant view, becomes important, as the visitor seeks to perceive and understand the details of human history and architecture of the immediate surroundings.

### **Town Edges & Entries**

A fourth and final visual category along the Byway is the transitional zone, which exists between the rural working landscape and the historic town centers. The visual character of these areas varies a little from edges that are predominantly rural, like Cecilton, to more suburban, like Chestertown. In general, however, the town edges and entries share a visual commonality because they act as repositories for functions of contemporary living, which include commercial, retail, industrial and residential land uses. The common location of these functions at the edges of town centers is in part determined by contemporary zoning.

Typical elements within these edges and entries include suburban developments of single-family residences, strip centers, fast-food restaurants, car dealerships, and parking lots. Because of their location at the edge of



Street scene in the heart of Chestertown’s historic district.

town, these elements are often highly visible, due to the open quality of the landscape.

The scenic value or feeling of visual intrusion of contemporary development on the edge of town varies. An example is the northwestern edge of Chestertown, across the railroad tracks and along MD Route 20. This area is less visually intrusive because more modern industrial development is interspersed with older industrial elements, sidewalks, and a cemetery. This mixture of uses helps this area retain something of a “working” landscape feel: utilitarian, yet still a part of the townscape of Chestertown. In contrast is the commercial development on MD Route 213, which displays contemporary “strip” development of large retail complexes with large parking lots situated directly along the Byway. This is a huge contrast with the historic feeling of the pedestrian-scale Chestertown downtown.

### **Sequential Byway Description**

The following text describes the Byway sequentially from south to north and

---

attempts to define each section of the Byway within the four broader categories of landscape type described above.

#### **THE MAIN ROUTE**

*Stevensville.* With its concentration of Victorian-era structures, mature trees, and narrow streets, the Stevensville town center has high scenic quality. The historic train station and restored commercial, residential and religious buildings make this a popular stop for visitors to the region, and a prime site for welcoming visitors to the Byway.

*Western Stevensville to Kent Narrows.* This stretch of the Byway is a mix of land uses and its scenic quality varies. The eastern edge of Stevensville displays typical town edge qualities. It is composed of single-family residential housing with some larger institutional (library, firehouse) and commercial uses mixed within. However, these uses are generally set back somewhat from the road and thus are less intrusive. The area around Chester, however, is dominated by retail uses and views of US 301/50, and this area is somewhat less attractive.

The marsh along Cox Creek, north of the Byway, in contrast, is an open, green and scenic expanse of water and native vegetation. Between Chester and the Kent Narrows bridge is a combination of single-family residential, small agricultural fields, and wooded/natural areas, with the more scenic and open views toward the south. Sections of the Byway here tend to be straight, emphasizing the view down the road. In particular, the northern edge of the Byway tends to be enclosed by a line of vegetation along the road or dominated by views of US 301/50.

*Kent Narrows to Grasonville.* Kent Narrows is one of the most active destinations along

the Byway. Seafood restaurants, hotels, and extensive wharf facilities, for both recreational boats and commercial fishing fleets, are concentrated near the channel, in close proximity of the Byway and the US 50/301 bridge.

Near views of these active uses contrast with longer views over marsh to the Eastern Bay, which glitters in the distance, and the lands beyond. *Phragmites australis*, an invasive, non-native plant is overtaking some of the near marsh areas on both sides of the road. This rapidly spreading species has the potential to change the appearance of local marshes since large, uniform expanses of its tall, plumed vegetation differ significantly from the diverse textures of native marsh vegetation. The viewsheds in and around Kent Narrows are typical of the Eastern Shore's working waterfronts and, as such, are of high scenic value along the Byway.

*Grasonville.* Grasonville retains a linear, small town character and appearance, with its mix of old and new residential and commercial buildings lining a long stretch of MD Route 18. Though some areas of open field alternate with buildings, the experience of driving through Grasonville is predominantly that of driving down a corridor. One- to two-story, wood-frame architecture predominates throughout Grasonville, giving the town a less affluent appearance than larger and older settlements with brick architecture (such as Chestertown).

*Grasonville to Queenstown.* This stretch of MD Route 18 has a predominantly wooded, enclosed character. A few older, single-family residential areas and agricultural fields tucked into the forested edge of the road, provide periodic open viewsheds. As one approaches Queenstown, the area shifts to a transitional/town edge character, particularly

where MD Route 18 crosses the busy traffic of US 301/50. The outlet mall and fast moving traffic in this area contrast with the small town quality of both Grasonville and Queenstown.

**Queenstown.** In contrast to linear Grasonville, Queenstown is a smaller and more compact town center. Recent residential developments act as bookends on both ends of the distinct, if small, town core, and contrast slightly with the more historic feeling of the town center. However, this recent development, sensitively designed and set back on the western end of town and well sited off MD Route 18 on the eastern end, does not impinge greatly on the scenic quality of Queenstown.

**Queenstown to Centreville.** This stretch of the Byway is characterized by a more winding roadway alignment and a narrow roadway cross section (no curb and no paved shoulder). The scenery is mostly that of rural landscape. Agricultural fields predominate, but fields are small- to medium-sized and are separated and defined by distinct forest edges. Views of US 301 impinge in the more western sections, but the higher-speed route does not dominate the viewshed as it does near Kent Narrows. There are a number of visually prominent farms with allees and hedgerows located along the route here. Unique features include the 4-H park. Potential visual intrusions include the landfill and the large communications tower at the MD Route 18 Park.

**Centreville.** Centreville has a strong, visually appealing town core comprised of historic brick architecture and a historic town square and courthouse. The two one-way routes running through town provide different experiences when traveling the Byway in opposite directions. Both routes are lined



**Waterviews at Cox Creek west of Stevensville.**

with historic brick buildings close to the roadway, giving the town's streetscape an intimate scale and feeling. In contrast to the Centreville town center are the town's transitional edges, which bleed into the surrounding rural landscape on both the north and south ends of town.

These transitional edges contain extensive commercial and suburban residential development, particularly on the south/west edge of town. Two old, metal-sided mill buildings flank the southern entry to Centreville, and are unique features, though they get a bit lost in the rest of the commercial development in the area. In a similar fashion, the northern entry into Centreville is somewhat marred by two large fast-food signs flanking either side of the Byway.

**Centreville to Church Hill.** This length of Byway is again a predominantly rural landscape. Agricultural fields here are slightly larger than further south. Fields are also somewhat flatter here, though again, are contained by vegetation. Hedgerows blocking views into fields also appear as an element along the road, which has a wider cross section (roadway plus paved shoulder). New residential housing along the right-of-way and in front of existing, older farms is typical here. Starkey Corner is a typical



View along MD Route 18 north of Queens-town.

crossroads, a small settlement of houses one deep along the Byway.

*Church Hill.* Church Hill is a town center set back off the main Byway route, screened to the south/west by vegetation along a creek near the town. This quiet, sleepy town of wood-framed buildings is not visible from the Byway, and accessing it requires a short detour. The northern edge of the town, visible from the Byway, is a typical transition edge. Of more recent construction, the buildings there are larger in mass and scale. Development includes a new residential subdivision and some commercial and industrial uses.

*Church Hill to Kingstown.* With the exception of one wooded stream crossing, this section of Byway is a rural landscape. The flat agricultural viewshed contains particularly expansive, horizon views to the northeast. Within two miles of Kingstown, however, a large residential development is situated within the open viewshed. Increasing development is typical for the rest of the route into Kingstown/Chestertown, making this area another transitional town edge. Small businesses line MD Route 213, though the rural landscape of agricultural fields extend into the distance behind them.

*Kingstown.* Kingstown is a small cluster of residences and business on the south side of the Chester River. The bridge over the Chester River serves as a scenic gateway into Chestertown. The broad water views off the bridge are one of the few such views available along the Byway and are therefore important scenic elements.

*Chestertown.* With a history dating back to Colonial times, the central core of Chestertown (MD Route 20) has high scenic value, with its tree-lined, pedestrian-friendly streets, brick architecture, and parks. The Byway route divides here, with the MD Route 20 spur heading west toward Rock Hall (this spur is described separately). While the spur heads through the older, Colonial part of the town core, MD Route 213 continues north along an equally scenic row of Victorian-era mansions and the verdant campus of Washington College with its noble brick buildings.

The northernmost portion of Chestertown on MD Route 213, however, is a stark contrast with the historic core, dominated by visually intrusive, auto-oriented retail and commercial “strip” development, which extends for a mile or two past Washington College. This portion of MD Route 213 is a typical example of the sprawl that characterizes the Byway’s transitional zones.

*Chestertown to Fredericktown.* The rural landscape of MD Route 213 north of Chestertown exhibits the Byway’s largest agricultural viewsheds. The landscape here contains numerous visually prominent farms, hedgerows, and allees marking large farm entryways. The agricultural fields are broad flat grain fields stretching to the horizon in some locations and the wooded edges of stream corridors in others.

Where the high, flat agricultural fields are divided by lower-lying stream beds, the

Byway generally curves and dips down. These transitions from fields to wooded streambeds provide a sense of visual and experiential variety along the Byway as the visitor drives from flat, sunny open field into the cool, shaded creek bed. Along this stretch, the Byway also passes through crossroads such as Kennedyville, Locust Grove, and Galena. These small settlements are a special part of the rural scene of the Byway, as one glimpses small brick houses, wood-frame businesses, and local residents pulling their pick-ups into the local post offices.

*Georgetown/Fredericktown.* These two communities lining the two sides of the Sassafras River comprise the Byway's second working waterfront. Smaller than the Kent Narrows or Rock Hall wharf areas, the two settlements do, however, convey the importance of waterfront activities in the lives of people of the Eastern Shore. The major scenic aspects of these towns are the waterviews, and the opportunity to see active shipyards and wharves.

*Fredericktown to Cayots Corner.* The scenic qualities of this section of the Byway are again those of the rural landscape. Broad agricultural viewsheds divided by stream crossings characterize the area. Because the terrain of this section of the Byway is slightly more rolling than other sections, fields are slightly smaller in size, and are often divided by allees or hedgerows. In addition, this section has a number of historic sites and farms, which also contribute to its scenic quality. Modern horse farms, with their orderly barns and neat fences, contribute in another way to the scenic character. The town of Cecilton is the major settlement along this stretch of roadway. Not as large as Chestertown or Centreville, Cecilton's character lies somewhere between that of a major town



Volunteer gardeners working in Chestertown.

center and that of a crossroads. The historic core area of Cecilton is also beginning to be surrounded by some sprawling growth, though the transitional edge to the surrounding landscape is not as visually intrusive as in the larger towns.

*Cayots Corner to Chesapeake City.* Between Cayots Corner (a crossroads settlement) and Chesapeake City the terrain surrounding the Byway becomes more rolling. As a result, the Byway viewshed becomes more restricted and blocked by the topography and vegetation immediately adjacent to the

Allee of trees along the Byway north of Fredericktown.



roadway. The Byway character thus becomes more corridor-like, with viewsheds directed down the road. The high bridge crossing the canal can be seen at the end of the corridor, and becomes a significant visual focal point and scenic element in this area. Transitional sprawl and large buildings such as the Bohemia High School begin to appear along the roadside edges in this area. However, due to denser vegetation and the lack of open views, this type of development is much less visually intrusive.

*Chesapeake City.* Chesapeake City, with its diminutive wood frame buildings and narrow streets, retains a strong historic feeling and high scenic quality. There is little or no transitional sprawl in the immediate areas surrounding the town.

#### **MD ROUTE 20 FROM CHESTERTOWN TO ROCK HALL**

*Chestertown to Edesville.* The large agricultural fields, visually prominent farms, hedgerows, and allees along this stretch of road contribute to this section of the roadway's high scenic value. Between Chestertown and Fairlee, the viewsheds are broad, with neat farms situated amid the gently rolling farmland. Between Fairlee and Edesville, hedgerows and allees of cedars are striking visual features in the landscape of flat fields. Their apparent age and stature

speaking volumes of the area's farming history. Fairlee and Edesville are two sleepy crossroads towns with minimal services. A unique natural landscape along the Byway occurs just north of Edesville, where the Byway passes through a dense forest of tulip poplars. The sense of enclosure provided by the forest contrasts greatly with the rest of the open viewsheds typical along the Byway.

*Edesville to Rock Hall.* This relatively short stretch of MD Route 20 is a linear stretch of corridor, with single-family residences and small businesses lining both sides of the road. Businesses and homes are interspersed with short stretches of woodland abutting the roadway, which also serve to limit views from the road. As the Byway approaches Rock Hall on MD Route 20, a sizeable commercial "strip" area is being developed, creating a distinct zone of town center and rural-settlement transition.

*Rock Hall.* Rock Hall is a working town and resort community with high scenic qualities. The downtown area is comprised of cute wood frame shops, homes, and businesses lining a narrow main street. Outlying areas of town are equally romantic, with small homes and rental units along tree-lined streets. The harbor contains more recently constructed condominiums, but this third working waterfront area retains a bustle of active fishermen and recreational boating. Seafood restaurants, ample parking, and boat storage areas also dominate the working waterfront. Again, while not typically "scenic," in terms of beauty, the scenes of Rock Hall's working waterfront are very significant in conveying the history and traditional lifestyle of the Eastern Shore.

*Rock Hall to Eastern Neck Wildlife Refuge.* Running along a narrow spit of land, this stretch of MD Route 445 is comprised of rural landscape. There are surprisingly few

The Byway passing through forest lands between Edesville and Rock Hall.



water views; these are blocked by vegetation along the water's edge. Instead, views of small agricultural fields, marsh and forest are prominent. The roadway cross section is narrow on this section of the Byway, and contributes to an intimate feeling of being set within the surrounding landscape.

### *Eastern Neck National Wildlife Refuge.*

Approaching Eastern Neck National Wildlife Refuge, wide views of the Chesapeake Bay and the Chester River create an area of extremely high scenic value. Similar scenic views—of marsh, forest, and waterfront—are provided in the undeveloped land of the Wildlife Refuge. The extent of this natural landscape and its proximity to the roadway makes this a particularly special section of the Byway.

## **Tourism Development**

Determining how tourism development fits within the corridor management framework is an important part of Byway planning. This section seeks to identify tourism trends that are relevant to the planning process.

### **NATIONAL TRENDS IN TOURISM**

Following are several national trends regarding consumer type and behavior, products, and marketing that, if responded to properly, could provide positive opportunities for tourism growth and management along the Byway.

- During the next decade people will become increasingly time-sensitive. In addition, the continuation of two income households will mean less scheduling flexibility and less time off with pay. The resulting time constraints will translate to more, shorter trips and more trips closer to home. This will be an advantage for Upper Shore communities, which are easily accessible to large metropolitan area populations.



The Byway as it passes through Rock Hall's town center.

- Consumers will demand more individualized attention and seek to interact more with the people that they visit. This provides a great opportunity for smaller attractions and smaller accommodation units, such as bed and breakfasts.
- The nation's population is growing older, resulting in aging travelers with changing preferences and interests. Attractions and activities benefiting from this phenomenon will be historical and cultural attractions, soft adventure activities, and outdoor recreation, particularly activities like golf, all of which are strongly evident along the Byway.
- Interest in Eco-Tourism/Nature Tourism is growing. Eco-tourism is not just safaris to exotic places, but access to natural environments where people can learn to appreciate the environment and respect its use. Eco-tourism or Nature Tourism implies travel away from urbanized areas and, by definition, rural areas in proximity to large metropolitan areas stand to benefit. Eco-tourism opportunities abound in Chesapeake Country, and the Maryland Office of Tourism Development is working aggressively to establish partnerships with localities to expand the state's Nature Tourism offerings.
- International travelers are becoming more

---

adventuresome. Many international visitors are making a second or third trip to the United States. Having been to the “must see” cities, they are now interested in getting to see the “real” United States. This provides opportunities for smaller communities, like those along the Byway, to become destinations for international visitors. However, this also suggests changes in the focus of international marketing, and indirectly, points to a need for better visitor infrastructure to accommodate the special needs of foreign travelers.

#### **STATEWIDE TOURISM TRENDS**

Tourism is an important component of Maryland’s economy and is growing. Moreover, the state sits in the middle of a rich tourist market. With large metropolitan areas located 100, 200 and 300 miles from the State, day-trip tourism and overnight tourism can draw from a strong and growing population.

Following are key statewide tourism trends that could significantly affect the Byway.

- Of the 19.2 million visitors to Maryland in 1998, nearly 40 percent were Maryland or Pennsylvania residents, 18 and 20 percent respectively. Virginia (13%) and New York (9%) visitors together accounted for an additional fifth of total visitation. Thus, Maryland tourists are concentrated in the contiguous states—within easy driving distance.
- Visitors traveling 100 miles or less to reach Maryland is the strongest, and fastest growing tourism market in the state. This market will provide both day-trippers and overnight tourists to Maryland. More and more of these visitors have household incomes above \$75,000, and are over the age of 45.

- The average length of stay is 2.3 nights per visit.
- Most visitors, 79 percent, traveled without children.
- The portion of travelers who are retired reached 18 percent of the total number of visitors in 1998.
- Slightly over one-third of visitors lodged in private homes.

Thus, an analysis of tourism trends suggest a strong market within easy driving distance of the Byway. The primary activities of Maryland visitors focus predominantly on shopping, visits to historical sites or museums, beaches, outdoor activities, cultural events and festivals and visits to national and state parks—all of which can be found along the Byway.

#### **REGIONAL TOURISM CHARACTERISTICS**

Evaluation of Maryland tourism by geographic region, e.g., the “Eastern Shore Region” (as defined by the Maryland Office of Tourism Development), allows analysis of the strengths and weaknesses of each area. The regions contain varying resources, such as recreational areas and commercial attractions. This variation affects each area’s strength to attract visitors on a yearly basis. The Eastern Shore Region (comprised of 9 counties and Ocean City) attracts the largest number of visitors, approximately a quarter of the state’s visitation. In addition:

- Eastern Shore visitors have the highest expenditures per household and the longest length of stay in Maryland. Eastern Shore expenditures are approximately 120 percent of the state average in 1998, at \$335 per household.
- The Eastern Shore Region receives the highest number of outdoor recreational visitors, although reportedly the primary reason for visiting this region is to visit friends and family.

- Over 50 percent of visitors to the Eastern Shore noted that beach visits were their primary activity. While shopping was cited by 30 percent of visitors as a primary activity, outdoor activities (16%) also were popular in this area.
- The Eastern Shore cited a large portion of visitors who are parents (47% of the region’s visitors).

## Resource Stewardship & Management

Responsibility for the management and stewardship of resources along the Byway falls to private landowners, nonprofit conservation organizations, and government entities—Federal and State agencies and county and town governments. This section of the Plan provides a brief overview of existing programs aimed at managing and conserving important resources along the Byway. While focusing on public and non-private initiatives, the Plan recognizes the important contributions of private property owners, individuals and activists working to maintain the Byway’s special qualities.

### Planning & Conservation

Public actions are perhaps the most influential in determining how lands are used along the corridor. Public actions influencing development take several forms. Through the exercise of planning and zoning powers and the enforcement of regulations aimed at protecting sensitive natural resources, county and town governments guide the location, type, density, design character and magnitude of development along the Byway.

Planning and resource protection activities at the county and town levels of government

are guided by two important state legislative initiatives: the Maryland Economic Growth, Resource Protection and Planning Act of 1992 (The Planning Act) and the Smart Growth initiative, the innovative planning and conservation legislation adopted by the state legislature in 1997. A brief summary of each follows.

#### Maryland Economic Growth, Resource Protection & Planning Act

The 1992 Planning Act, a major overhaul of earlier planning enabling legislation, requires localities to prepare, adopt and implement comprehensive plans aimed at achieving the following broad planning and conservation visions:

- Development is concentrated in suitable areas.
- Sensitive Areas are protected.
- In rural areas, growth is directed to existing population centers and resource areas are protected.
- Stewardship of the Chesapeake Bay and the land is a universal ethic.
- Conservation of resources, including a reduction in resource consumption, is practiced.
- To assure the achievement of the vision, economic growth is encouraged and regulatory mechanisms are streamlined.
- Funding mechanisms are addressed to achieve these visions.

The Act, as amended, also requires that plans prepared by local jurisdictions contain elements addressing land use, transportation, community facilities, and others. In addition, all local plans must include a sensitive areas element that contains goals, objectives, principles, and standards designed to protect sensitive natural resources, including floodplains and wetlands, from the adverse effects of development. The Act

---

further requires that implementation tools such as zoning ordinances and subdivision regulations be amended to be consistent with the provisions of the Act. All localities along the Byway have adopted plans consistent with the provisions of the Growth Act.

#### **1997 SMART GROWTH INITIATIVE**

In 1997, the Maryland General Assembly created the Smart Growth Initiative, a program designed to direct State resources to revitalize older developed areas, preserve valuable resources and open lands, and discourage the continuation of sprawling development. An outgrowth of the Growth Act, the Smart Growth Initiative requires State agencies to direct programs and funding to support locally-designated growth areas and to protect rural areas. The Initiative has two primary areas of focus—the Priority Funding Areas legislation and the Rural Legacy Program—and a host of related state-level programs and initiatives aimed at carrying out the provisions of the 1997 legislation.

#### **REVITALIZATION & GROWTH AREAS**

The land use plans and development regulations for communities along the Byway provide a useful starting place for understanding anticipated future patterns of development in the region. The plans and codes offer a relatively clear picture of the nature and direction of change expected along the Byway in the next 20 years and beyond.

Generally, the plans guide development in similar ways. Each include designations of rural areas and growth areas. The growth areas are designed to encourage concentrations of commercial, industrial and residential uses in and around existing communities.

The Byway serves as the primary connector between the growth areas in Queen Anne's, Kent and southern Cecil Counties. Within the growth areas, development occurs in three general places: incorporated town areas and their immediate surroundings, unincorporated urban and suburban areas such as Stevensville and Grasonville, and unincorporated rural villages such as Kennedyville. In general, these areas are built around a traditional core, crossroads, or waterfront; include a mix of uses; and are served by public sewer and water.

The State supports local efforts to channel investment to areas with adequate services through the Smart Growth Initiative. Under this Initiative, State supported projects and investments in Priority Funding Areas—municipalities, other existing communities, industrial areas, and planned growth areas designated by counties—receive funding, while funding for projects in rural and environmentally-sensitive areas is restricted.

The character of development within growth areas and priority funding areas is guided in several ways: County comprehensive and community plans guide development in unincorporated areas, town comprehensive plans guide development in incorporated areas, and a variety of more focused plans and studies, for example, the recently completed vision planning for Stevensville and Rock Hall, provide detailed recommendations for smaller areas.

#### **RURAL & AGRICULTURAL LANDS**

State programs and the plans and policies of each County along the Byway are aimed toward the preservation of agricultural lands and rural character, with agricultural, countryside and rural area land use designations designed to protect existing farmland and conserve the character of lands outside designated growth areas.

---

*County Plans & Codes.* Comprehensive plans, zoning ordinances and subdivision regulations are important tools in conservation. Rural lands are given the following general categories:

- Rural Village: Traditional crossroads settlements with mixed uses and limited development potential.
- Rural or Estate Residential: Rural areas with agricultural uses and low density (one dwelling unit per one to ten acres) residential development.
- Rural or Agricultural: Rural areas with agricultural uses and very low density (one dwelling unit per ten or more acres) residential development.

*Program Open Space.* The Maryland Department of Natural Resources coordinates Program Open Space, a program started in 1969 to fund a variety of land conservation efforts using transfer tax revenue.

*Maryland Agricultural Land Preservation Foundation.* The Maryland Agricultural Land Preservation Foundation (MALPF) was established in 1977 to preserve productive agricultural land and woodland, curb urban sprawl and protect open space. Single landowners or groups of landowners with a minimum of 100 acres may form an Agricultural Preservation District by agreeing to keep land in productive use for 5 years. Once a district is established, landowners can compete to sell perpetual conservation easements.

*Maryland Environmental Trust.* The Maryland Environmental Trust was established in 1967 to conserve, improve, stimulate and perpetuate the aesthetic, natural, scenic, and cultural aspects of Maryland's environment. MET's work over the years has focused on open space

preservation through its Conservation Easements Program, through which owners of land under easement become eligible for significant reductions in income, property and estate taxes.

*Private Preservation & Conservation.* Land trusts in the region play a key role in the protection of sensitive resources by purchasing and accepting donations of land, easements and development rights. The effectiveness of land trusts in the state has recently been increased through the MET's Land Trust Assistance Program. The Eastern Shore Land Conservancy is especially active along the Byway, assisting private landowners in the conservation of sensitive lands and holding easements on thousands of acres.

## **NATURAL RESOURCES**

The Maryland Department of Natural Resources is responsible for the protection and promotion of the responsible use of the state's natural resources, including state forests, wildlife areas, parks, and the Chesapeake Bay. This overall mission provides for the outdoor recreation use of the above public lands.

In response to increased demand for improved recreational opportunities, and the imbalance between supply and demand, the Maryland Department of Natural Resources has recently introduced a nature tourism initiative. This initiative will provide the appropriate facilities and programs for outdoor recreational activities. The nature tourism program is more expansive than eco-tourism in that it covers eco-tourism, plus outdoor adventure and resource-based recreation. The program is currently focused on six areas of the state, which are Garrett County, Allegany County, the Upper Eastern Shore, the Lower Eastern Shore, the

---

Gunpowder/Susquehanna Rivers area, and Southern Maryland.

For each of the six areas, the department has appointed a Nature Tourism Coordinator. These individuals are responsible for coordinating with DNR site managers and other tourism practitioners at the local/regional levels, and specifically working to create a viable theme for nature tourism activities in their respective areas of responsibility. They will also create partnerships with the private sector, other state agencies and federal agencies; prepare and distribute information on available resources, and work with the Office of Tourism Development and local organizations to promote and market the nature tourism product.

## Historic & Heritage Resources

Numerous programs exist to preserve significant historic resources and celebrate the region's history & culture. An overview of programs and initiatives follows.

### MARYLAND HISTORICAL & CULTURAL PROGRAMS

At the state level, the Department of Housing and Community Development's Division of Historical and Cultural Programs is responsible for the promotion of the state heritage and preservation of the state historical resources. The Division's activities include:

- Maintenance of a resource library.
- Ongoing archeological projects.
- Heritage planning and outreach assistance.
- Development and operation of historic parks and museums.
- Maintenance of State historic sites.
- Financial and technical assistance to the museum community.
- Technical support for the Maryland Museum of African American History and Culture.

- Technical support for the Heritage Areas Program.

### MARYLAND HERITAGE PRESERVATION & TOURISM AREAS PROGRAM

The Maryland Heritage Preservation & Tourism Areas Program was created in 1996 through House Bill 1, to be administered by the Maryland Heritage Area Authority (MHAA). The program was designed to link the preservation of historic, natural and cultural features with tourism development. Two core components of a successful heritage area are an interpretive structure and the development of interpretive themes. Queen Anne's and Kent Counties are currently working on a Heritage Area for Maryland's Upper Shore. The following have been identified through the heritage area program as possible interpretive themes for the region: Water, Nature, Colonial and Early National History, Agriculture, Religion, African-American Heritage, Small-town life, and Prehistory.

### CHESAPEAKE BAY GATEWAYS NETWORK

The 1998 Chesapeake Bay Initiative Act authorizes the Chesapeake Bay Gateways Network program. The goal of the Network is to connect people to the Bay's resources, places, and stories, in ways that foster conservation and restoration of the Bay. Central to the Network are gateway hubs and regional information centers, for orienting and educating people as they begin their exploration of the sites. The sites, such as parks, wildlife refuges, historic communities, and museums, are reached through a network of driving, biking, and water trails.

### VISITOR ORIENTATION & INFORMATION

Maryland's new guidebook, "Maryland Scenic Byways", Map and Web Site ([www.marylandroads.com](http://www.marylandroads.com)) provide excellent sources of information for travelers. Both

## Museums

Museum Name	Location	County	Hours
African American Heritage Council Museum	Worton	Kent	By appointment
C& D Canal Museum	Chesapeake City	Cecil	Mon – Sat 10am –4pm
Colonial Courthouse c. 1708	Queenstown	Queen Anne’s	By appointment
Cray House c. 1839	Stevensville	Queen Anne’s	By appointment
Geddes-Piper House C. 1780s	Chestertown	Kent	W & Th 10am–4pm yr. round; Sat & Su 1-4pm May - Oct
Kent Farm Museum	Worton	Kent	1 <sup>st</sup> & 3 <sup>rd</sup> Sat 10am - 4pm Apr - Oct
Queen Anne’s Museum of Eastern Shore Life	Centreville	Queen Anne’s	Sat & Su 1-4pm April - Oct
Rock Hall Museum	Rock Hall	Kent	By appointment
Stevensville Train Depot c.1902	Stevensville	Queen Anne’s	By appointment
Tolchester Revisited Museum	Rock Hall	Kent	By appointment
Tucker House c. 1792	Centreville	Queen Anne’s	Sat 2-4pm May - Oct
Waterman’s Museum	Rock Hall	Kent	Open daily
Wright’s Chance House Museum, c. 1744	Centreville	Queen Anne’s	Sat 2-4pm May - Oct

the guidebook and map identify state-designated routes across the state, introduce the special qualities and unique resources along each route, and offer suggestions for places to visit. State byway maps and guidebooks are available for free at state and local visitors centers and by calling the state byway or tourism offices.

Sites for the distribution of material about the region’s history and culture include the following: the Chesapeake Exploration Center run by the Queen Anne’s County Department of Business & Tourism, the Kent County Visitor Center run by the County’s Office of Tourism and housed in the County Government Center in Chestertown; and the State-run Bay Country Welcome Center on US 301 in Queen Anne’s County. Planned improvements to these facilities include the construction of a new visitor center in Chestertown and the creation of a new exhibit space at the Chesapeake Exploration Center.

### MUSEUMS & HISTORIC SITES

Chesapeake Country is full of agricultural and maritime traditions. These traditions are interpreted in a handful of small museums

throughout the Byway. The Queen Anne’s Museum of Eastern Shore Life is an example that is dedicated to collecting, preserving, and displaying artifacts relating to the Eastern Shore including home, agriculture, transportation, and watermen. Visitors can also learn about life on the water, through oystering, crabbing and fishing exhibits at the Rock Hall Museum and the Waterman’s Museum. Another way to experience the culture of Chesapeake Country is through historic house museums. The Byway offers house museums ranging from stately plantation homes to townhouses displaying period furniture and memorabilia. These museums include Tucker House, Cray House, Wright’s Chance and the Geddes-Piper House.

Most of the museums are open from May to October during limited hours or by appointment. The most accessible museum along the Byway is the C& D Canal Museum in Chesapeake City. The museum highlights the history of the busiest canal in the U.S. in operation since 1829.

### WALKING & DRIVING TOURS

The Historic Sites Consortium of Queen Anne’s County was formed in 1995 “to

---

## **Selected Special Events & Activities**

### **Stevensville**

Kent Island Days, Historic Stevensville, May  
Annual Bay Bridge Walk, May  
Annual Peach Festival, Kent Fort Farm, August

### **Kent Island/Kent Narrows**

Kent Island Fireman's Carnival, Kent Island Volunteer Fire Department, July  
Thunder on the Narrows, Kent Island Yacht Club, August  
Annual Kent Island Cup Maryland Outrigger Challenge, Kent Island Yacht Club, September

### **Grasonville**

WTNA Lecture Series, Horsehead Wetlands Center, monthly.  
WTNA Naturalist Workshop, Horsehead Wetlands Center, May  
Queen Anne's County Waterman's Festival, Wells Cove Road, June  
Wetlands Fest, Horsehead Wetlands Center, September

### **Queenstown**

Calvary United Methodist Ham and Oyster Dinner, Calvary United Methodist Church, March and October

### **Centreville**

Annual Spring Dinner, Corbaley Hall, March  
Spring Festival, Museum of Eastern Shore Life 4-H Park, April  
Earth Day 2000, Centreville, Middle School, April  
Annual Lawn Fete, Corbaley Hall, June.  
Annual Bay Country Music Festival, Queen Anne's County 4-H Park, June  
Queen Anne's County Fair, 4-H Park Road, August  
Old Queen Anne Days, Queen Anne County 4-H Park, September  
Annual Centerville Christmas Parade, December  
Heck with the Halls, Queen Anne's County Arts Council Auditorium, December  
Antique Christmas Train Show, 4-H Park, December

### **Church Hill**

Winter Concert Series, Church Hill Theater, January and February

### **Chestertown**

Black History month, Geddes-Piper House, February  
"Lunch and Learn" lecture series, Kent County Extension, February  
County Crafts Guild Spring Sale, Chestertown Firehouse, March  
Spring Festival, Worton Park, March  
Chestertown Tea Party Festival, Chester Harbor, May  
Crompton's Garden Tour & Auction, Chester River, June  
Old Chestertown Gala Garden Party & Tours, June  
Chestertown Fireworks, Wilmer Park, July  
Chestertown Summer Concerts, Fountain Park  
Chestertown Down River Race, July  
Chester River Log Canoe Regatta, July  
Chestertown Crazy Days, July  
Chestertown Jazz Festival, Wilmer Park, September  
Chestertown Candlelight Walking Tour, September  
The Chestertown Wildlife Show, October  
Chestertown Antiques Show, Middle School, November  
Festival of Trees, Emmanuel Episcopal Church, November  
County Crafts Guild Show, Firehouse on Maple Avenue, November  
Winterfest Weekend, November  
Holiday House Tours/ Driving Tour, Chestertown and Kent County, December

### **Rock Hall**

Church Celebration, May  
Rock Hall Rock Fish Tournament, June  
Rock Hall Log Canoe Regatta, July

---

Rock Hall Parade and Fireworks, Rock Hall Harbor, July  
Rock Hall's Party on the Bay, August  
Wesley Chapel Fish Fry, August  
Rock Hall Fallfest, Main Street, September and October  
Christmas in Rock Hall, December

**Eastern Neck Wildlife Refuge**

International Migratory Bird Day, May  
A Children's Fishing Tourney, June  
National Wildlife Refuge Open House, Eastern Neck Island, March and October

**Kennedyville**

Blue Grass Festival, Kent Farm Museum, June.  
Great American Sporting Clay Championship, Hopkins Game Farm, June  
Threshing Dinner, Kent Farm Museum, August  
Cider Making Days, Kent Farm Museum, October  
Youth Fishing Derby, Turner's Creek, June

**Betterton Beach**

The Betterton Beach Parade, August  
Chesapeake Triathlon, August

**Galena**

Galena Art Festival, Main Street, Galena, June  
Galena Annual Open House, October  
Galena Halloween Parade, October  
Christmas in Galena, December

**Georgetown**

Nature's Naturals Christmas Show, November  
Sassafras River Boat Parade and Fireworks, July

**Cecilton**

Fireman's Carnival

**Chesapeake City**

Ashokam Farewell-Civil War & Beyond Concert, Bohemia Manor High, May  
Artists Open Studio Tour, Cecil County Arts Council, May  
NESEA Tour De Sol, May  
Canal Day Celebration, June  
Summer Music Concert, Pell Gardens, Weekly during July and August  
Canal Town Ghost Walk, Historic District, October  
Holiday Happenings, Historic District, December  
19<sup>th</sup> Century Christmas Candlelight House & Walking Tour, Historic District, December

heighten awareness of the significance of the illustrious past of the county; to foster and consolidate efforts to promote cultural heritage; and to improve management and accessibility of museum sites.” The Consortium has developed a guide map for exploring historical sites in Queen Anne’s County that includes a timeline of events, site locations as well as descriptions of historic towns and sites. The program includes interpretive panels at locations such as the historic Church Hill Theater.

The Cecil County Historic Driving Tour, Volume I: Upper Eastern Shore includes an audiotape and map guide for exploring twenty sites from Elkton south to Georgetown. The hour-long tape provides the background for a three to four hour journey-exploring sites such as Mt. Harmon Plantation and St. Francis Xavier Church.

The Driving Tour of Kent County, beginning and ending in Chestertown, includes forty-two sites spread over 110 miles. The tour, which may be broken into two sections, Chestertown to Rock Hall and

---

upper Kent County, includes historic sites, natural areas, and town centers.

A way to experience the town centers of Chesapeake Country is through walking tours. Chestertown offers several walking tours including: Historic Vickers Park; Old Chestertown; and an Architectural tour. Chesapeake City also offers a walking tour of its historic area.

### **SPECIAL EVENTS & PROGRAMS**

Byway communities are host to numerous special events, activities, lectures and tours that celebrate regional culture, history and heritage. These events, along with the local house tours, fish fries, fishing tournaments, and pancake breakfasts should be viewed as integral parts of the Byway experience. They reinforce the area's culture and history to visitors and newcomers alike while displaying the connectedness that locals feel to their community.

Many communities also feature a variety of on-going activities such as lecture series, workshops, theater productions, concerts, art exhibits and more. Opportunities for locals and visitors to participate exist year round, especially during the spring and summer seasons.

## **Transportation & Road Conditions**

This section of the Plan summarizes the findings of the transportation and safety analyses conducted during the Byway planning process. Information is organized in the following sections:

- Summary of historical traffic volume data for the primary highway system elements in the corridor study area.

- Projections of current day traffic volumes to the planning horizon year of 2020.
- General assessment of present day and future year operating conditions.
- General assessment of accident rates.

While these analyses are not as detailed as would be required to guide investments or assess the impacts of changes in development patterns, they provide a starting point for understanding current travel conditions and identifying future areas of concern.

### **Historical Traffic Volume Data**

Average daily traffic (ADT) volume data was obtained from the Maryland State Highway Administration (MD SHA) for all state maintained roadways in the general study corridor. This information was compiled for the years 1992 through 1999 to the degree that such data was available.

An analysis of total change in ADT over the period 1993-1999 shows that the vast majority of roadway segments experienced increases in traffic volume. These increases ranged from a low of 0.3% per year at the Sassafras River Bridge at the Cecil County / Kent County line to a high of 14.1% per year on the segment of MD Route 213 between MD Route 18 and US Route 301 in Queen Anne's County.

Adjacent road segments could show significantly different changes in ADT over the defined time period. For example, the segment of MD Route 213 in Kent County between the Sassafras River Bridge and MD Route 290 at Galena had an average annual percentage traffic volume increase of 5.4% while the volume on the Sassafras River Bridge itself only increased by about 0.3%. Similarly, the ADT on the Kent County segment of MD Route 213 between MD 297 and MD 291 had an average annual

---

percentage increase of 2.0%, while the adjacent segment in Chestertown from MD Route 213 to the Chester River Bridge had an average annual increase of 9.3%.

Given the fact that much of this information is factored data, such variations are not at all unexpected. Perhaps the most useful information is that available from the two permanent traffic count stations along MD Route 213. Station #58, between MD Route 310 and MD Route 282 in Cecil County just south of the C&D Canal, and Station #15 at the Sassafras River Bridge recorded more modest and similar average annual growth rates of 1.2% per year and 0.3% per year, respectively. Combined with several of the other volume change observations in Kent and Queen Anne's Counties, it would appear that the overall historical average annual traffic growth rate along MD Route 213 has probably been on the order of about 2.0% per year.

Along the defined sections of MD Route 20, MD Route 445, and MD Route 18, the variations in average annual percentage traffic growth over the period 1993-1999 were even more variable than those observed along MD Route 213. Roadway segments with calculated negative growth rates were observed immediately adjacent to segments with average annual growth rates in excess of 5% per year. There were an equal number of positive and negative average annual growth rates over the identified segments along these three routes between 1993 and 1999. Many of these variations appear to be the result of local economic fluctuations such as the volume of maritime activity in the Rock Hall area. Positive growth rates tended to cluster in the range of 2%-5% annually.

Traffic volumes along the defined sections of US Route 50 and US Route 301 showed

more consistent positive growth rates over the period 1993-1999. Particularly in the area of the 50/301 overlap section between the Bay Bridge and the 50/301 split, average daily traffic volumes showed very large increases over a period of only a few years. Between 1995 and 1999, for examples, the ADT on the roadway section just west of the 50/301 split increased from 39,075 vehicles per day to 67,175 vehicles, a change of 71.9%. This translates into an average annual increase of approximately 14.5%.

Interestingly, the historical traffic growth rates along the independent sections of US Route 50 east of the split and along US Route 301 north of the split were less than the change on the combination section. The average annual traffic growth rate along US Route 50 ranged from 1.6% to 4.3%, while the annual traffic growth rate along US Route 301 ranged from 3.9% to 5.2%.

### **Projected Future Traffic Volumes**

The next step in the analysis involved the projection of the present day (year 1999) average daily traffic volumes into the future. Based on the findings of the historical traffic volume change analysis and subsequent discussions with staff of the MD SHA's Traffic Forecasting Section, a conservative average annual traffic growth rate of 2.0 percent per year was selected for application to the present day volumes. While somewhat larger (or smaller) average annual traffic growth rates could have been chosen for use, it is felt that this growth rate best represents long-term historical changes in traffic volume in the study corridor.

It is explicitly noted that these traffic volume projections have been developed solely to illustrate what the relative magnitude of future year traffic volumes in the areas of Cecil, Kent and Queen Anne's

---

Counties encompassing the Chesapeake Country Scenic Byway might be, and should not be employed for any project specific planning or design analysis.

For MD Route 213 in Cecil, Kent and Queen Anne's Counties and the previously defined segments of MD Route 20, MD Route 445, MD Route 18, US Route 50 and US Route 301, the application of even a relatively modest average annual growth rate of 2.0% per year to existing (1999) traffic volumes would result in an increase in ADT of approximately 25% by 2010 and an increase of approximately 51% by 2020.

If somewhat higher average annual growth rates were to be actually observed, the year 2010 and 2020 projected ADT values could be considerably greater. For example, a 3.0% average annual growth rate would increase a 1999 ADT value by approximately 38% by the year 2010, and by approximately 86% by the year 2020. Similarly, a 5.0% average annual growth rate would increase a 1999 ADT value by approximately 71% by the year 2010, and by approximately 179% by the year 2020. Clearly, great care needs to be taken in the application of any such general growth rates to existing traffic volume data.

During discussions with staff of the MD SHA's Traffic Forecasting Section, it was learned that the Upper Eastern Shore Traffic Forecasting Model, developed collaboratively several years ago by MD SHA and the Delaware Department of Transportation, is to be updated in the next year. This updated traffic forecasting model may be used by the Alliance to generate improved estimates of traffic volumes for the years 2020 and 2025 to assist the two states in their long-range transportation planning activities.

## **Assessment of Current and Future Year Traffic Operations**

Following the estimation of future year traffic volumes for the major routes within the Byway corridor, a very conceptual planning level traffic operations analysis was conducted. The present day and projected future year average daily traffic volumes were compared to "threshold" values for roadway levels of service. The purpose of this analysis was to present an overall picture of current and potential future traffic operations in the study corridor. These results are not intended to take the place of the more detailed roadway segment or intersection specific level of service analyses that would be undertaken in connection with a particular roadway improvement proposal. However, even at this conceptual level, the results do provide a general means by which to identify those roadway segments where traffic congestion is currently an issue and where congestion might be expected to increase significantly over the next 10-20 years.

The overall conclusions from this preliminary analysis are that the current traffic operations problems are generally limited in scope, and that those locations that are currently acknowledged as being subject to peak period traffic congestion will continue to experience congestion into the foreseeable future.

As was expected, those portions of MD Route 213 north of the C&D Canal in Cecil County, in and around Chestertown, and from Centreville south to US Route 301 experience the most congestion today, and will experience increasingly greater congestion levels in the future. Conversely, the MD Route 20, MD Route 445, and MD Route 18 portions of the overall Byway corridor were found to be experiencing

---

generally low congestion levels today, with an anticipation that only moderate congestion levels would be experienced along these routes over the next 10-20 years.

With the limited exceptions noted above, it thus does not appear that present day or anticipated future traffic volumes would constrain the function of the Chesapeake County Scenic Byway Corridor.

### **Safety Analysis**

A quantitative analysis of travel safety conditions along the Byway between the years 1997 and 1999, resulted in the identification of 6 road segments with above average Critical Rate Accident Ratios (CRAR). These segments include MD Route 18 in Stevensville, where pedestrian-vehicular conflicts were reported, MD 213 in Centreville, and in Church Hill.

*More detailed information regarding the technical analyses is available from the Alliance.*