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# Experiencing the Byway

## Accessing the Region's Special Qualities

"Hidden" is a word commonly used to describe the condition of the Byway's historic, cultural, and recreational resources. While abundant, the region's locally and nationally significant resources can be hard to locate and, once found, difficult to understand and appreciate. The strategies and tools under this section focus on ways to position the Byway as a gateway to the region and improve local capacity to interpret and celebrate the unique history and culture of the Byway communities.

### Interpreting Resources

All along the Chesapeake Country Scenic Byway are rich and lively stories about the region's past and present—the resources, the

residents, their way of life, and how things came to be. These stories illuminate the special qualities of the Byway's resources. Sharing these stories through interpretation—communicating factual information in an interesting and engaging manner—enables residents and visitors to truly understand and appreciate this region.

Interpretation also provokes us to ask questions. What makes us unique? How are we the same? How is life here different for us than it was for our parents, grandparents, and great-grandparents? How will it be different for our children? Why are these remnants of our past and present—buildings, landscapes, livelihoods—so important that we must protect them for our future? Answering these questions is an integral part of deciding what the future of the region should be.

This area is no longer isolated. Growth and change are happening, people are visiting and moving here—people who may have little knowledge or connection to the region's heritage. Everyday, communities along the Byway respond to these changes by making decisions that evaluate factors such as economic development, land use, conservation, and safety. Interpretation and education can help to build a common understanding and framework for local decision-making. It provides a way to hold tight to the stories about who we are, and to share them with others. Thus, bringing local stories to life through interpretation and

**Interpreting regional history at the Museum of Eastern Shore Life.**



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education is a high priority of the Alliance and Advisory Committee.

## **Develop an Interpretive Framework**

At the most basic level, an interpretive framework should accomplish the following:

- Identify the local stories, how they fit into a larger context (the region, the nation), and their relevance in the modern world.
- Find and repeat a core message that residents and visitors will remember, making sure that regardless of the sites or events attended that the message is conveyed.
- Outline a strategy for telling those stories through the creation of interpretive signs, exhibits, maps, touring routes, and brochures.
- Identify partners and their roles in conveying the stories.

An interpretive framework for the Chesapeake Country Scenic Byway should contain a strategy for interpreting resources for the benefit of local citizens as well as visitors. The framework should make the Byway experience accessible, compelling and coherent. It should enrich residents' understanding of their home while simultaneously increasing community pride. The framework also should provide for the creation of programs for residents, while motivating people to visit attractions, to learn more, and to see places where events actually happened. In developing the framework, attention must be paid to the important interrelationships between the interpretive themes, intent, target audience, and potential audience.

A major component of an interpretive framework is the themes or messages. The themes are used to identify stories that connect people with the history of

Chesapeake Country. The "Life on the Bay" and "Life on the Farm" themes introduced in the Resources and Conditions chapter of the Plan—based generally on those developed in the Heritage of the Upper Eastern Shore feasibility study—are suggested for use in the interpretation of the Chesapeake Country Scenic Byway.

These themes resemble a set of sheet music that helps to maintain the melody and tempo. Local heritage sites (e.g., individual communities, museums) each play their own instrument and impart their distinct sound, yet the sheet music (themes) helps to ensure a harmonious whole. For example, the Kent County Farm Museum tells the story of a local farm family, yet it could also provide a link to the bigger "Life on the Farm" story about the region's role in the agricultural economy, the Eastern Shore way of life, and how the landscape and towns evolved.

## **Strengthen the Byway's "Brand" Identity**

While interpretive themes provide a structure around which to organize information, they do not provide a marketable visual identity. Strengthening the Byway's identity is a key step in improving its function as a gateway to the region's special resources and places. Day-to-day users, seasonal visitors and newcomers should be encouraged to think of the Byway as more than simply a means to get from point A to B. They should be encouraged—through careful investment and sensitive promotion—to appreciate the Byway as a local resource worthy of careful management and stewardship. Once an identity is established for Chesapeake Country, the Alliance needs to look at how best to promote the identity. This requires the implementation of a branding/graphic identity program.



**Audio guides for visitors to South-eastern Iowa.**

An identity program brings together information in a unique format that signals cohesiveness, quality, consistency, and accuracy for those experiencing the Byway. The program is essentially a graphic design project. It should be bold, simple, incorporate the Byway themes, and be applicable in a variety of settings and formats. The graphics should reflect the uniqueness of the region, and not just be prettily designed. Professional designers should be engaged to create the package including a uniform system of icons, designs, and colors.

Cecil, Kent and Queen Anne's Counties have an abundance of printed material and brochures relating to the significant resources in each county. This makes it extremely difficult and confusing for the visitor to understand the complete Byway story. There is no over-arching graphic design system that strongly ties the Byway together and communicates a consistent image of the area to the traveler. A branding/graphic identity program therefore, would be used to orient visitors to the area, help identify and link various resources within the Byway area, and accomplish this task in a comprehensive, uniform and coordinated fashion. The overall brand and identity of Chesapeake Country as a place should call

up strong images as well as build expectations. A successful branding program should consist of the following elements: logo/brand development, typefaces, symbols, signage (way-finding, entryway), exhibits/interpretive panels, brochures (interpretive/programmatic), stationary, web page, and maps.

## **Expand Interpretive Programs**

### **Maps, Guides, & Itineraries**

Once the Interpretive Framework is complete and the "brand" established, the Alliance should prepare a series of maps, guides, and itineraries for the Byway. Maps, guides and itineraries should not only physically orient people to Chesapeake Country; they should also help orient people to stories of the region. One way to do this is to develop maps, guides, and travel itineraries that are organized by theme, rather than geography. These are discussed further in the section titled, Learning About the Byway.

### **Audio Tapes**

High quality audio driving tapes are a relatively inexpensive means to make the Byway resources more accessible. The tapes should be a series of stories about Chesapeake Country that make it come alive (along the lines of a National Public Radio style format) rather than a description of the route. For example, the stories could describe a day in the life of a farmer, or an evocative description of the production of crops from seed to table. Local residents—a farmer, waitress, waterman, and naturalist—could serve as the storytellers.

The voices of people from the past—an actor reading from George Washington's diary—could mingle with voices of the present—a farmer talking about his crops and way of



life—to present an exciting and diverse introduction to the region. The tapes should follow the interpretive themes through a combination of narration, sound effects, and songs.

### Interpretive Installations & Exhibits

Interpretive exhibits make topics come to life through active visitor involvement and relevance to everyday life. They tell a story in an ordered fashion while bringing artifacts and stories to places where the people are. Opportunities exist for providing interpretive experiences along the Byway, in town centers, and at heritage sites. Small-scale pull-offs are an important component of interpretation. Despite being on the Eastern Shore, there are relatively few places to experience the water. Pull-offs may be the proper mechanism to fulfill this void, allowing visitors to see the water as well as learn about the role the Bay and its Rivers have played in the existence of Chesapeake Country. Appropriately scaled interpretive installations for pull-offs include interpretive panels. Two examples of places where interpretive pull-offs for Chesapeake Country would benefit travelers are Marshy Creek on Rt. 18 and the Bohemia River Bridge.

Since the majority of resources along the Byway are concentrated in the towns and villages, kiosks are an effective interpretive installation for providing an introduction to the place. They should include a directory of tourist services, and information about events and historical sites. Kiosks would be especially useful in places like Stevensville or Centreville that do not have visitor centers.

### Local Guides

Increasingly, historical sites and museums are finding that visitors are more interested in the lives of people from the past and present, rather than individual artifacts. A

program involving local guides or interpreters who tell the story of Chesapeake Country would be one way to effectively enhance the traveler experience by offering context, historical background, and local flavor.

For Chesapeake Country some of the best guides would include local resident volunteers. These are the individuals who know the area best, and are familiar with the stories. Careful selection of local guides is necessary to ensure a consistent, meaningful message. The selection of guides should be



Examples of interpretive panels from the Blackstone River Valley Heritage Area.



Proposed logos for the South Carolina Heritage Area and the Savannah River Scenic Byway.



related to the topic or site. Travelers would benefit more from listening to a trained waterman talk about life on the Bay than the average volunteer.

The guiding profession is seasonal for the most part, so finding highly recommended professional guides may be difficult. There are a variety of training opportunities available to tour guides including courses, seminars, handbooks and videos. There are numerous publications that can be used in training guides like the *Handbook for Guides* produced by the World Federation of Tourist Guides Associates. This handbook contains topics such as guiding people with special needs, guiding the youth and keeping their interest, and guiding the elderly.

In addition to the academic training of guides, a series of shadowing exercises with experienced guides is highly recommended to learn additional presentation techniques. Before training occurs, guides should be encouraged to make a commitment for a period of one to two years.

## Finding & Following the Route

The Byway traveling experience is shaped in part by the user's ability to find the route and make their way along it safely and comfortably. Ease of navigation from place to place—whether from home to work or from visitor center to boat launch—contributes significantly to the quality of the driving experience for all users. Travelers along the Byway, especially those new to the area, face two distinct challenges: 1) finding and following the route; and 2) finding special resources and places along the route. The first challenge relates to the Byway's role as gateway to the region's resources, while the second relates to traveler's success and comfort finding destinations and services.

Strengthening the Byway's role as the single thread that ties together the region's most interesting experiences and important places is among the Alliance's primary objectives. This section of the Plan includes strategies aimed at making it easier to learn about the route, access it from the regional road network, and navigate from place to place. The strategies and recommendations to improve Byway navigation are organized in the following categories:

- Prepare Byway Communications.
- Develop Gateway Signs.
- Improve Route Marker System.

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- Install Signs for Destinations & Special Places.

## Prepare Byway Communications

Generally, most local residents and visitors learn about the Byway in one of the following ways; by happenstance as they travel through the area and see the Maryland Scenic Byway signs or read a state road map, by word-of-mouth, or through research via travel guides and the internet. Furthermore, people experience the Byway in a variety of ways including bicycle, boat, automobile, and foot. It is therefore critical that the Alliance use various communication tools to educate travelers.

To understand the stories of Chesapeake Country travelers need information about the locations of attractions, what to expect when they arrive, and the distance and time it takes to get there. The State's map and guides provide a starting point but additional materials focusing solely on Chesapeake Country should be prepared. Specialty guides and maps are important to direct people to the resources in meaningful and exciting ways. A Chesapeake Country website could provide a valuable link to the collection of communication materials including maps, guides, and itineraries.

## Develop "Gateway" Signs

Travelers new to the area access the Byway from the regional road network at a few key points or "gateways," the most notable and dramatic of which are at each end of the route—the William Preston Lane Jr. Memorial Bridge (the Bay Bridge) and the Chesapeake and Delaware Canal Bridge. The primary points of access, or gateways, offer the most direct and easily navigated connections between the Byway and the regional road network.

The installation of directional signs at gateways is the first step towards improving the Byway's visibility along the regional road network. Travel speed and relationship to existing directional, informational, and regulatory signs will be among the primary factors guiding decisions regarding the location, design, and size of the Byway signs. Over time, should use of the Byway increase, the gateway sites should be considered as possible locations for orientation pull-offs. These pull-offs could offer a place for visitors to safely stop, view a map, and make quick decisions regarding routes, directions, and destinations.

Specific strategies for improving each primary point of access are explored below:

***Northern Gateway—MD Route 213 at the Chesapeake & Delaware Canal.*** From I-95 and US 40, travelers bound for the Byway follow MD Route 213 south to the Chesapeake & Delaware Canal Bridge. This entrance is among the most dramatic, providing a panoramic view of Chesapeake City, surrounding protected lands—the Canal National Wildlife Refuge and Bethel Managed Hunting Area; and on clear days, the confluence of the Elk River and the Chesapeake Bay. Signage alerting visitors they are traveling along the Byway should be located at the northern entry to the bridge. Additional Byway-related signage should be located at the southern bridge landing. This signage could guide travelers to the visitor parking area beneath the bridge, the Corps of Engineers' Chesapeake and Delaware Canal Museum, and the Chesapeake City town center and waterfront.

***Centreville Gateway—MD Route 213 from US 301.*** The short (1.5 mile) segment of MD Route 213 south of Centreville connects the interchange at US 301 and MD Route 213 to the Byway at the southern

entrance to Centreville. Currently, visitors to the region are directed via brown “historic area” signs to follow MD Route 213 north to Chestertown’s National Historic Landmark District. With additional signage and supporting information in maps and guides, this gateway could serve as a point of entry for visitors traveling north from Routes 301 and 50, from tourist destinations in Talbot and Dorchester Counties, and from points further south.

**Kent Narrows Gateway—US 50/301 at Exits 41 and 42.** US 50/301 exits 41 and 42 provide the best, most direct connection between the regional road network and the Byway at Kent Narrows. Building a sense of arrival at these locations is especially important. While the Narrows is among the best known destinations along the Byway—existing attractions include the Chesapeake Exploration Center, as well as waterfront restaurants, hotels, private marinas, and charter fishing operations—it can be a very difficult place to navigate. At the same time, the bridges over Kent Narrows function both as physical landmarks and orientation

devices for travelers. From the bridges, drivers gain a quick sense of the landscape and the relationship between places. Signs on US 50/301 can direct travelers to access the Byway via either exit. Where the exits meet connector roads or the Byway itself, additional, smaller scale signs can be used to direct drivers along the Byway, to the Exploration Center, and to other destinations.

**Stevensville/Bay Bridge Gateway—US 50/301 at MD Route 8.** Exit 37, the first off the Bay Bridge, provides access via MD Route 8 to the western terminus of the Byway and to the historic town center of Stevensville. Directing travelers to this exit presents an interesting challenge. Multiple directional and informational signs line the eastbound lanes of US 50/301 at the foot of the Bay Bridge creating visual distractions. Travelers are welcomed to the Eastern Shore, informed of their entry onto Kent Island, and alerted to the presence of commercial facilities located in the immediate vicinity of the first exit on the island. Within this context, signs guiding travelers to the Byway should be added. Doing so effectively will require close coordination with the existing sign systems, perhaps resulting in the consolidation of signs. The feasibility of combining the Byway signs with the Stevensville Historic District signs should be explored.

**Potentially confusing route signage in Galena.**



### **Improve Route Marker System**

Developing a “family of signs” with a consistent look is the first step in designing a system of signs for the Byway. The Byway logo (once developed) along with the State’s new Black-Eyed Susan signs should provide the foundation for the design effort. The logo and the state’s mark will serve as a visual target for visitors, guiding them to the diverse attractions and services along the



route. In their design, the byway signs should be easily distinguished from the state's directional and regulatory signage, and be either compatible or integrated with the State's signs for historic sites and districts. At a minimum, the Alliance should explore using the historic signs as general models for the Byway.

To minimize driver confusion and provide direction at key intersections, the state has developed a system of byway route markers. The new signs are designed to guide visitors along state-designated byways throughout the entire state.

The Alliance should conduct a complete assessment of the state-designed system, and determine opportunities for improvements and enhancements. In assessing the existing system's effectiveness, the Alliance should consider the following: design quality and relationship to Byway brand identity, opportunities for incorporation of Byway logos and design treatments, and effectiveness of directional signage at complex intersections.

As a general rule, Byway route markers should be used in conjunction with State primary route markers. For complex intersections, where two highways split for example, signs need to be placed in such a manner that the Byway's route is clearly differentiated from the route that splits off. This is especially critical where a 'y' intersection requires Byway traffic to bear left across opposing traffic such as the intersection of MD Routes 18 and 213 south of Centreville. The sign's physical context should also be considered. When not signaling changes in the route, signs should be placed near heritage sites and destinations and in areas of high scenic quality. Placement in these locations reinforces the Byway's identity as the link between special places.



New logo for state-designated byways in Maryland.

Regardless of approach, the exact locations of directional and wayfinding signs, as well as all Byway-related signs in road rights-of-way, will be determined by the MD SHA District Engineer, following consultation with the Alliance and local jurisdictions.

### **Install Signs for Destinations & Special Places**

Once on the Byway, travelers need to find their way along the route and to a range of heritage destinations—town centers, welcome centers and museums, waterfronts and water access points, scenic pull-offs, and parks and natural areas—and special events. In addition, Byway users need assistance finding the region's "tourist infrastructure"—the farm stands, restaurants, hotels, and bed and breakfasts; service stations, craft and antique shops; and other local enterprises that benefit most directly from regional tourism.

This section of the Plan explores strategies for improving connections between destinations and services along or in close proximity of the Byway through a signage system.



Rock Hall's existing sign program could serve as a model for Byway communities.



#### **Destinations, Discovery Stops & Heritage Sites**

Signs announcing or guiding travelers to important places along the route are also recommended. These signs, installed within the public right-of-way, will indicate the name of the site and the distance and direction of the site from the Scenic Byway. Good examples of small-scale directional and informational signs already exist in three areas along the Byway—Kent Narrows, Rock Hall and Eastern Neck Island. The sign systems in these locations guide users to specific sites and destinations. These could be used as general models for the Alliance.

#### **Crossroads & Landscape Features**

Building a sense of understanding and connectedness may be further supported through the use of modest signs providing the names of historic settlements, crossroads, and landscape features such as streams, wetlands systems, forest stands, etc. These signs, the smallest in the system, could be very simple, employing text and perhaps a small logo, and replace the existing white-type-on-green-background place markers.

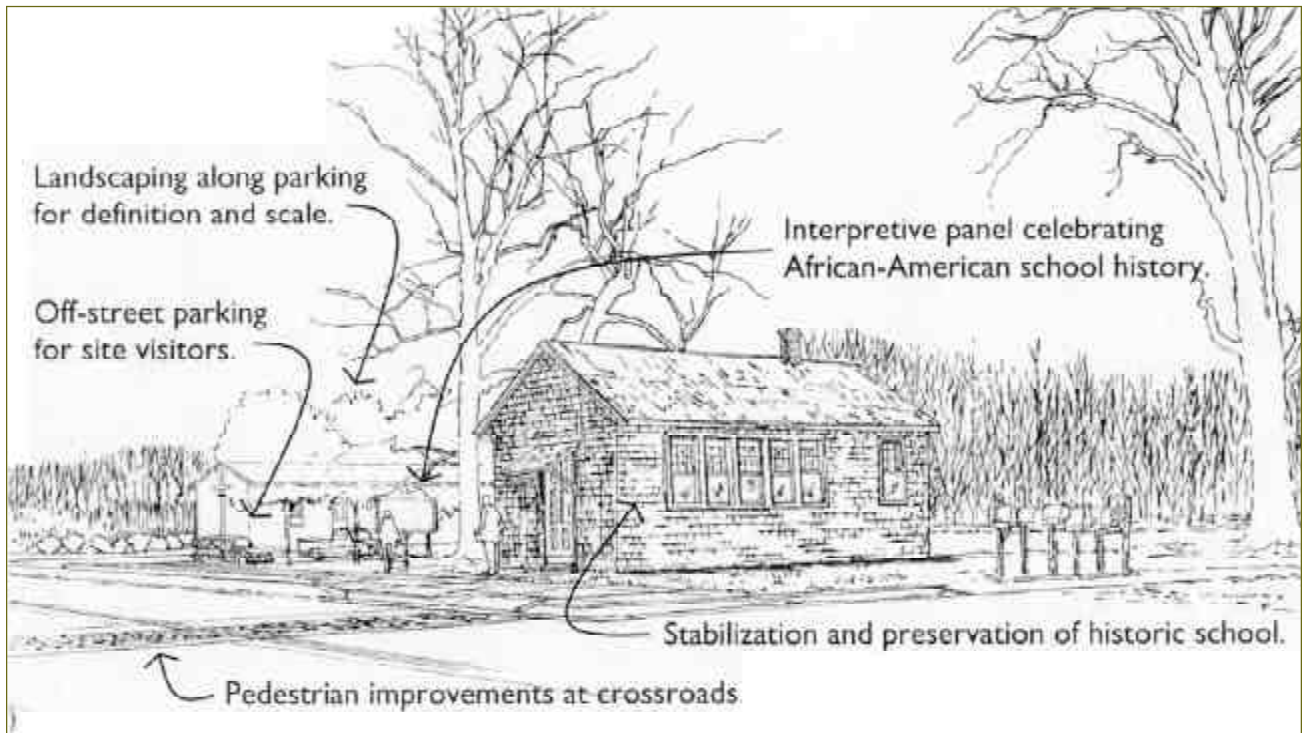
#### **Tourist-Oriented Destinations**

In addition to information about recreation facilities and heritage sites, the traveling public needs direction to local businesses that cater to the tourist trade. To a certain extent, the Byway's success as a destination is dependent upon the success of these local business establishments. Several states have developed programs to help travelers find their way to privately operated tourist attractions and services. Modeled on the "logo" or "gas, food, and lodging" sign programs used along the Interstate Highway System, state Tourist-Oriented Directional Sign (TODS) systems are designed to direct travelers to businesses along or just off the a main travel route.

Under these programs, companies pay a fee to have their business's name, possibly their logo, and direction and distance information placed on a simple sign standard within the public right-of-way. The state, or a private contractor hired by the state, administers the program, and is responsible for the installation and maintenance of the signs. Participation in the programs is limited to businesses offering traveler services—restaurants; hotels, motels, and bed & breakfasts; gas and service stations; gift, craft, and antique shops—and others substantially dependent on the tourist trade.

The TODs program in Vermont provides a useful model to refer to as Maryland explores alternatives. The Vermont program, in place for a number of years, includes detailed standards for sign types, sizes, and placement; as well as clear descriptions of the kinds of businesses eligible to participate.

The state's recently adopted Scenic Byway regulations prohibit the installation of new outdoor advertising signs—virtually any off-



site commercial sign—along state-designated byways. This prohibition makes the development of a TODs program especially important. The prohibition, though it will result in the preservation of scenic views, will preclude tourist-oriented businesses located off the Byway from placing signs along the road. Consequently, businesses located near but not on the Byway will not be able to serve the traveling public as effectively as they might if a TODs program were in place.

## Improving Access to Places & Resources

Improving access to the region’s special places—its historic town centers, waterfronts, and natural areas—is a primary objective of the Alliance. This section of the Plan introduces a range of strategies designed to improve access to important places and resources along or in close proximity of the Byway.



### Develop a System of Pull-Offs

Encouraging visitors to “pull-off” the Byway and enter the region’s towns and villages requires a different approach than one would take for a typical scenic byway.

Conventional scenic road pull-offs provide a simple roadside place to stop, enjoy a particularly dramatic panorama or view of a historic site or special natural feature, and have a picnic lunch. Such facilities typically consist of a small parking area, interpretive panels explaining the content of the view, benches, trash cans, picnic tables, shelters,

**Potential interpretive and access improvements at the African-American School north of Centreville.**

and, at particularly popular spots, an information kiosk, restroom, or small gift shop and café.

Guiding visitors to the Byway's towns, villages, and waterfronts requires a slightly different approach, one aimed both at minimizing visitor impact on Byway communities and increasing the comfort level of travelers interested in learning about and experiencing life in the region's historic towns. Like conventional pull-offs, travelers would be encouraged to stop and look around, but for the towns and villages, travelers would also be encouraged to stay awhile, to walk around, learn about the town and region, its history, and culture; and drop-in at an interesting local shop or restaurant.

Directional signage sited along the Byway and the approaches to each stop will guide visitors to parking areas and places to get visitor information. Once out of their car, visitors should have no problems walking between various points of interest. Sidewalks at each stop should be handicap-accessible and in good repair, cross walks should be marked, and walking tour routes should be reinforced through changes in paving material or finish. Brick or pre-cast pavers could be used in some locations, but the walking route could also be marked simply

**Chestertown's boardwalk and trail provides passive access to the River.**



by varying the score joints in the concrete or by stamping the Byway or heritage area logo, once developed, into the corners of sidewalk sections. The installation of pedestrian-scaled wayfinding signs and small-scale wall-mounted signs for special sites—like those developed for Queen Anne's County and installed on historic sites like the Church Hill Theater—would also help visitors navigate from place to place and learn about local history and culture.

For the Byway's Destinations & Discovery Stops few new facilities would be required to make town centers more safe, attractive, and comfortable places, for locals as well as for visitors. Local public parking areas could be expanded to handle modest increases in use. Public parks and plazas could be spruced up. Basic pedestrian amenities could be added (shade trees, benches, trash cans, pedestrian scaled lights), and modest interpretive plans could be developed. Located close to parking, interpretive kiosks could provide an introduction to the place, a directory of tourist services, walking tour materials, and information about events and heritage sites in the area.

## **Improve Access to the Water**

Proximity to the rivers and the Chesapeake Bay is arguably the most important factor influencing regional settlement patterns and tourist travel behavior, and water access will remain a highly valued asset long into the future.

Places where the Byway meets the water—the Chestertown and Chesapeake City waterfronts, the bridge crossings; the boating and fishing centers at Kent Narrows, Rock Hall and Fredericktown; and the smaller scale access points dotted along the route—are worthy of careful management and sensitive improvement.



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The Alliance has identified numerous opportunities to strengthen the connection between Byway communities and the water, and improve water-related recreational activities ranging from walking, hiking, and biking along the water's edge to accessing sites for canoeing, kayaking, fishing, and pleasure boating.

### **Visitor/Boater/Water-Related Information**

Currently, information regarding water access for recreational boating and fishing is available in a variety of formats, but information on other more passive forms of access is unavailable. The Alliance recommends that communication materials—maps, guides, and web sites—be created to fill this gap. Such communications could include detailed information for specific audiences. For example, brochures and maps could be prepared providing detailed information for kayakers and canoers. Maps could show water trails, launch sites with information regarding parking capacity and facilities, and local outfitters and guides.

### **Kayak & Canoe Access**

The Alliance should focus attention on improving existing or creating new launch sites in several locations along the Byway. Modest improvements would include the installation of identification signs, information panels showing water trails, and the provision or improvement of parking. The following general locations on the Byway are identified as priority sites for improvement:

- Cox Creek
- Rock Hall Harbor
- Kingstown (Old Chester River Bridge Landing)
- Sassafras River Bridge/Fredericktown
- Bohemia River Bridge



### **Town-Waterfront Connections**

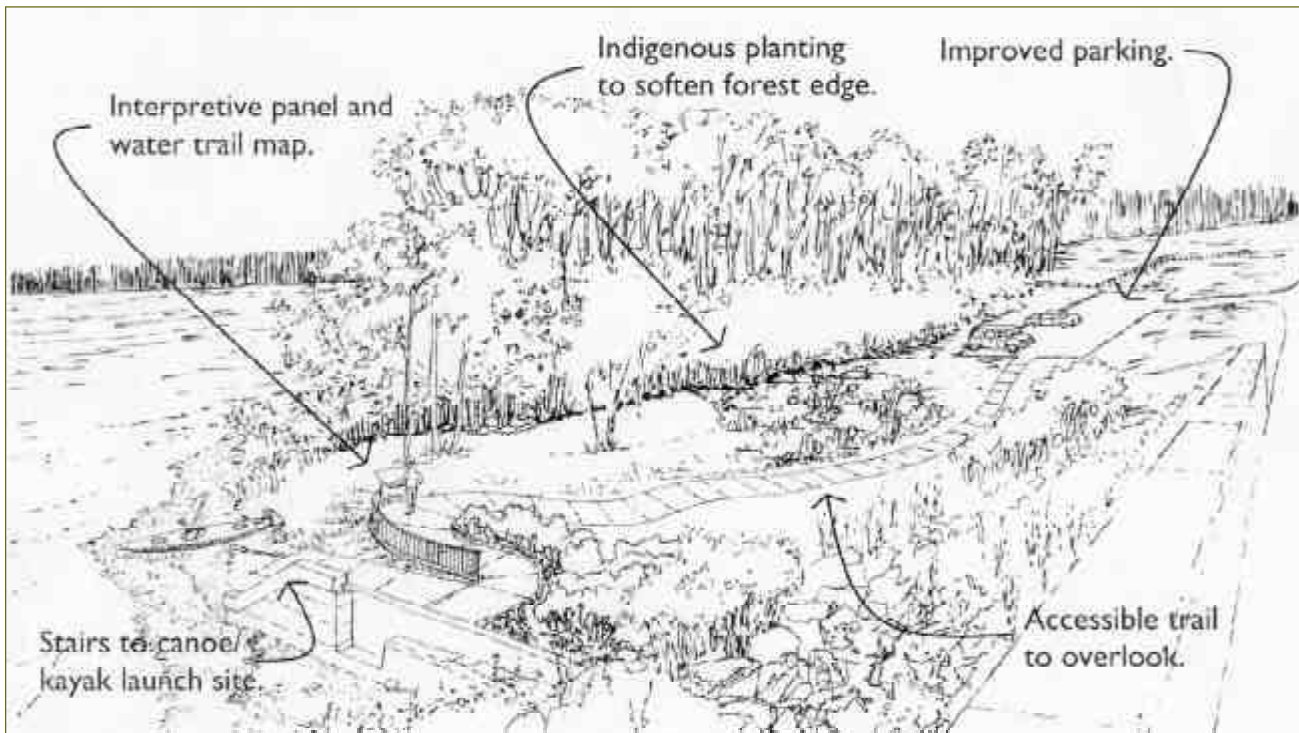
The Alliance, in consultation with local officials, has identified several opportunities to improve connections between town centers and waterfronts along the Byway. One set of recommendations calls for improved pedestrian and bicycle linkages between mooring areas and nearby towns. Providing better information and physical connections between Fredericktown/Georgetown and Galena, for example, could help attract business to local shops and provide an alternative to driving between nearby destinations.

The Alliance also supports other forms of improved access to waterfronts along the Byway. The Alliance could provide assistance to local efforts to improve existing connections or create new ones. Possible projects include the following:

- Centreville Millstream Trail Development
- Chesapeake City Mooring Basin & Canal-front Trail Development
- Chestertown Waterfront Trail Extension/Improvements
- Fredericktown/Georgetown Public Access and Parking
- Rock Hall Harbor Waterfront Pedestrian and Public Space Improvements

**Canoeing and kayaking are becoming popular activities along the Byway.**





**Illustration of water access improvements at the Bohemia River Bridge.**

### **Expand Network of Cycling & Walking Trails**

Providing adequate pedestrian and cycling facilities along the Byway provides important benefits for residents as well as visitors. As two of the country's fastest growing forms of recreation, walking and cycling place unique and often unanticipated demand on local and regional roads. Along the entire Byway, demand for a range of pedestrian and cycling improvements is high. Strong interest in safer crosswalks, additional bike lanes, clearly marked cycling

routes, more recreation trails, higher-quality sidewalks, and more attractive streetscapes was expressed in virtually every public meeting held during the planning process.

In collaboration with localities, the Alliance should assist MD SHA in its work under the Neighborhood Conservation Program to identify sites for sidewalk and crosswalk (re)construction, the installation of crossing signals, the improvement of streetscapes, and calming of traffic in areas with a high potential for pedestrian-vehicular conflicts.

The Alliance encourages localities to develop an integrated approach for accommodating pedestrians in private commercial development. Localities are encouraged to review their zoning and subdivision codes to determine the effectiveness of their standards for sidewalks and street trees in new commercial and residential developments, proper lighting along pedestrian circulation systems, and pedestrian links to adjacent development and public sidewalks and trails.

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The Alliance supports on-going local efforts to improve and extend the existing network of hiking trails and the creation of new trails providing access to waterfronts and natural areas. Alliance support could be provided to the following projects:

*American Discovery Trail (Cross Island Trail Segment) Improvements.* Improvements to the existing trail could include the following: Kent Narrows to Horsehead Wetlands Center, and general improvements at existing trailheads

*Natural Trails at Parks & Natural Areas.* The Alliance also supports local efforts to improve trail systems at the following sites: Eastern Neck Island, Sassafras River Management Area/Turners Creek, and Conquest Farm.