

Harriet Tubman Underground Railroad Byway

Interpretive Plan

Prepared by C&G Partners
11 February 2009

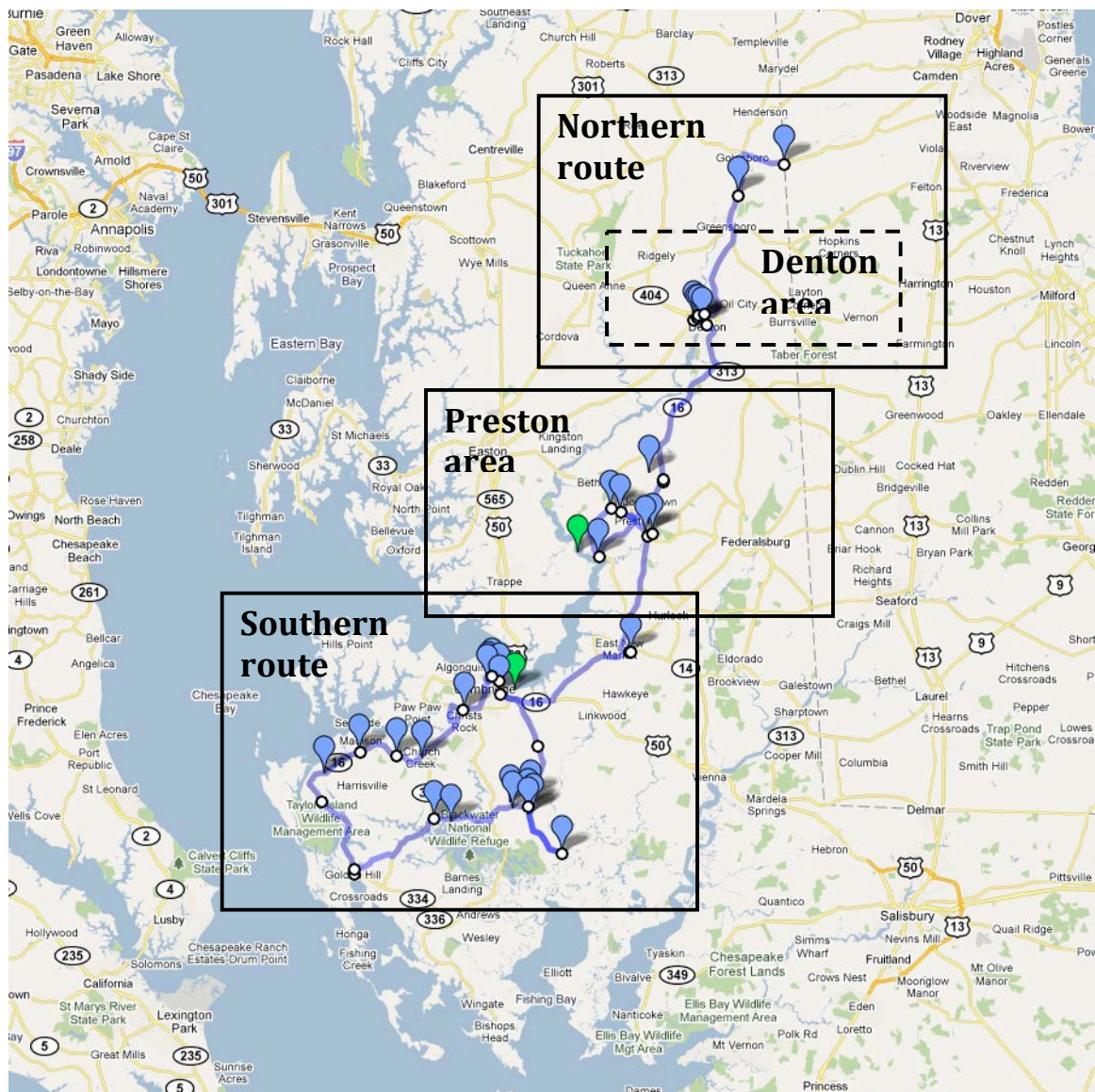
Table of Contents

<i>Maps of the Byway</i>	6
<i>List of Abbreviations</i>	10
A. Introduction	11
1. Scope of Work	13
2. Project Overview	13
3. A Guideline	14
4. Goals	14
B. Audience and Visitorship	17
1. Potential Audiences	19
2. Current Audiences	20
C. Message Elements	21
1. Precedents	23
2. Significance and Themes	23
3. Other Historical Resources	24
D. Existing Conditions and Resources	27
1. Current Visitor Orientation	29
2. Overview of Partner Sites	32
E. Audacious Goals	35
1. World's First Multimedia Byway	37
2. Community-Sourced	37
3. Wayside-Free	38
F. Proposed Implementation Projects	39
1. Brand Identity	42
2. Driving Tour Brochure	44
3. Family of Markers	46
a. Byway Markers	48
b. Site Markers	51
c. Directional Markers	54
d. BNWR Trail Markers	56
4. Sidebar: Existing Waysides	58
5. Site-Specific Interpretive Elements	60
a. Sculptures	60
b. Silhouettes	63
c. Localized Audio	66
d. Interpretive Seating	68
e. Historical Panoramas	70
f. Site Texting	71
g. Google Favorite Places	74

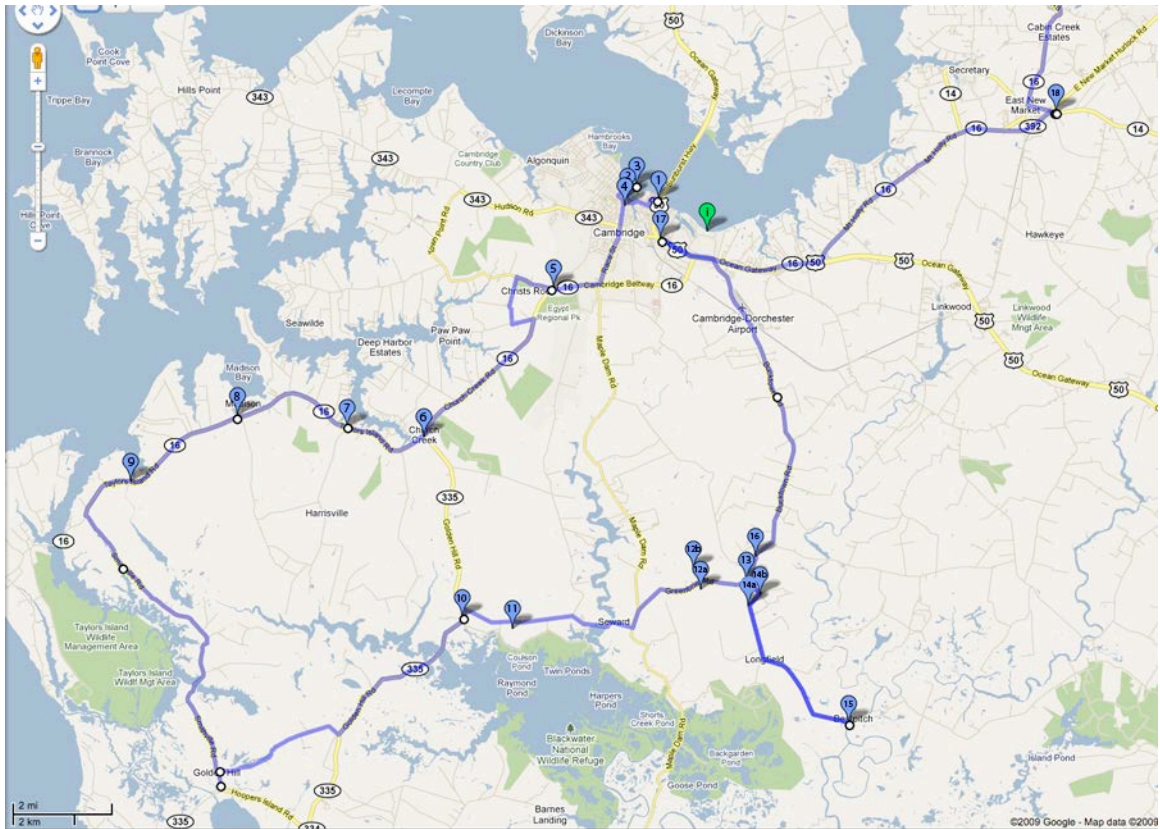
6. Byway-Wide Interpretation	76
a. Radio Station	76
b. GPS POI	78
c. Affinity Program	79
d. Passport System	83
7. Website	84
a. Website on Computers	85
b. Website on Mobile Phones	85
c. Mobile Web Apps	85
8. Sidebar: Considerations for Audio Tour	86
G. Site-by-Site Overview	87
1. Dorchester County Visitor Center	90
2. Dorchester County Court House	92
3. Long Wharf	95
4. Harriet Tubman Organization	98
5. Stanley Institute	100
6. Church Creek	102
7. Woolford / Harrisville Road	104
8. Madison	107
9. Stewart's Canal	110
Sidebar: Smithville Road	112
10. Future HTURR State Park	114
11. Blackwater National Wildlife Refuge	117
12a. Brodess Farm	119
12b. Polish Mills Farm	119
13. Bucktown Store	121
14a. Bazel Church	124
14b. Pritchett Meredith House	124
15. Bestpitch Ferry Bridge	127
16. Scott's Chapel / Bucktown United Methodist Church	129
17. Harriet Tubman Memorial Garden	132
18. Mt Zion / Faith Community Church	136
19. Jacob and Hannah Leverton Home	139
20. Linchester Mill	141
21. Village of Choptank / Choptank Landing	143
22. Poplar Neck	146
23. Mt Pleasant Cemetery	150
24. Webb Cabin	152
25. Courthouse Square / Denton	155
26. Tuckahoe Neck Meeting House	158
27. Choptank River Heritage Center	161
28. Red Bridges Road / Christian Park	163
29. Sandtown, DE / State Line	165
Sidebar: Choptank River wayside locations	167

H. Case Study: Interpretation at BNWR	171
11a. Key Wallace Drive Pull-Off and Visitor Center	177
11b. Stapleford Cemetery	180
11c. Marsh Edge Trail	182
11d. Observation Site	185
11e. Wildlife Drive and Woods Trail	187
11f. Blackwater Bridge Boat Launch	190
11g. Tubman Trail	192
11h. Smithville Road Boat Launch	194
I. Visitor Experience Scenarios	197
J. Schedule, Budget, and Staffing	203
K. Interpretive Plan Acknowledgements	215
<i>Appendices</i>	219
Appendix A: Matrix of Sites & Interpretive Elements	221
Appendix B: Audio Programming Ideas	222

Maps of the Harriet Tubman Underground Railroad Byway



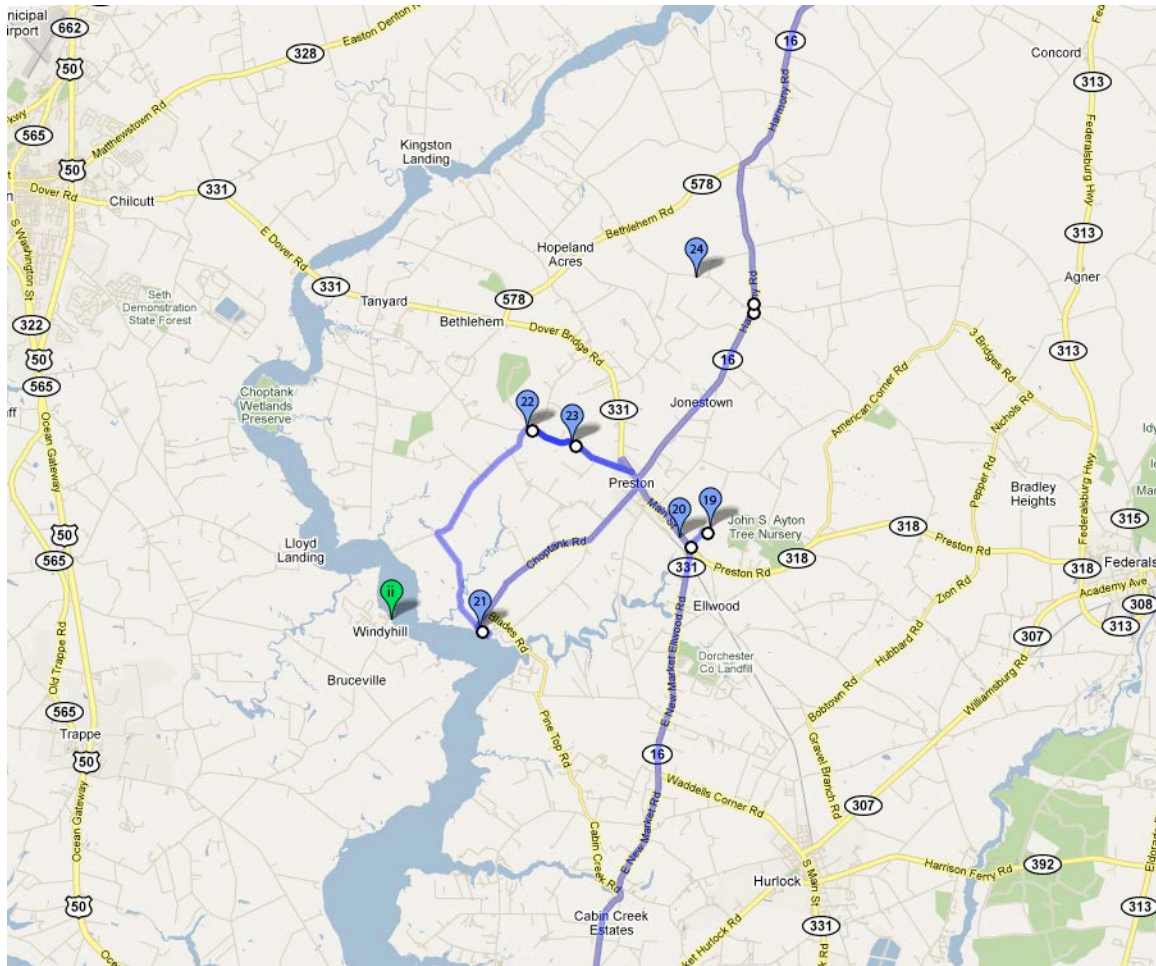
The Harriet Tubman Underground Railroad Byway on Maryland's Eastern Shore



Map of the southern route of the Byway

Key to southern route map:

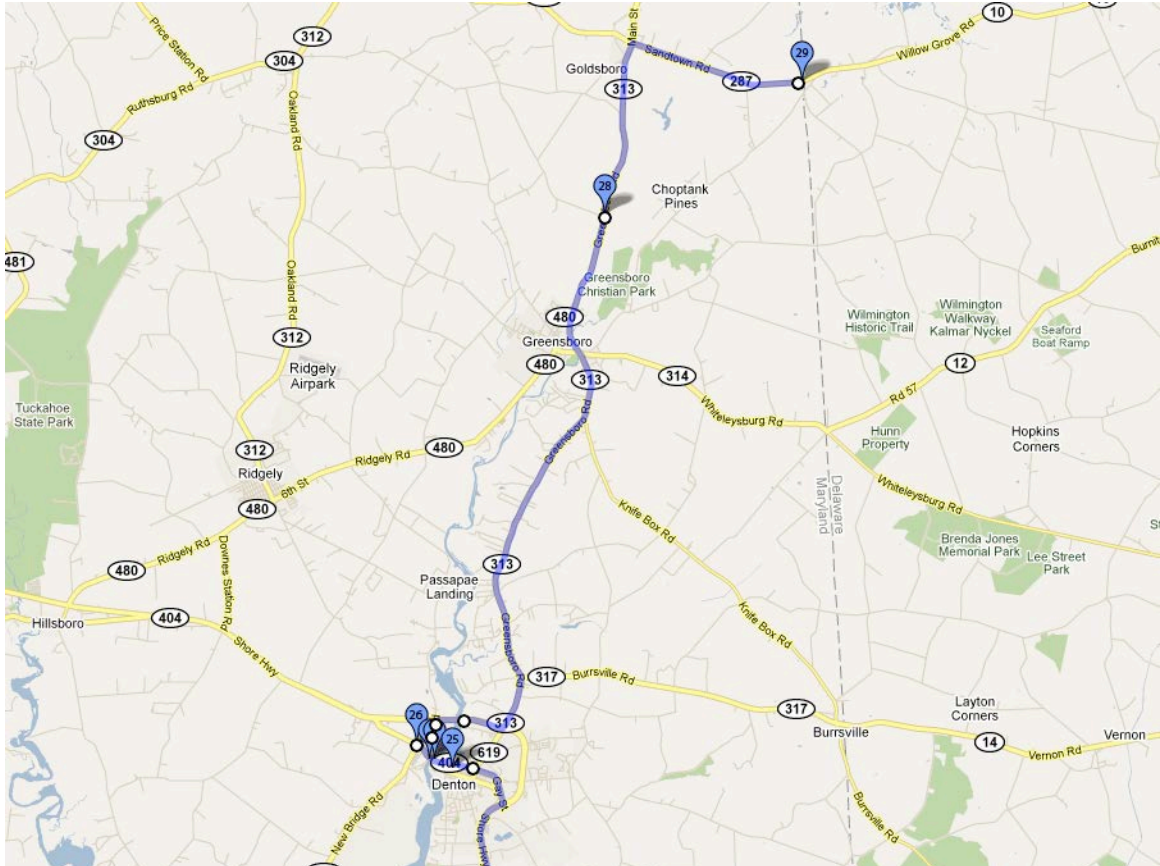
- 1 = Dorchester County Visitor Center
- 2 = Dorchester County Court House
- 3 = Long Wharf
- 4 = Harriet Tubman Organization
- 5 = Stanley Institute
- 6 = Church Creek
- 7 = Woolford / Harrisville Road
- 8 = Madison
- 9 = Stewart's Canal
- 10 = Future Harriet Tubman Underground Railroad State Park
- 11 = Blackwater National Wildlife Refuge
- 12a = Brodess Farm
- 12b = Polish Mills Farm
- 13 = Bucktown Store
- 14a = Bazel Church
- 14b = Pritchett Meredith House
- 15 = Bestpitch Ferry Bridge
- 16 = Scott's Chapel / Bucktown United Methodist Church
- 17 = Harriet Tubman Memorial Garden
- 18 = Mt Zion / Faith Community Church
- i = Hyatt Regency Resort waterfront



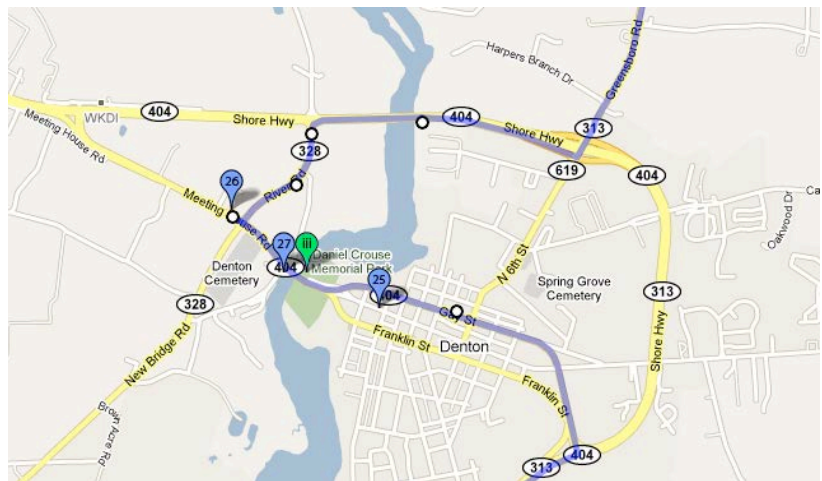
Map of the Preston area of the Byway

Key to Preston area map:

- 19 = Jacob and Hannah Leverton Home
- 20 = Linchester Mill
- 21 = Village of Choptank / Choptank Landing
- 22 = Poplar Neck
- 23 = Mt Pleasant Cemetery
- 24 = Webb Cabin
- ii = Windyhill Landing



Map of the northern route of the Byway



Detail map of the Denton area

Key to Northern route maps:

- 25 = Courthouse Square / Denton
- 26 = Tuckahoe Neck Meeting House
- 27 = Choptank River Heritage Center
- 28 = Red Bridges Road / Christian Park
- 29 = Sandtown, DE / State Line
- iii = Denton waterfront / Daniel Crouse Memorial Park

List of Abbreviations Used in this Document

BNWR	Blackwater National Wildlife Refuge
CBGN	Chesapeake Bay Gateways Network
CCT	Caroline County Tourism
CMP	Corridor Management Plan
CRUSA	Capitol Region USA
DBED	Department of Business and Economic Development
DCT	Dorchester County Tourism
FAWTF	“Finding a Way to Freedom” driving brochure
GPS	Global Positioning System
GPS POI	Global Positioning System Points of Interest
HCCHA	Heart of Chesapeake Country Heritage Area
HTO	Harriet Tubman Organization
HTURR	Harriet Tubman Underground Railroad
NEA	National Endowment for the Arts
NEH	National Endowment for the Humanities
NIS	not in scope
NPS	National Parks Service
NSB	National Scenic Byways
NTF	Network to Freedom
OTD	Maryland State Office of Tourism Development
RFP	request for proposals
UGRR	Underground Railroad

A. Introduction

1. Scope of Work

This plan was one of six projects C&G Partners completed simultaneously to improve interpretation of the Byway. The other five projects – an identity for the Byway, a redesign of the driving tour brochure, three waysides for the Choptank River, a design for orientation kiosks, and a website for the Byway – were developed in tandem and helped shape the planning process. The final versions of those deliverables are included among the contents of this document.¹

To aid in the development and ensure the success of these projects, C&G Partners made eight trips to the project “site.” Notable among those trips were three driving tours of the Byway and three meetings with representatives of the local stakeholding community. The first of the community meetings was a so-called “fireside chat,” held in the Harriet Tubman Organization. It was organized with the sole purpose of recommencing the identity design process and inspiring fresh ideas, by enabling honest and unfettered dialogue between the creative team and the people who would eventually live with, work with, and take ownership of the results. Special guests included descendents of Harriet Ross Tubman, who shared their family’s oral histories.

2. Project Overview: An Interpretive Plan for the HTURR Byway

In February 2009, the Dorchester County Tourism office (DCT) hired New York-based design firm C&G Partners to **“develop an interpretive plan that would conceptually integrate the visitor experiences at the HTURR State Park, Blackwater National Wildlife Refuge, HTURR Byway, and the Choptank River, into a single destination experience of local and national import,”** as stated in the original RFP. In the nine months that followed, the team from C&G Partners met, listened to, and incorporated the feedback of the people and organizations who held a stake in the success of the Byway, in order to develop creative and feasible ideas that would achieve this purpose. Accepted by the DCT team, on behalf of the other project stakeholders, the following report is the result of that planning effort.

It is important to note that our approach to the project was based on the belief that interpretive plans should also begin the design process. They should not just be about text, photography and numerical analysis, though those are important too. They should produce exciting real ideas that can be brainstormed, considered, and “marketed” to stakeholders. They should be shown visually, sketched out, and should be directions that could immediately be acted upon once the master plan is complete. To do this, we maintain a skill set in strong design coupled with planning ability and focus.

¹ The interpretive plan, identity, brochure redesign, waysides, and kiosk design were issued in the same RFP, and CGP submitted these deliverables as part of the same contract. DCT hired CGP to design a new, temporary website for the Byway under a separate contract, on an earlier deadline, in order to meet a requirement for the National Scenic Byway Nomination.

3. A Guideline

This interpretive plan is a guideline for efficient, effective, goal-driven planning, and customized to meet the Byway's diverse needs, conditions, and situations. It is part of a fluid, collaborative, and ongoing process concerning the Byway's development that will need to respond to changes as they arise.

This plan captures conclusions drawn based on a body of knowledge that is only as current as its writing. In turn, when future phases of development and implementation begin, the ideas in this guideline will need to be revisited and modified to suit the new knowledge about the Byway in consultation with all stakeholders involved at that point.

4. Goals of the Interpretive Plan

The primary goal of the plan was originally rooted in the interpretive objective described in the Corridor Management Plan (CMP), to...

engage people in understanding slavery on the Eastern Shore and the quest for freedom via the Underground Railroad – exemplified by Harriet Tubman, Frederick Douglass and countless others – and its relevance to our own times

...and to achieve this, as the CMP recommends, by adhering to certain interpretive principles,² and by developing audio programming and sculptural wayside installations.

The fulfillment of this goal would in turn help to ensure the long-term preservation of the landscapes and historic sites that comprise Dorchester and Caroline counties, and promote the heritage tourism to those same areas.

Currently, the Byway attracts fewer visitors than it rightly should, given its historic, cultural, and scenic qualities³. This is largely due to the lack of integration of its sites, stories, and interpretation, which could otherwise create a strong sense of place and a marketable tourist destination. Whereas the signage and interpretation that are already on the Byway were the products of several different projects undertaken at different points in the past, the interpretive planning process was an endeavor to give the Byway its own systematic treatment, to create a complete and high-quality visitor experience. The quality of that experience would be founded equally on the integrity of the content and the thoughtful physical design that delivered it.

Of course, in the two years that followed the release of the CMP, the interpretive goals required modification to suit the developments that were taking place in other areas of the Byway or relating to the Byway. In 2008, the National Parks Service conducted and published a Special Resource Study on Harriet Tubman, half of which was devoted to

² See the interpretive principles outlined in the Corridor Management Plan, p. 28.

³ For an overview of the Byway's historic, natural, and scenic qualities and resources, refer to the Corridor Management Plan, pp. 4-6, 17-21. For a more detailed description of the Choptank River Region's historic and cultural significance, refer to the NPS Harriet Tubman Special Resource Study, Chapter 2, pp. 1-20, 25-36, and Chapter 3, pp. 6-11.

articulating the historical and cultural significance of the place of her birth and upbringing, the Choptank River region. Earlier that same year, the results of a working group, dedicated to developing themes and content for the exhibits at the future State Park, were released in a report. In addition, the DCT office was awarded a grant from the Network to Freedom to interpret Tubman and the Underground Railroad at BNWR and at three points along the Choptank River. These new developments (and in the case of the State Park, ongoing developments) in the region's stories and in these related projects, as a result, reset the framework for what would become the interpretive planning project.

Informed by the NPS and State Park content development, the driving theme for the Plan was refined from understanding slavery and the quest for freedom on the Eastern Shore, to focusing on **“how the Eastern Shore landscapes, which Tubman knew since her childhood, both aided and hindered her quest for freedom and her assistance of others.”** The new wealth of information and thinking that was unearthed in these same processes also meant the interpretive planning would involve the assessment and synthesis of more material and resources that, developed separately, might not always align with each other. From the Special Resource Study, to the CMP, and even to the “Finding a Way to Freedom” brochure, there was a build-up of information relating to the Byway, but where their similarities lay, if any, was not yet clear. Finally, the addition of the Refuge, State Park, and Choptank as sites and experiences to be integrated, while still retaining their own identities and visitor offerings, established the new boundaries in which interpretation would happen. Particularly in the case of the State Park, work on which is still ongoing, these boundaries and the needs for interpretation changed even during the course of the interpretive planning project.

Still, with the modifications to the scope of work, our charge and our challenge remained largely the same: to take a comprehensive look at the stories of Harriet Tubman and Underground Railroad, the existing and planned physical conditions of the Byway, and the results of previous planning efforts; to crystallize that information; and to tell those stories along a route whose 125-mile length is composed of varying stretches of intersecting highways and roads in two counties. Essentially, to marry story with space, in the most marketable union possible.

Indeed, in the process of developing this plan, we laid the groundwork for designing and consistently implementing a number of tourism and marketing goals outlined in the CMP, as well:

To develop and market high quality Byway experiences that stimulate longer stays, repeat visits, and positive word of mouth [by:]

Creating a graphic identity package for the Harriet Tubman Underground Railroad Byway

[See chapter F, section 1, Branding Identity]

Creating an excellent map/guide

[See chapter F, section 2, Driving Tour brochure]

Creating and maintaining a dynamic website

[The temporary website we created serves as a launching pad for a more complex site, while the brand identity provides guidance for the interface design.]

Including all logical Byway gateways

[As part of the planning process, we identified natural gateway points along the Byway at which to place orientation markers.]

Creating synergy with events and Byway offerings

[Our plans for the orientation markers and radio station include opportunities for rotating content to accommodate local special events and activities, and thereby promote cross-pollination among tourism offerings and investment by the local community.]

B. Audience and Visitorship

The results of the byway interpretive plan, moreover, needed to be packaged into a marketable experience that could both intercept pass-through visitors heading to other destinations, as well as service those tourists specifically seeking out byway or Underground Railroad experiences. For the county and Maryland tourism offices, these two types of visitors represent the Byway's potential and current audiences.

1. Potential Audiences

The Maryland Office of Tourism Development (OTD) sees a potential audience in middle-class families, African-American families, and middle-to-upper-class retired couples from Philadelphia, Washington, D.C., northern Virginia (Montgomery county), Baltimore, and the Baltimore corridor. The OTD's previous studies show that "small town America" experiences and heritage tourism resonate especially with D.C. and the international crowd, and not as much with Baltimore. Washington, D.C., is a new target market for the Byway. The objective is to increase "imports" and decrease "exports" – that is, to entice visitors to spend more time and money in Maryland and particularly these counties. Many tourists passing through the Byway region now are usually on their way to the Atlantic Ocean beaches or, in Cambridge, going to stay at the Hyatt Regency resort. Both destinations are served by Route 50/Ocean Gateway, which overlaps the Byway for two miles just east of the Hyatt. Indeed, with downtown Cambridge to the west and the Byway extending to the east, the Hyatt and its guests are uniquely suited to receive promotion of the Byway, through concierge services and on-site interpretation, provided a worthwhile tourist experience awaits them.

Another segment of visitors already coming to the region, people going to Blackwater National Wildlife Refuge, represents another potential audience for the Byway. The Refuge received almost 199,000 visits in 2008,⁴ largely made by nature enthusiasts such as birdwatchers, wildlife watchers, and paddlers. It's likely these visitors are already traveling on some part of the Byway to reach the Refuge but do not realize it. With leisure on their minds, an affinity for outdoor activity, and possibly time to spare, these visitors could be appealed to if they knew high quality interpretive experiences were nearby.

In terms of an international audience, according to the National Scenic Byway Nomination from 2008, "the byway is being marketed to international visitors through Capitol Region USA (CRUSA). The primary target markets are the UK and Germany. Secondary markets are Belgium, The Netherlands, Nordic countries, France, Ireland, Latin America and China. The byway is currently being marketed in the CRUSA guide in both English and German versions and on the CRUSA website in German, Spanish, French and Portuguese."

⁴ The DCT's paper on the "Potential Economic Benefits of Nature & Historic Tourism for Dorchester County," presented in April 2009, states that BNWR received 198,821 visits in 2008, though the citation for this statistic needs confirmation.

2. Current Audiences

Tourists currently visiting the Byway and the region are typically people interested in Harriet Tubman, the Underground Railroad, or African-American history. As the place of her birth, Dorchester County receives busloads of guided tour groups, who stop at sacred sites, such as Brodess Farm and the Bucktown Village Store.

The sheer magnitude and distances between landscapes precludes the possibility of giving tours that encompass all of the byway sites, or even significant portions of it. In addition, there is currently a lack of qualified tour guides and knowledge, as well as an accepted curriculum about Tubman's life beyond Bucktown and the UGRR.

C. Message Elements

1. Precedents

The ideas and designs proposed in this plan reply upon and leverage the thematic development and organization already conducted by previous and on-going HTURR-Byway related projects and planning efforts. Those precedents include:

- National Scenic Byways Nomination (2008)
- State Park Visitor Center Working Group Report, released in February of 2008
- NPS Special Resource Study (2008)
- Corridor Management Plan (2007)
- NPS National Underground Railroad Network to Freedom waysides
- current Finding a Way to Freedom driving tour brochure

One of the responsibilities of the interpretive plan was to build directly upon this preceding work. Many from the Byway stakeholder group had already spent valuable time “curating” the stories, and these stories were being used elsewhere on the Byway. Remaining consistent with the established discourse and thinking, therefore, was important to the success of integrating all parts of the Byway. We began with the same themes and did not diverge from them unless the physical site conditions, visitor experience, or new research necessitated it, which happened only on occasion.

2. Significance and Themes

As stated in the original RFP, “The goal of these interpretive elements is to illustrate how the Eastern Shore landscapes, which Tubman knew since her childhood, both aided and hindered her quest for freedom and her assistance of others.” While this message remained the primary theme during our design of the interpretive elements, the historic and cultural intrinsic qualities attributed to the Byway in previous studies provided additional context. Indeed, in the course of planning, the meaning of “Eastern Shore landscapes” expanded to include not only the physical and natural environment, but also the social and historical context – of Tubman’s family, of local African-American communities, and of slavery – in which Tubman and the local Underground Railroad operated. By widening this meaning, we were able to make a stronger connection with sites, such as Linchester Mill and the Stanley Institute, whose significance are contextually related to the large themes/stories of slavery and freedom on the Eastern Shore.

This expanded view also enabled a closer interpretive integration with the State Park, by encapsulating the theme that “The Choptank River region was Harriet Tubman’s first home – a place where she felt the strong ties of family and community during her early years”; and by starting to answer the question, “How can the [State Park] themes extend out to other interpretive sites along the HTURR Byway?”⁵

In the course of creating an identity for the Byway, we learned from the local community and the HTURR State Park working group report that other messages and

⁵ The State Park theme and question referenced here were among those discussed at the March 17, 2009, charrette.

thematic qualities should be considered significant to our interpretation of Harriet Tubman along the Byway. Foremost among them were:

- Tubman's leadership
- Tubman's spirituality
- A message of hope
- An emphasis on the Eastern Shore landscape
- Historical integrity

The first ideas about Harriet Tubman match a generally accepted view of her, whether based on legend or known research. There are myriad books and essays available establishing the significance of Tubman herself, as an American hero and a living symbol of the democratic principles on which the nation was first founded, and the importance of the Underground Railroad in U.S. history.

However, experiences like the Byway underscore another dimension of the history that goes beyond the people and events: the significance of place. As the NPS Special Resource Study asserts:

While topography and geography and its rural character contribute to the area's cohesiveness, it is Tubman's association with this area [the Choptank River region] that makes it a landscape of special recognition.... These landscapes appear to be of the 19th century, making it possible to visualize the life of enslaved people and their owners, and of the escape routes used by Tubman and other freedom seekers. The region retains the ability to convey its significance, and Tubman herself would recognize this mosaic of the natural environment and agricultural use today.⁶

The unique, wonderful, and instructive idea that only the Byway can instill and share with the public is that these epic stories are encoded in the landscape in which they happened, and that by experiencing the same landscape, visitors today can personally confirm the history – a confirmation that no amount of reading can achieve. This central idea informed all parts of the interpretive plan.

3. Other Historical Resources

Other resources we consulted for background material on the Byway's stories, and should be explored further in the future development of the Byway, include:

- *Bound for the Promised Land*, a biography of Harriet Tubman by Kate Larson (2004)
- Historical accounts and primary source material provided by the Caroline County Historical Society
- *Black Jacks: African American Seamen in the Age of Sail*, by W. Jeffrey Bolster (1997)
- Many Rivers Community History Project
- Personal anecdotes and stories from descendants of Harriet Tubman and other long-time local residents
- Subject matter experts

⁶ NPS Harriet Tubman Special Resource Study, Chapter 2, p. 26.

- and numerous other primary and secondary sources related to Maryland and the Eastern Shore, African American, women's, antebellum, Civil War, slavery, Underground Railroad, and agriculture history and culture (including material, social, religious, political, and economic, and gender)

D. Existing Conditions and Resources

The Harriet Tubman Underground Railroad Byway is situated on Maryland's Eastern Shore of the Chesapeake Bay in the Mid-Atlantic Region. Its 125-mile route passes through two counties, Dorchester and Caroline, extending as far south as the BNWR in Cambridge and as far north as the Delaware state border, at Sandtown (DE). The route is composed of varying stretches of intersecting US- and state-highways, county and local roads, and urban streets, at times punctuated by backtracks⁷.

The Byway has a number of distinctions and resources already associated with it. The Byway was designated as a Maryland Byway in 1999, a NPS Chesapeake Bay Gateway in 2003, a NPS National Underground Railroad Network to Freedom member in 2005, an Eastern Shore Land Conservancy Priority Conservation Area in 2007, and, in October 2009, an All-American Road.

1. Assessment of Current Visitor Orientation/Experience

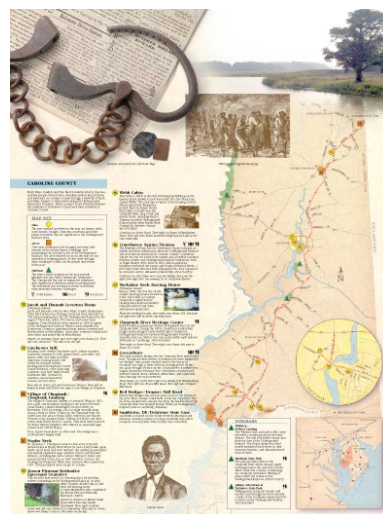
Harriet Tubman, Underground Railroad, and Byway information and resources for tourists currently include:

- The DCT's "Finding a Way to Freedom" driving tour brochure
- Tourism information at the DCT Visitor Center at Sailwinds Park, Cambridge
- Information on four tourism touchscreens in Cambridge
- Exhibits at the DCT Visitor Center, Dorchester County Historical Society, Harriet Tubman Organization, and the Museum of Rural Life in Denton
- Four Network to Freedom waysides
- A number of state historic markers
- Guided history tours
- Inclusion in the Maryland State Scenic Byways guidebook
- As of August 2009, its own dedicated website (www.harriettubmanbyway.org)
- A page on the America's Byways website
- Maryland Byway directional and trailblazing signs with the words "Scenic Byway" and/or "Underground Railroad Tour"⁸

Still, with all of these visitor resources, some elements are outdated or inconsistent with each other, and because the materials were developed at different times by different entities, there lacks an overall cohesion to make the experience feel intentional or whole.

⁷ For more detail on roadway characteristics, refer to the Corridor Management Plan, pp. 37-38.

⁸ For a breakdown of the different interpretive projects undertaken previously, refer to the Corridor Management Plan, pp. 23-25; and for an overview of the different wayfinding systems in place, see pp. 38-39.



"Finding a Way to Freedom" driving tour brochure

The existing design is colorful and includes many images; however, it no longer reflects the current Byway route and will not match the new Byway identity.



Existing wayfinding signage on the Byway

"Scenic Byway" signs always feature the state flower, the black-eyed Susan, and help identify the byway. However, long intervals between signs and multiple arrows make them difficult to follow and create confusion.⁹

⁹ Photograph credit: Kittleson Associates, Corridor Management Plan, p. 38.



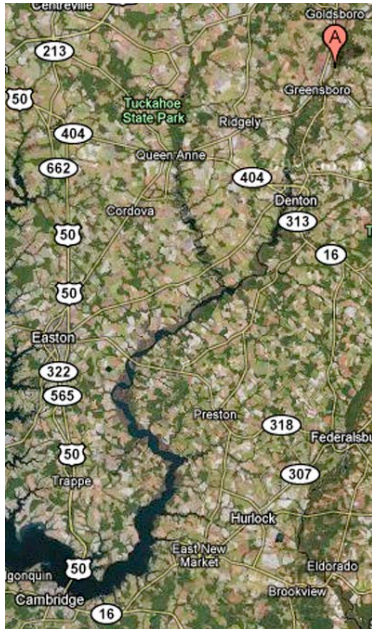
Existing waysides, Historical Markers, Kiosks, Maps, and other site materials

The existing displays interpret a lot of different stories and include many images; however, altogether they create a clutter of information and designs.

2. Overview of Partner Sites

In addition to the Byway itself, the new visitor experience will integrate three other sites, at present temporally and thematically disparate, but all significant to the Harriet Tubman and Underground Railroad stories: the Choptank River, the Blackwater National Wildlife Refuge, and the future Harriet Tubman Underground Railroad State Park.

The Choptank River



The Choptank River¹⁰

The Choptank River, an NPS National Underground Railroad Network to Freedom site, is a major tributary of the Chesapeake Bay. Winding its way along part of Caroline County's western border and Dorchester's northern border, the Choptank and its geography of necks and creeks both helped and hindered the region's slaves in their quest for freedom. Like the self-liberators, the Byway follows the river north towards Delaware. Apart from the Choptank River Heritage Center in Denton, which takes a general approach to the river's history, there is no other existing interpretation that focuses on the river's role in the Underground Railroad.

¹⁰ Satellite map of the Choptank River, ©2009 Google – Imagery ©2009 TerraMetrics, Map date ©2009 Google

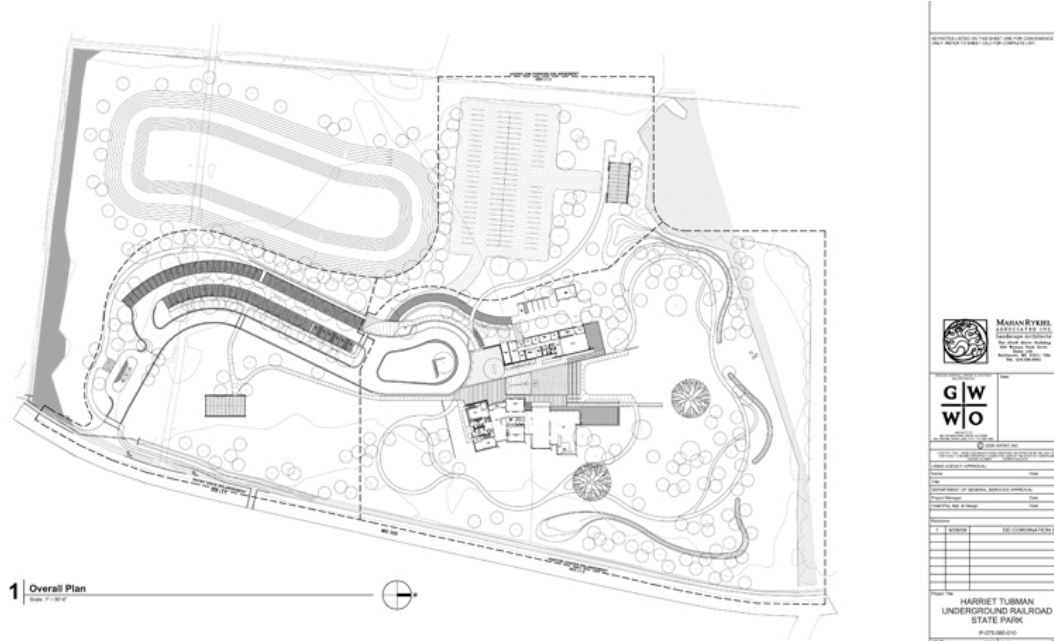
Blackwater National Wildlife Refuge



Blackwater National Wildlife Refuge

The Blackwater National Wildlife Refuge (BNWR) is a 27,000-acre refuge located in the southwestern part of Dorchester County and bordering almost a dozen miles of the Byway. Its protected landscape of wetlands and forests is similar to that which Harriet Tubman and other fleeing slaves would have navigated, searching for food and places to hide. The Refuge, dedicated to the flora and fauna that inhabit its lands, currently does not have any Tubman- or UGRR-related interpretation.

The Harriet Tubman Underground Railroad State Park



*Future Harriet Tubman Underground Railroad State Park
(architect's plan shows concept only)¹¹*

Scheduled to open to the public in 2012, the State Park will occupy a 17-acre area, carved out of Refuge lands, on the west side of Route 335. It will include a visitor center with exhibits about Tubman, a memorial garden, and trails, among other offerings.

Although each site will continue to retain its own identity and offer its own programming and experience, visitors will one day be able to experience all four sites – Byway, River, Refuge, and Park – as part of a single destination experience, as well.

¹¹ Plan drawing courtesy of GWWO, Inc./Architects.

E. Audacious Goals

How do you tell over fifty years of history, about hundreds – if not thousands – of people, on a road 125 miles long?

Compared with traditional exhibits, byway interpretation must grapple with more variables concerning the visiting public: it cannot control where visitors will enter or begin the experience; it does not know if visitors will arrive by automobile, bicycle, or foot; it will cohabitate with local residents and business-owners; and, in the case of the HTURR Byway, it will include three other independent destinations, not just partner with them.

To address the variables, we needed to think big and outside the box. Three big ideas – or audacious goals – in particular shaped the planning process:

1. World's First Multimedia Byway

Different people like information delivered in different ways, an axiom that seems especially apt given the diverse audiences and approaches to the Byway. There are lots of ways to introduce people to the stories; leveraging them all increases the chances of doing so. Using the modes of communication people already have is an easy way to access them.

The news today is full of all of the new forms of communication we have available to us – from mobile phones, to GPS, to blogs and Twitter, not to mention the standard media forms of TV, radio, etc. Yet byway media are almost always still a standard kit of static elements such as text and image, often on signage placed into the ground near or on a site of interest.

For this project, we propose a new challenge: to make the world's first multimedia byway. We will use all the forms of communication available to us, not just the tried-and-true site-specific visual interpretation signage that is so familiar to us. We will include mobile, video, text message, video sharing, social media, localized radio, regional radio, and other technology.

2. Community-Sourced

From content development to construction, the local community can provide resources and inspiration for the implementation of many parts of the interpretive project, if sourced and engaged in the right way. Community participation could lead to increased economic activity, interest in local history, and ongoing ownership of the projects. This goal reminded us to continually think of the community as a source and partner where suitable.

Typically, story content for byways, like content for museums, books, documentary films and similar media, is produced by experts who derive the content from primary and secondary sources and sometimes interviews of stakeholders and people of the relevant local community. For this project, we believe a hybrid approach of traditional and community-sourced practices could produce a unique synergy that is appropriate to this byway, which is so much a part of the communities it passes through.

While also engaging a group of consulting historians to oversee and verify facts, we will

engage local groups of students, born here, to research the project stories. Rather than using professional models to pose for interpretive elements like the silhouettes, ask the students to lend their shadows. Rather than having actors voice the short pieces on the new regional radio station, use the voices of people from the community. Rather than telling all stories of an academic nature, include stories of local residents about their own experiences living in an historic heritage area. Rather than hiring a national construction firm to build the interpretive elements, hire local contractors to provide needed trades.

There are many ways to embrace the “100% Community Sourced” paradigm. These are just a few examples. More ideas can be produced in future as well, for any site, for any medium, with some ingenuity.

3. Wayside-Free

Traditional byways and trail-like experiences use a recipe that relies heavily on waysides to deliver the content. Byways and other narrative pathways around the world use this form-factor regularly and frequently. But we know that in most other types of projects – museums, websites, films – storytelling goes well beyond graphic panels. We propose to communicate the story in surprising, unexpected ways. To do this, we have set ourselves the challenge of reducing, or perhaps even eliminating altogether, the traditional wayside from this plan for the Byway. Instead, we use the same vertical markers as the minimum interpretation for a site. These include both the visual marker for the site, visible from a car, and the basic information about the site in text and visual form.

There are a number of reasons for this, not only the desire to deliver an unexpected format for communications. As mentioned above, we also need each site to be clearly marked in a visible, legible way for drivers moving quickly, even if the site is partly blocked by a car already parked there. Therefore we need height, waysides do not provide that, and it is preferable to consolidate the content and the marker function into one form.

Apart from the three waysides commissioned in the same contract, this plan does not include any traditional waysides among its recommended site-specific interpretive ideas.

F. Proposed Implementation Projects

When we began the creative process, we were equipped with a general understanding of most of the stories and the places that were to be included in the Byway. However, the task of properly marrying story and site involved certain challenges that needed to be identified and addressed:

1. Objectless History

The history of slavery and the Underground Railroad on the Eastern Shore is, for the most part, an objectless one. Many of the stories on the Byway are anecdotal, and their documentation largely exists in ephemera and other flat, paper items. The historical events often lack physical proof, artifacts, or tangible objects for visitors to see. Even at sites where events are known to have happened, little or nothing of the original fabric remains. This absence of “hard evidence” was a constraint that informed our design ideas.

2. Unknown Locations

Either undocumented or unfolding over many miles, many of the Byway’s stories cannot be tied to specific locations with total certainty, and yet the landscape is the primary artifact. In some cases, a site is contested; in other cases, only a general area is known. Interpreting these location-less stories at specific sites on the Byway, therefore, presented another conundrum to be addressed.

3. Route vs. Narrative

While the general movement from south to north aligns with the story of slaves’ quest for freedom, the sequence in which visitors encounter the sites on the Byway does not otherwise match the chronology of Tubman’s life signify any other coherent narrative. Sites adjacent to each other can switch in subject (between Tubman and other self-emancipators) and time. In addition, the sites are often concentrated in clusters, with “empty” miles in between them. As a result, the route, in its sequence and pacing, made for difficult storytelling.

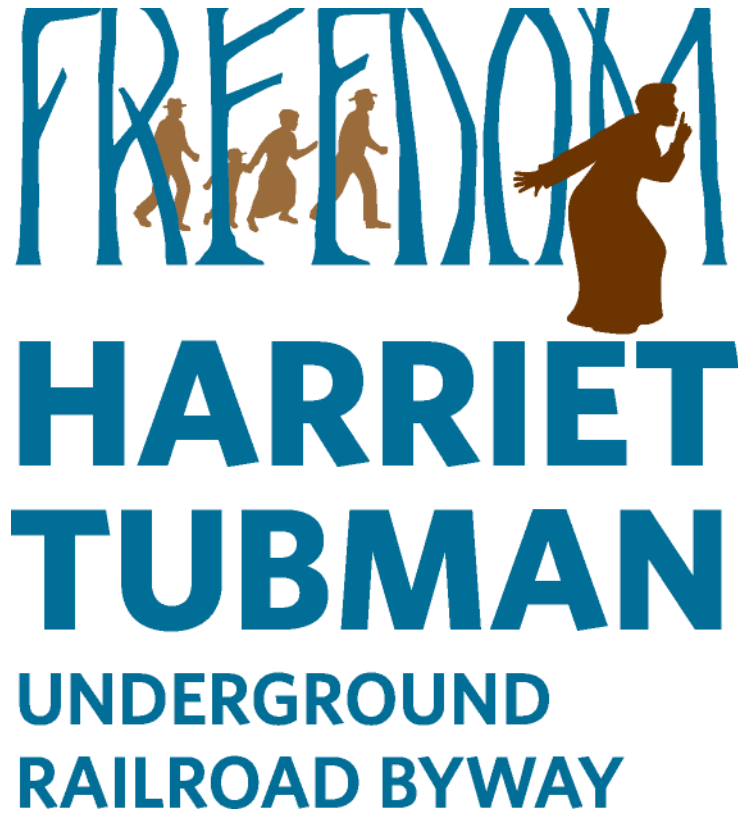
Knowing that these conditions were also what made the experience unique, we sought to develop ideas that could turn these challenges into strengths of the interpretive design – and do so in ways that would illustrate “how the Eastern Shore landscapes, which Tubman knew since her childhood, both aided and hindered her quest for freedom and her assistance of others.”

Combining the different objectives we acquired along the way, including the expanded theme, audacious goals, and storytelling challenges, we developed the design ideas that follow below.

These ideas were modified during the process based on feedback and approvals provided by the decision-makers, constituents, and other consultants representing the component entities of the experience. The ideas are conceived as being part of the same system of interpretation, to be implemented together and reinforce each other; however, it is also possible to implement individual components over time as funds are acquired.

Below are general descriptions of each design idea. Then follows a site-by-site list of where the designs should be implemented and which messages they will communicate.

1. Brand Identity



Final design for new Byway logo

Purpose

To cohere the disparate parts of the Byway experience and create recognition, an identity was developed. The challenges were twofold – creative and procedural – and equally important to the success of the design. Creatively speaking, it was necessary to capture the attributes of Harriet Tubman, the Underground Railroad, and the Byway, and encapsulate them all in a little symbol that would be used widely and in diverse applications. Procedurally, the creation of a marketable logo would also have to pass review by the “owning” audience, the local community whose homes the Byway passes and whose support would be needed to successfully implement any projects in the future. To address the latter, we followed a process of outreach, meetings, revisions, and approvals that alternatively involved the DCT office, extended client group (CCT, DBED, BNWR, CBGN), and members and stakeholders from the local community.

Design concept

Soon into the process, it became clear that whatever design we made would have to represent Tubman herself, at the age she would have been when leading people away from slavery and specifically in Maryland. Of course, there are no photos of her at this age, and while there are other representations of Tubman, they are themselves artistic interpretations. There was also a desire to represent other freedom-seekers and Harriet in a position of leadership. Another component important to our constituency was representing the land of Harriet’s early life, the Eastern Shore – a place the represents both her bondage and her defiance of it. The final logo design incorporates all of these important aspects, underpinned by the unifying message of “freedom” written in the trees.

Applications

The Byway collateral to which the logo will be applied currently includes but is not limited to:

- Driving tour brochure
- Physical interpretation (e.g. orientation markers, site markers, graphics, etc.)
- Website
- Merchandise
- Affiliates’ materials

For small-sized applications where legibility is a concern, a simplified version of the logo that does not include the figures in the background can be used.

2. Driving Tour Brochure



Concept designs for new driving brochure

Purpose

Perhaps like no other single component, the driving tour brochure gives visitors a holistic view of the Byway experience, telling them what's there and what to expect. Redesigning it to reflect the new Byway brand identity, updated route, and new historical information, therefore, was obviously critical to the success of the Byway and the satisfaction of the visitor.

Indeed, to meet visitor expectations, the process of determining the correct route and points of interest revealed the need for two versions of the brochure: first, a stopgap to be released immediately, that would showcase the new identity and route but would include only those sites that are already visitor-ready, even if that means precluding some of the ideal sites listed in the CMP; and then, a more permanent version to be released once the interpretive plan is implemented and all sites have something to offer visitors. Creation of the second version may be considered as part of the 2013 plans to commemorate Harriet Tubman's death.

In addition to providing interpretation of each site, the brochure should include an overall description of what the Underground Railroad was and was not. This information would place the sites in the greater context of the UGRR as a movement and a real operation here and around the nation.

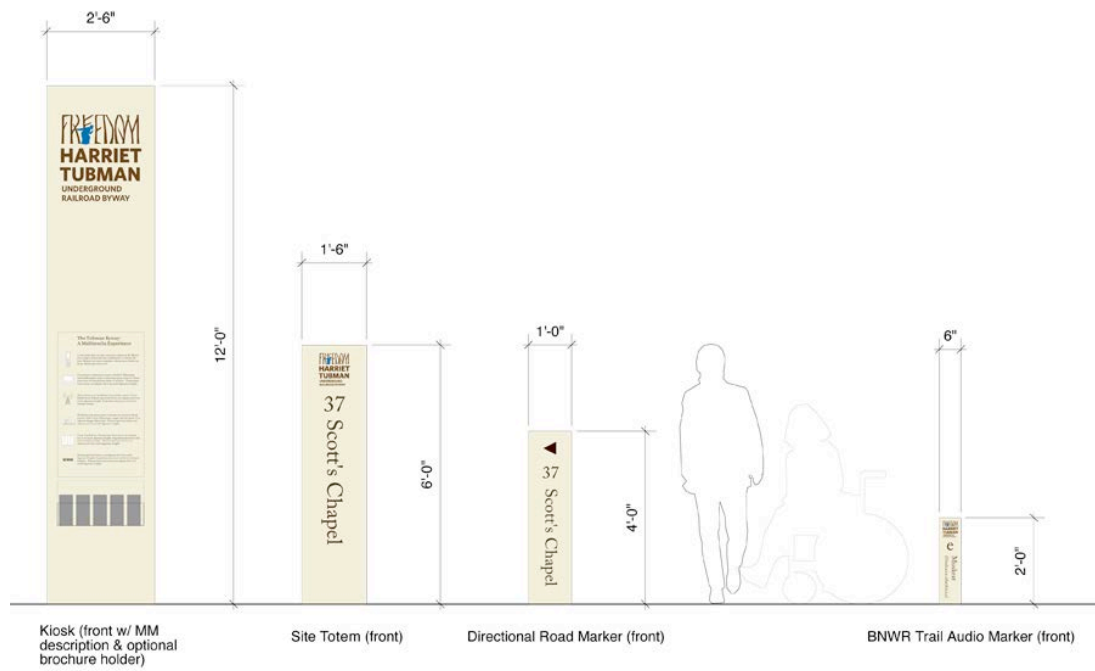
The brochure should always be made available for downloading off the Byway and tourism websites.

Design concept

The design of the new brochure harmonizes with that of the new identity, utilizing the same typeface and a complementary color palette.

In terms of form, the new version of the brochure has the same fold-out pattern as the old "Finding a Way to Freedom" brochure. The future version, with a little more funding, should be organized and created more like a booklet, where the map folds out of the inside cover and the sites are described in the page spreads. Whether driving, walking, or biking, users can easily read about the sites in detail while the map remains unfolded and visible.

3. Family of Markers



Family of markers

Design Concept

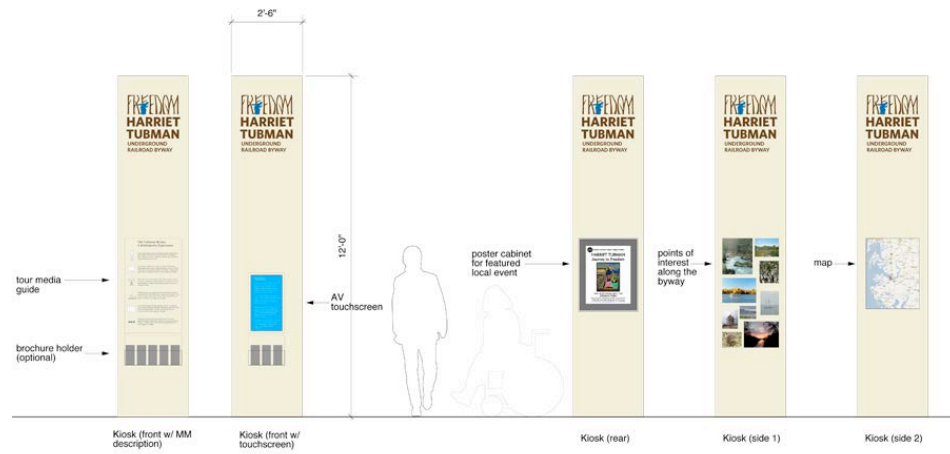
As the whole of the Byway stretches over around 125 miles of road, it's easy to lose the thread of the idea, or to even not notice that it's there. Needing to brand an entire region is a difficult task; part of the purpose of this study is to find ways that agglomerate disparate pieces of Byway elements and weave them into a comprehensible whole.

To that end, a family of Byway markers was created to reinforce the idea that there is a "there" there; for people to recognize that there is something going on in the area that they hadn't noticed before, or if you're driving the Byway, to be reassured that you are on the right track.

Each element of the marking system would be similar in proportion and treatment, and would be made of the same materials as well. Each would have the Byway logo, and would be built of Eastern White Cedar, native to Maryland which is weather and insect resistant. All would be allowed to weather naturally, allowing maintenance costs to remain low.

From the largest piece, the kiosk at 12'-0" tall, to the smallest trail marker at 2'-0" tall, they would all be of a "family" that would be easily recognizable, take up the least amount of footprint, and yet not detract from the different spots where they need to live.

a. Byway Markers



Byway marker, sides A-D



Byway marker on the road



Purpose

To fulfill the need to orient visitors to the Byway.

Location

Typically, Byway markers should be placed at existing gateways to the Byway, points where motorists already congregate and are likely to see the marker. The locations identified so far include: the Bay Country Welcome Center on Route 301; the Queenstown outlets; the Wawa's in Cambridge; the Dorchester County Visitor Center; the future HTURR State Park; BNWR; and the future Caroline County visitor center.

Design concept

At twelve feet high, the Byway marker is intentionally tall enough for motorists, driving even at 55mph, to be able to see the marker approaching. The basic template will be the same: each side would have different content, with the Byway logo at the top. Made of White Eastern Cedar (a native tree of Maryland), and impervious to rot and insects, this wood will age without much maintenance, and allow the kiosk to soften in appearance through time.

While there is some flexibility for what goes on each side, some basic aspects will stay the same: there will be a logo on each of the sides, and a map to both locate the visitor as they stand there, and to give context for the entire Byway. There will also be a Byway Tour media guide to help the visitor understand that there are many ways into the content along the way, and to let the visitor choose what style they would like to take in the stories.

One side could have a poster cabinet for changing events along the Byway, and another will have images of Byway destinations that will both entice and reinforce the choices the visitor can make along the way.

While it is not intended to have a high-maintenance aspect to it, the Byway marker can have the option of being fitted with a touchscreen in places where there's enough security and power to run it. As an optional module, the marker can accommodate a brochure rack to distribute Byway maps; however, this option should be used only in locations that will receive regular staff oversight and maintenance, since brochures will need to be stocked and, most likely, cleaned up as litter. The holders could be retrofitted if there is a desire later for a certain marker location to have brochures. Either module would have maintenance costs associated with it, and are not recommended in sites where the kiosk is not secure.

Special case: At the Blackwater National Wildlife Refuge (and possibly the National Park overlay), the kiosk at some places will only be 6'-0" tall to avoid distracting from the beautiful environment.

Content structure

- Side A: Byway orientation information
 - Byway logo
 - Map of Byway
 - Written historical context about the HTURR Byway

- Headline (character count: 18)
 - Text (word count: 150)
- Side B: Description of Byway multimedia offerings
 - Byway logo
 - Headline (character count: 18)
 - Text for each offering (word count: 50)
- Side C: Photos of select sites and tourist activities available on the Byway
 - Byway logo
 - Images (quantity: approx. 6-10)
 - Image captions
 - Headline (character count: 18)
 - Text (word count: 40)
- Side D: Poster cabinet
 - Byway logo
 - Poster cabinet

b. Site Markers



Site marker, sides A-D



Site marker identifying a Byway site

Purpose

To identify a site as being a stop on the HTURR Byway.
To connect all sites like beads on a chain.
To hold information about the site.

Location

A site marker should be placed at all Byway stops.

When added to sites that already have an existing wayside (such as the NTF waysides in Dorchester), the marker does not need to contain any additional interpretive content, only the number, name of the site, and relation of the site to the Byway. However, if more content is desired in addition to the wayside, it can be displayed on the marker.

Design concept

While it isn't in C&G Partners' scope to design this level of interpretive elements, it was important to conceive of a system that would continue to reinforce the Byway identification system, and to help the "cloud" of identity that would all work together towards establishing and supporting recognition of the Byway.

With the caveat that we are not the designers of the elements, the "family" system would work at this level by providing an alternative to the standard wayside by supporting both text and graphics, and to prominently carry the Byway brand and identification system all the way to the site. The site markers would also feature a cast resin medallion, as part of the Passport System, for visitors to collect as a rubbing (see "Passport System," Section 6, d).

These markers are similar in construction to the kiosks, and would weather similarly, again helping knit all interpretive elements together as part of the Byway identification system.

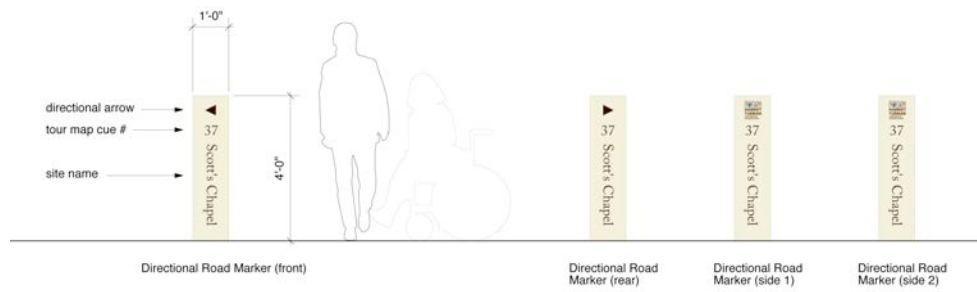
Special cases: A "flat" version for the Harriet Tubman Organization's sidewalk location. A 4-ft version, with no other content than the site identification number, for Stewart's Canal and the Delaware state line, where visitors cannot stop.

Content structure

- Side A: Site identification
 - Byway logo
 - Site number (one or two digits)
 - Site name (character count: 18 max)
 - Passport System medallion
- Side B: Site interpretation text
 - Byway logo
 - Site text:
 - Headline (character count: 18 max)
 - Body text (word count: 150 max)
- Side C: Site identification
 - (Repeat Side A)

- Side D: Image
 - Graphic image: historical image directly related to the story or providing context for the story.
 - Image caption:
 - Headline (character count: 18 max)
 - Descriptive text (word count: 25 max)

c. Directional Markers



Directional marker, sides A-D

Purpose

To provide additional guidance and confirmation of the route to motorists.

Location

When a site is located off the Byway or down a hidden drive.

Design concept

Sometimes, a site's location may be difficult to find, or easy to drive by; directional markers help the visitor "see" the path. This both helps the visitor with their turns and driving to the site, and also helps establish a "cloud" of identification for the Byway reinforcing a presence needed to hold all the elements together.

At 4'-0" tall, it isn't so intrusive as to be a nuisance visually, it is hoped that by the time the visitor has seen the kiosk level markers, and a few site markers, they would start to look for Byway elements because of their similarities. This reinforces the identification necessary to traverse the wide-spread and diffuse area of the Byway.

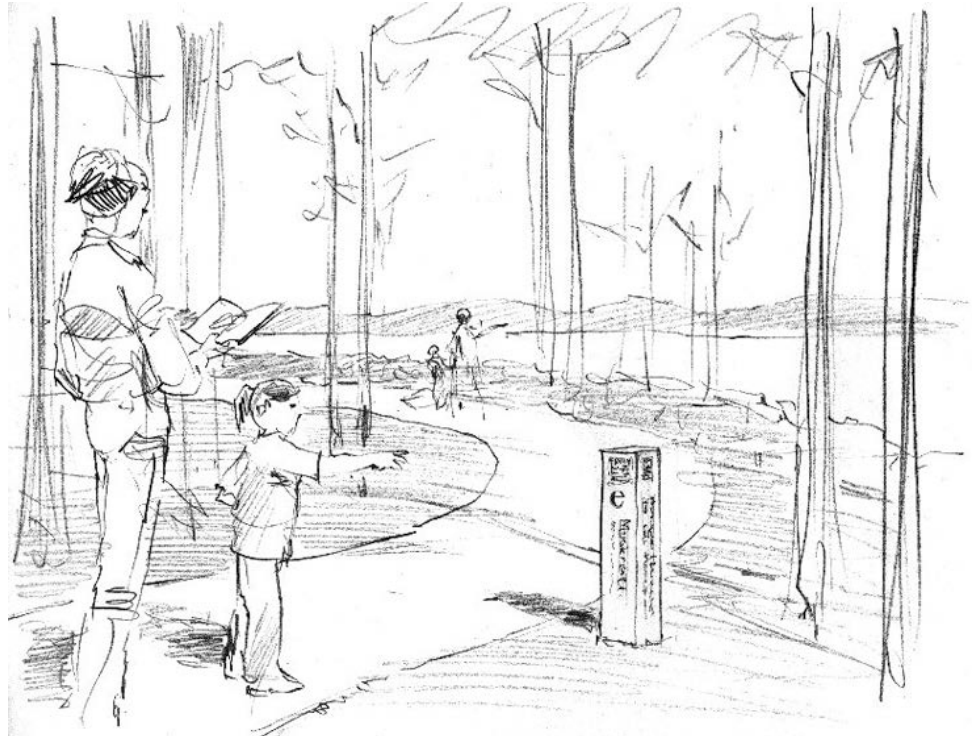
Content structure

- Side A: Site ID and arrow
 - Directional arrow
 - Site number (one or two digits)
 - Site name (character count: 18 max)
- Side B: Site ID and logo
 - Byway logo
 - Site number (one or two digits)
 - Site name (character count: 18 max)
- Side C:
 - (Repeat Side A)
- Side D:
 - (Repeat Side B)

d. Blackwater National Wildlife Refuge Trail Markers



BNWR trail marker, sides A-D



BNWR trail marker on an existing trail at the Refuge

Purpose

Designed specifically for use at BNWR, to match the scale of the Refuge's existing system of trail-side interpretation.

Location

At all sites within the Refuge.

Design concept

A key to integrating the story of Harriet Tubman and the Underground Railroad into the whole region is to help the visitor understand Tubman's relationship to the environment, and to explain how this regional aspect to the story both helped and hindered her life, such as the story of Tubman's work trapping muskrats or the prickly nature of the sweet gum balls, which would have hurt freedom seekers as they walked or ran barefoot through the forests.

To do this well, and not encumber the natural context of the different sites and trails, the Byway markers here would be as small as possible and be utilized in tandem with a new, Tubman/UGRR-themed touring brochure distributed at the Visitor Center (and possibly a portable audio interpretive system) whereby interpretation is not done on the marker itself.

At 2'-0" tall, it isn't so intrusive as to be a nuisance visually, which is critical in the Refuge as the emphasis here is on the beauty of the environment.

It is also an introduction to the concept that there are specific Byway elements, and if they have only come to see the Refuge, but do eventually go out onto the Byway, they will have already started to use the system.

Content structure

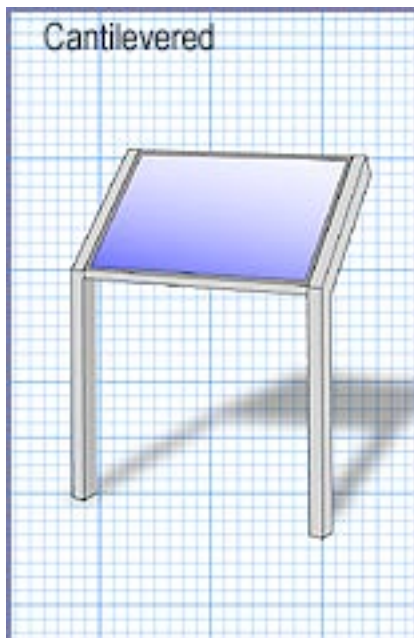
- Side A: Site ID number and name
 - Byway logo
 - Site number (one or two numbers)
 - Site name (character count: 18 max)
- Side B: Site number
 - Byway logo
 - Site number
- Side C: Site ID number and name/image
 - Byway logo
 - Site number (one or two numbers)
 - Site name or image
- Side D: Site number
 - (Repeat Side B)

4. Sidebar: Existing Waysides

This section addresses the use of traditional waysides on the Byway and Choptank River, as implemented by the Network to Freedom project and the new Choptank River interpretive project.



Existing NTF wayside at Church Creek



Drawing and photo of next-generation waysides provided by Pannier

The interpretive plan does not call for the installation of any traditional waysides on the Byway. Still, the four existing Network to Freedom waysides already on the Byway (at the Dorchester County Courthouse, Church Creek, Brodess Farm, and the Bucktown Village Store) will be left in place. To remain consistent with them, and for ease of replacement in the future, the new Choptank waysides will utilize the same standard wayside form, as developed by the National Parks Service Harper's Ferry Center. These seven waysides will be the only Tubman/UGRR-themed waysides on or related to the Byway.

C&G Partners contacted Pannier Graphics, the company that originally fabricated the NTF ones, to produce the three new waysides. Of the low-profile bases for wayside exhibits available from Pannier, the cantilevered base represents the next generation of NPS-approved waysides. Pannier also prints the graphic panel inserts.

The subject of the three Choptank waysides is how the River both aided and hindered the quest for freedom. For more details on the story-to-site pairing of each wayside, see Sidebars i, ii, and iii at the end of Chapter G, Site-by-Site Overview.

Meanwhile, C&G Partners' design of the new wayside graphics will reflect the new Byway identity. Since historical images of the stories do not exist – for example, there is no picture of Moses Viney escaping across the Choptank at Denton – the design team created customized depictions of the events by utilizing a silhouetting technique reminiscent of the style of the logo. The silhouette graphics always place the characters in a landscape, which also plays a role in the drama of the story. The design team drew the details of the landscape (trees, marsh grass, roads) from actual photos of the sites, to strengthen the connection to the distinctive natural environment of the Eastern Shore.

5. Site-Specific Interpretive Elements

a. Sculptures



Signers' Hall, National Constitution Center



Canal Digger, Lowell Heritage State Park



Bronze statue of Tubman at a site

Purpose

To create a sense of destination and authenticity.

To humanize the story.

Location

Only the most Tubman-significant sites, such as the Woolford and Poplar Neck, and sites where the historical destination is inaccessible.

Design concepts

As the visitor tours the Byway, what is striking is the absence of people in the landscape and the difficulty of imagining the presence of these major characters in the Harriet Tubman or the Underground Railroad stories. Another problem is that two of the most important sites on the Byway will not either be accessible or visible: her acknowledged birthplace at the Thompson Farm and the Poplar Neck property.

Given the visitors' curiosity about both of these important sites, and the significance of these parts of the story, each substitute site needs to have the weight and importance signified in a way that might mitigate this loss, and to give the visitor a sense of having something to actually visit.

In the case of larger-than-life historic personalities (Einstein at Griffith Observatory in Los Angeles, the signers of the Declaration of Independence at the National Constitution Center in Philadelphia), where they are represented by realistic statue versions of the persons, there is both an affection and accessibility that allows the visitors to connect with the scale and humanity of these almost mythical people.

In placing realistic and permanent statues at these and possibly other locations, the visitor can get one thing that cannot be done just by being at any of the other sites: the evocative presence of Harriet Tubman as a real-scaled human. Replacing the evidence of the actual site with the aura a sculpture can carry both helps give an opportunity to feel that there is a reality to her presence in the landscape, but also to give the visitor both a photographic opportunity and a sense of gravity and arrival at a significant site.

To weather the elements and stand up to visitors touch, the statues should be made of bronze. And though artistic license might work in a public square, a hyper-realistic rendering could both teach the visitor of her stature and bearing, and what her clothing and working equipment might be at different stages of her life. While it is a significant investment, it is a crucial one in that figures in the landscape help people the landscape again, and in this case, a statue of Harriet Tubman can be both powerful and informative as well.

This sculpture would be taken from a live model in order to best get the sense of the reality of Tubman's existence; this is an opportunity to draw from the community as well as to help publicize the Byway if the selection of the model represented not only the best approximation of Tubman, but also fosters the ideals of her legacy.

The exact methods of research and production for one of these bronze statues will be determined by the statues' creators, a consulting specialist like Studio EIS, who created the figures of Einstein and Declaration of Independence signers.

Content structure

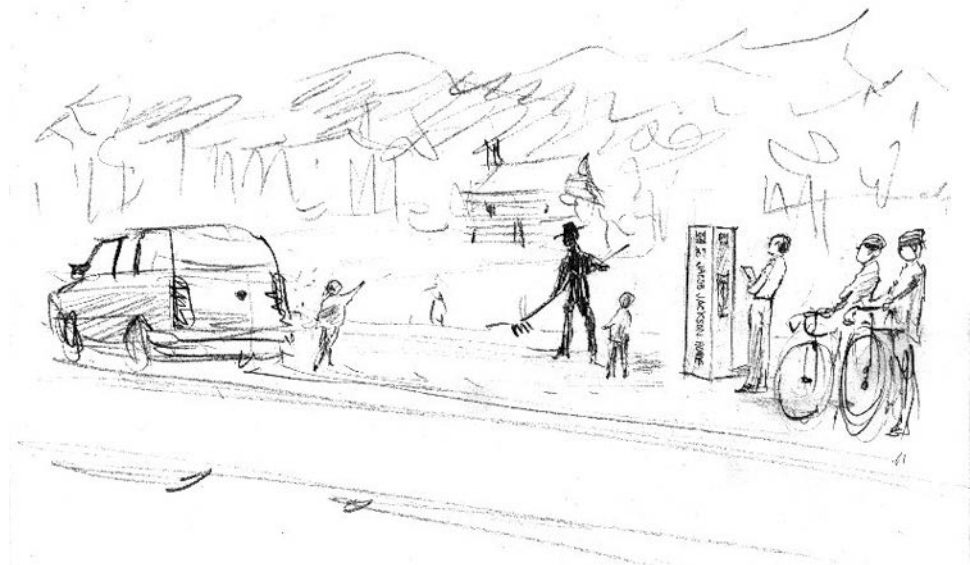
Sculptures should not have any additional content or writing on them, since they themselves are content and should remain humanized, not objectified. If a caption for the sculpture is deemed necessary (for example, to indicate the sculpture represents Harriet Tubman at a certain age), then one can be included on the site marker, below the site text:

- Sculpture caption:
 - Headline (character count: 18 max)
 - Descriptive text (word count: 25 max)

b. Silhouettes



Silhouettes and interpretation along the Illinois & Michigan Canal



Silhouette of an historical figure along the Byway

Purpose

To humanize the stories.

Location

Sites where people would have worked, traversed, or another action.

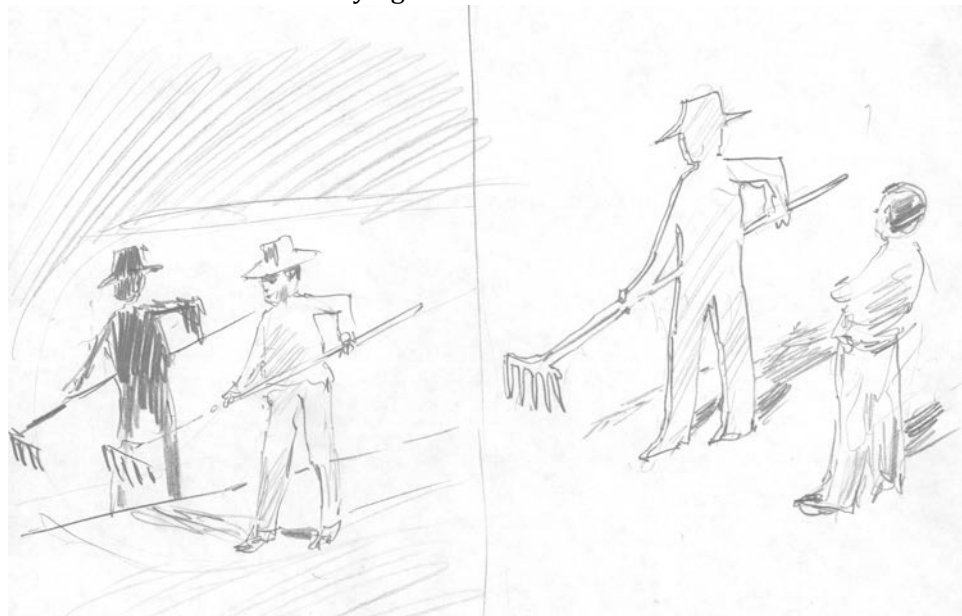
Design concepts

The National Park Service notes that the landscape of the Harriet Tubman Underground Railroad Byway is nearly intact from the era from which the story of the Byway comes.

However, while the small farms, creeks and necks, and other features still exist, the visitor will notice that in this era of mechanized farming, there are few people populating the fields and landscapes they see as they tour the Byway.

Statues are only one way of representing figures in the landscape; a more affordable way to show figures as they might have been working and moving around the landscape would be to install flat silhouetted characters in fields, at Stewart's Canal, and any other place where the depiction of people in the landscape would be powerful and informative. These could be weathering Corten steel, or painted.

Based on the concept of "100% Community Sourced", this notion creates physical form from the literal outlines of people in the community. Imagine that a group of high school students are assigned a research project to find out what garb and tools people in the area would have used for farming in Tubman's time. They then create clothing and other items of materials that they can wear, but only enough to look convincing and accurate when turned into a shadow cast by light onto a wall and traced.



A silhouette derived from the shadow of a participating student

The student wearing the quickly-constructed costume then becomes the pattern used to cut out steel forms which are placed as evocative human shapes along the byway. Local individuals are literally encoded into the landscape. A high-school quarterback who does this for a history class can literally bring his children by in a car later and show them where their father studied his history and became part of history.

Sourcing the figures from people in the community would both give the Byway support and publicity, but also emphasize the continuity and legacy that connects the present community to the history of the place.

Content structure

Silhouettes should not have any additional content or writing on them, as they will be out of reading range from visitors. If a caption for the silhouette is deemed necessary (for example, to indicate who the silhouette is of, and what they are doing), then one can be included on the site marker, below the site text:

- Silhouette caption:
 - Headline (character count: 18 max)
 - Descriptive text (word count: 25 max)

c. Localized Audio

Purpose

To enhance the written and visual interpretation.

Location

Localized audio would benefit sites that are limited in space or want to preserve their appearance. It should not be added to sites that do not have parking.

Design concepts

The narratives of the Byway are not always best conveyed only through two-dimensional surfaces; different media can enhance the experiences and memories of the visitors as they visit the various sites. Oral accounts, sound effects, musical content – all can help the visitor understand and appreciate the history of the sites in a way that enhances both text and graphics, adding another dimension to appropriate stories.

Leveraging the technology that almost all visitors will come with – the radios in their automobiles – the Byway interpretation can offer site-specific audio content. In this concept, a site would use a local, low-power transmitter installed nearby (within a ¼ mile) to broadcast the audio through a unique FM radio frequency, or “station.” That frequency number could be displayed on the site marker, driving brochure, or, in the case of BNWR, on the trail marker.

By tuning to this station, visitors can hear a short, but impactful presentation. Indeed, the very act of tuning into a special frequency thematically approximates the participation in a subversive communication network like that of the Underground Railroad itself. Practically, the option of listening to localized audio will be especially opportune during inclement weather, or when large groups, such as bus tours, arrive.

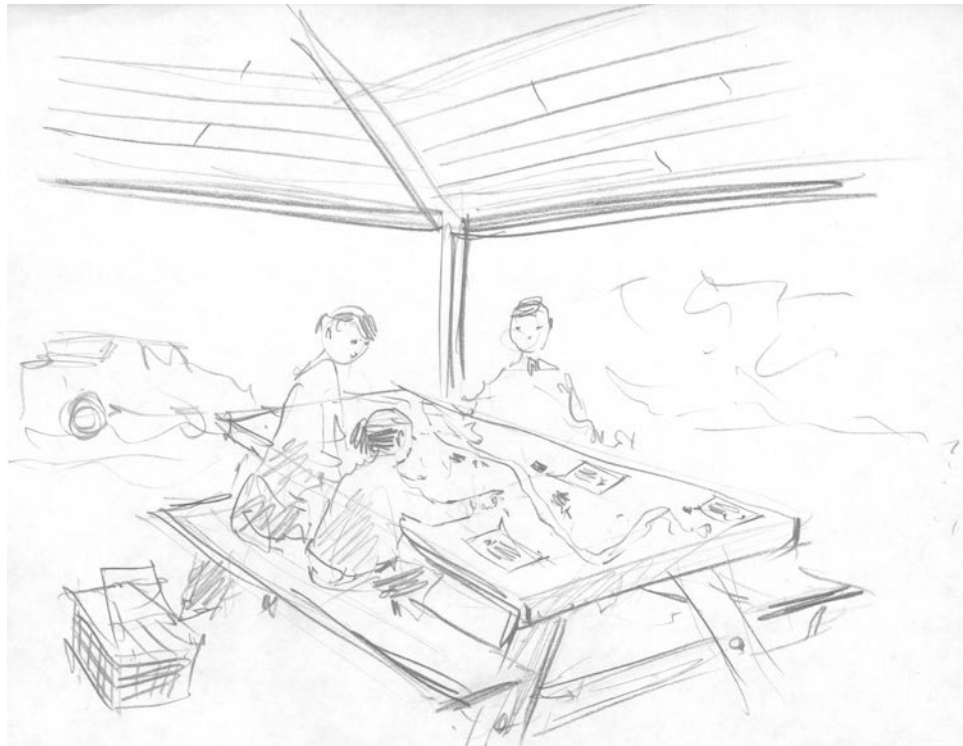
The hardware system consists of a transmitter and an attached solar panel and battery (chosen to maximize battery life). The whole system is small enough to be mounted in a discreet location, to avoid vandalism and obtrusiveness. They have a long effective life, and require no maintenance to operate. If using battery power, these units are effective for 2-minute MP3 presentations; if using available AC power, the presentation can be longer, but loops should be kept as short as possible so the visitor will not have to wait long to hear the entire loop. Companies, such as Landmark Audio Products, can supply the needed hardware.

For delivery via other forms of media players, the audio content can be made available as an .MP3, as well, which can be downloaded to visitors’ handheld devices or from the Byway website. It can also be put on CDs, available at staffed tourist locations, such as the Dorchester Visitor Center and Choptank River Heritage Center, at least for the first phases of implementation.

Content structure

The audio content should be a loop of roughly 2 minutes, so that listeners do not have to wait too long for the loop to complete. The content can draw from a variety of styles, e.g. the site text read out loud by a local resident, or the event being reenacted like a radio drama, or historical music performed by a local choir or musician. However, the loop should choose one narrative style, rather than being composed of a montage of differing styles. The audio would also benefit from some level of sound design that includes sound effects and, possibly, an evocative soundtrack. The information should, of course, be specific to the site (as opposed to the content for the radio station, described in chapter F, section 6, part a). See Appendix B for additional programming ideas.

d. Interpretive Seating



Picnic table with interpretation on the tabletop

Purpose

To provide visitor conveniences along the Byway while delivering content.

Location

Sites with scenic view and existing picnic tables or park-like areas.

Design concepts

Every opportunity to provide context for the Byway visit should be taken; even site amenities that might otherwise be a neutral surface could be enhanced with content that helps the visitor understand the depth and breadth of the Byway and its stories.

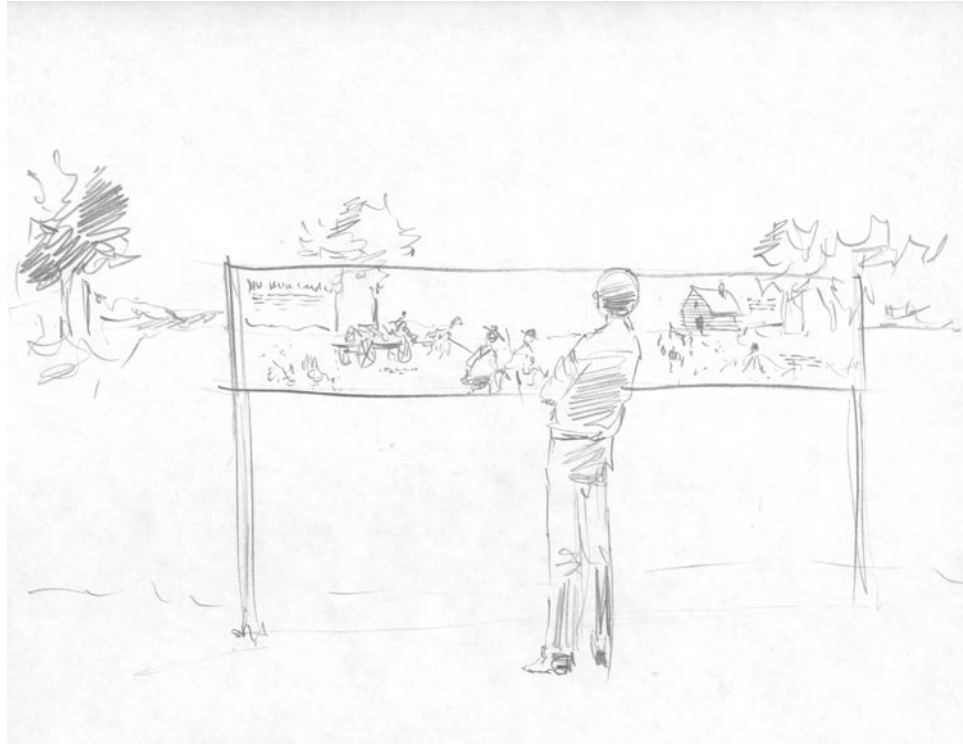
One element that would further that goal would be interpretive seating: by using the surface of a picnic table to both illustrate stories, and to provide fodder for conversations and explanations would enrich visitor understanding of the Byway. Time spent on lunch or snacks could help contextualize and weave individual site visits, deepening an understanding of the Harriet Tubman and Underground Railroad story.

These benches would be made of durable recycled plastic “wood” that would both be waterproof and stand up to hard use. The graphic tabletop should be a well-tested plastic laminate graphic that can be wiped clean by the visitors. The final laminate selection should be made with consideration for resistance against scratching and cutting by users of the tables, and for ease of replacement when damaged.

Content structure

The content on the tabletops will vary according to the different sites and stories. As a general rule, however, the seating is not intended to compete with the site marker in terms of amount of content. Therefore, content should try to be limited to no more than two visuals, and no more than 150 words total.

e. Historical Panoramas



Glass graphic panel illustrating a scene from the past

Purpose

To repopulate the landscape by overlaying historical events and people onto the land.

Location

Sites that can offer some amount of security and have an open view that can be framed.

Design concepts

While much of the landscape of the Byway area has remained the same, some pieces from the past are missing from the setting: people, action, historic objects, whole buildings and roads have come and gone. What might now be a bucolic spot, quiet, calm, and serene, might have been a place of turmoil and activity, bustling with humans, machinery, or plants. Made of thick tempered glass, and laminated and framed (for protection), this interpretive element would frame a view to add or change pieces of the scene.

As the visitor stands there at the site taking in the present scene, the panorama glass illustrates a specific moment in the past and allows the visitor to visualize the written information on the site marker or waysides, contextualizing the landscape. It functions as a “window” into this historic past, and particularizes the view.

Possibly etched in the glass, or laminated between pieces of glass, and held by powder coated steel armatures, the scenic image itself could be developed by local artists, either professional or student. With guidance from an historian, to oversee the accuracy of the depiction, the local artists could participate by researching historic scenes or creating the artwork itself.

Working closely with local communities will be important to test the receptivity to Tubman interpretation in their area.

Content structure

To facilitate the conjuring of a scene from the past, the panoramas should display only visual content of a single, coherent scene. It should not try to display a montage of different images, or any text. If a caption is required for the image, consider putting it on the site marker, below the site text:

- Panorama caption:
 - Headline (character count: 18 max)
 - Descriptive text (word count: 25 max)

f. Site Texting



Site-specific sign with texting information

Purpose

To capture wider audience by delivering information in a way that is more “of the moment”.

Location

As a general rule, texting should be offered at sites that have other place-based interpretation, since there are multiple ways in which people learn, and texts are a cursory way in. Service from major providers must be tested first for reliability at all locations being considered for texting. Until then, texting can be offered at sites located within cities with known coverage.

Design concepts

Cell phone texting offers another way to leverage the modes of communication that visitors will come with, and thereby engage wider audiences – in this case, kids especially. This is an audience who is accustomed to receiving information via text, unhindered by cost (as texting becomes increasingly unlimited), and would be curious to find out what the text message response would be.

Visitors will be alerted to the availability of texts at a site by the display of a sign that cues visitors to text a special word (e.g. “brodess farm”) to a dedicated number (e.g. 46684). That number will send back a short factoid about that site. The cue sign could be displayed either on its own separate post or on the site marker.

Although the information in the text messages will be site-specific, the messages themselves can be accessed and received anywhere with cell phone service. Indeed, the text numbers and code words could be printed in the driving brochure. If service coverage one day improves, a more comprehensive cell-phone tour could conceivably be developed. Publicized on the website and driving tour brochure, the tour would be accessible to visitors even if they could not visit all of the sites in person.

Content structure

The information conveyed in a text messages will be different from that found on the physical exhibit; the text messages should convey shorter, “factoid” information. Messages should remain relatively short, at most a few sentences.

- Text messages:
 - Site name (character count: 18 max)
 - Message (character count: 150 max)

g. Google Favorite Places



Google "Favorite Place" sticker (left), and detail of QR bar code (right)

Purpose

Lets customers – and potential customers – instantly learn more about a site, by visiting a mobile version of the site’s Google “Place Page” on any supported mobile phone.

Location

Any site whose marker is accessible by foot (as opposed to sites, such as Stewart’s Canal and the State Line, where visitors cannot stop and leave their cars).

Design concepts

This late-breaking concept (Google introduced the technology just in December 2009) is an up-and-coming information medium that will appeal to tech-savvy visitors on the Byway. Implementing this idea should be explored further as the interpretive elements are developed in the future.

The concept entails the display of a sticker, like the one shown oppsite, that features a unique bar code (called a “QR” bar code). The stickers could be applied to the site markers at each stop on the Byway. By scanning the bar code, visitors can access additional information about a given site. Google originally developed the idea for use by businesses, but it could easily be repurposed for historic sites.

To access this technology, a visitor should make sure his phone can scan a QR code with its camera, either with an application that he downloaded or via software that is already installed on his phone.

When the visitor sees a QR code on the Byway, he uses his phone’s application to scan it. He is then quickly taken to that site’s mobile “Place Page” on Google, a compilation of content living on a single web page created in advance by the Byway development team. There, visitors can peruse additional content, including some interactive features:

- Read additional stories about the site
- Read comments to see what other visitors thought about the site
- Star the site to remember to check it out later, or to remember to visit again
- Leave their own thoughts about the site right after they visit it. (What’s a better time to write what you think, than when you’ve just visited?)¹²

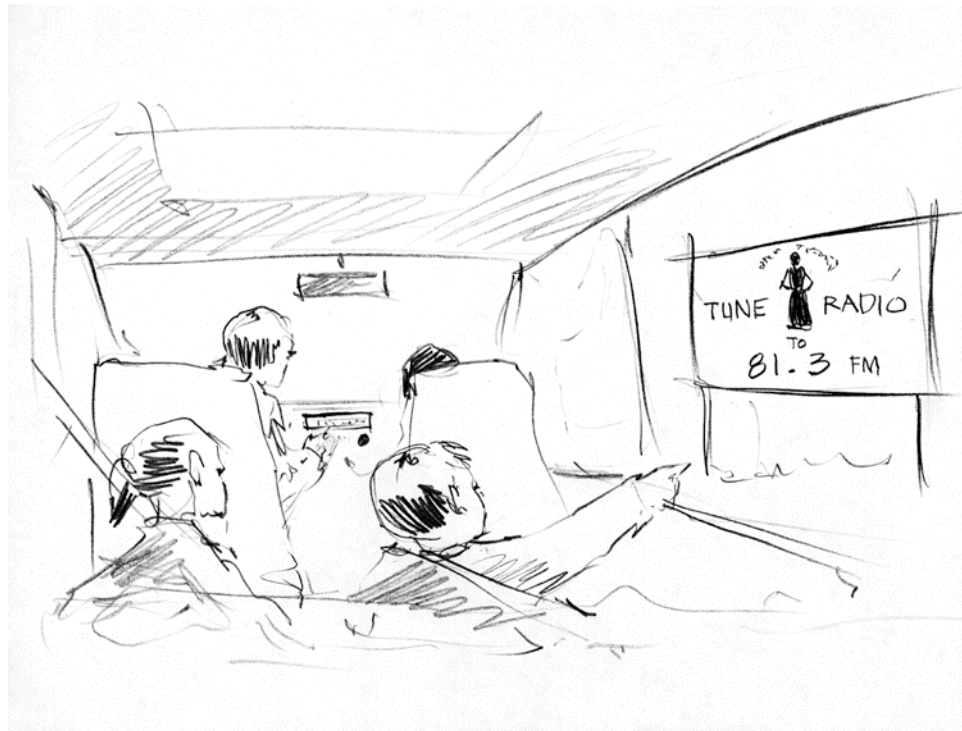
It is also possible that, in collaboration with Google, a custom-designed sticker could be created to harmonize more closely with the Byway’s identity.

¹² Instructions for Google Favorite Places modified from Google’s web page, “What’s that bar code?”, <http://www.google.com/help/maps/favoriteplaces/business/barcode.html>.

6. Byway-Wide Interpretation

The development of ideas for Byway-wide interpretation was rooted in the need to link together the discrete visitor sites, sometimes over 20 miles or 30 minutes apart, along the route. While a comprehensive identity system will serve to cohere the byway as a whole, another experiential element is needed to “fill the gaps” in order to effectively identify the byway as a special road. Rather than introduce additional waysides to fill this role, the use of other kinds of interpretive elements, both visual and auditory, will keep visitors - and their attention - on the byway.

a. Radio Station



Road-side sign advertising the Byway radio station

Concept

One of these ideas, and perhaps the most appropriate, is to establish a radio station for and about the Byway. So much of the Tubman and UGRR history is encoded in the landscape that passes by as motorists drive the route. Much of the history is made up of events that happened here and yet exact locations can never be known, nor is that the point. What better way to communicate that ephemeral yet deeply rooted history, passed down not in writing but in oral tradition, than to permeate the region with sound? Even in those stretches that lack historic stops, a sense of place can be instilled by the continuous presence on the radio that reminds us this is still “Tubman land.” Moreover, a radio station that broadcasts in at least two counties sets up a net that can capture motorists who were simply passing through and peak their curiosity, especially if they are caught in weekend beach traffic.

To tell motorists that the Tubman Byway radio station is available, and on which frequency, road-side signs will be required with graphics large enough to be read by passengers moving, at times, 65 miles per hour. This recommendation is made with the caveat that the design and implementation of these signs will be need to meet the standards of, and be approved by, the Maryland State Highway Administration. This process typically results in decisions that do not favor out of the ordinary proposals, which is why laying out a clear groundwork for review and approvals by this department, well in advance, will be necessary.

Content structure

Programming can range from interviews with historians, to history contests among grade school students, to spirituals being sung by local choir groups. (See Appendix B, Audio Programming Ideas, for more suggestions.) The advantage of radio programming is that different viewpoints and information can be presented by individuals with the understanding that historical accuracy is not the focus or guaranteed. In addition, the generation and production of content are opportunities to create partnerships with local schools.

b. GPS POI

Purpose

To provide additional on-cue, on-site interpretation to motorists – in their cars.

To link to other tourism offerings, while providing driving guidance.

Concept

Since many vehicles now come with standard Global Positioning System devices, it is now possible to use this channel for distribution of information on sites of cultural interest. Organizations like parks, museums and byways can now take advantage of this through the “Point of Interest” layer present in most devices. The POI information in a device can come built into the device, wirelessly updated into the device, or added intentionally by users from a third-party collection of POI information. (One classic example of this last type is speed / radar police locations: GPS owners download data files of the locations of these devices into their GPS devices through their computers via internet, then use them as they drive to alert them of these spots.) This same new channel of information can be used to deliver cultural information and community-sourced stories. This can be done either by partnering with existing suppliers of POI data, or by creating a new set of data and distributing it.

Inclusion on POI lists would be another way to reach those Byway travelers who prefer to remain in their cars, on the road, as well as those passerby motorists who previously did not know about the Byway. As travelers browse their GPS units for places to eat, shop, and rest, they may come across the Byway’s historic sites among the search results, as well.

For older model GPS units that don’t have the new POI lists loaded or the ability to download them, the site markers could provide the GPS locations of the next closest Byway sites, so that travelers without a driving brochure can still follow the Byway route.

c. Affinity Program

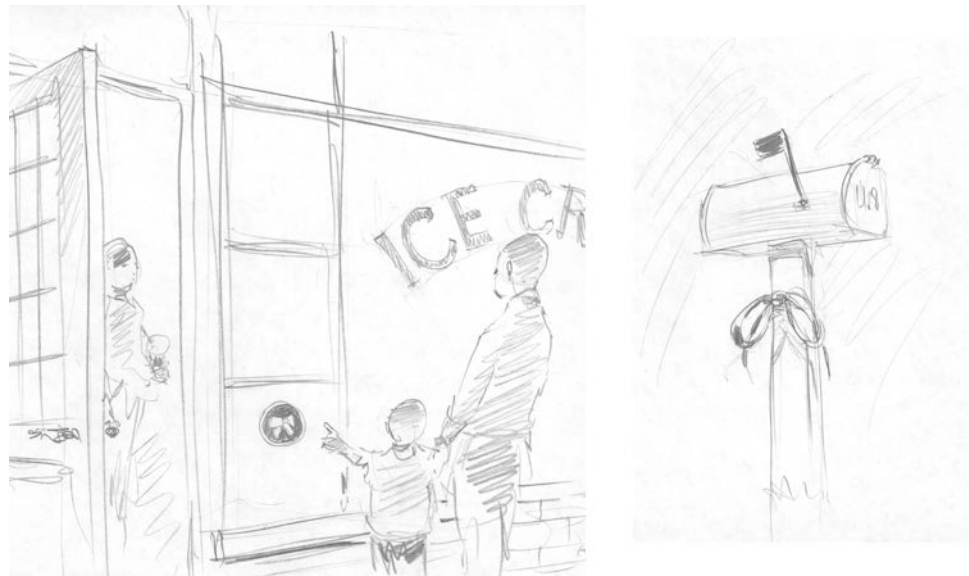
Concept

Public art and roadside graphics, as part of a greater “affinity” program for the Byway, would be an out-of-the-ordinary and exciting way to promote the Byway experience to those who are unfamiliar with it. Able to permeate landscapes with an awareness of the Byway, the affinity program reminds both those who see the affinity and those who participate in it that the Harriet Tubman Underground Railroad Byway is more than a road; it represents a *place*. It reflects the Eastern Shore land, communities, and history that the Byway links together. Such a program has the potential to create a contagious grassroots effect that would increase visibility for the Byway, near and far.

The benefit gained by supporters, who display the Byway logo or another affinity item, is the excitement that is generated and felt within the local community, and an excitement about the Byway itself. The program should not require membership or ongoing expenses of any kind on the part of participants, other than the cost of the logo or affinity item itself. The return is that they feel like a part of the byway and a supporter of it, and there is a pride and ownership associated with it.

The affinity program could be implemented using several different approaches and in a range of scale. Three possible types are described here.

1. Ribbons



Showing affinity with the Byway through a ribbon campaign

A well-used affinity symbol is the ribbon (breast cancer, POWs and servicemen overseas, etc.) but it could be implemented using a patterned or unique color, and in such proliferation that it's clear that there's something going on in this place, the Byway.

The cost would be fairly minimal, yet pervasive if distributed in large numbers. Given the length and breadth of the Byway path, something extensive would help knit the Byway together as a place. The simplicity of application, and ease of removal makes the commitment light, but effective. It would be relatively easy to tie a ribbon around a roadside mailbox, and that in itself would start an associative value that comes from pure numbers of objects in the “cloud” of Byway markings.

One way that it could be applied in force would be to cover an object, say a tree, with hundreds of them in selected Byway front yards, or to place them at the front door or window of participating merchants’ stores.

For volunteers and merchants, Byway administrators might even offer mention on the website, and for those vendors, they might also be listed by types of business, thereby reinforcing the value of association.

2. Marking the road through existing structures



Byway logo stenciled onto telephone poles along the Byway



Word graphics on telephone poles along the Byway

Since the Byway extends through two counties, 125 miles of roadway, and takes hours to traverse, there is a need to create a “cloud” of Byway presence. The affinity program would take the partnerships with others, and use that opportunity to express support through a marking of the Byway.

While there is a proliferation of extraneous signage and advertising along the Byway, and this report would like to minimize or reduce the clutter, there are opportunities along the way where existing structures can be enhanced with Byway branded graphics that would fit within the existing objects along the Byway yet knit the whole drive into the place.

One way to institute a symbol of the Byway throughout would be to use the existing telephone or power poles to place an image, perhaps of the logo, or a series of words like the old Burma Shave ads that would be associated with Harriet Tubman and/or the Underground Railroad such as “Freedom” or “Home” or “Resistance” whereby the questions asked by the visitor about what these associative words mean might spark interest and dialog.

3. Roadside Art



Large-scale affinity graphic on private barn

Part of the affinity program might be to partner with willing landowners supportive of the Byway, and to use large-scale graphic art to add content to the landscape that might not already be there; without large words and with an artistic bent, funding could come from the National Endowment for the Arts (NEA) or the National Endowment for the Humanities (NEH), because here the art would be in the service of enhancing and calling attention to the history of the land that is being made visible through art.

This could be in many different forms: projected images on sides of buildings, large printed tarps covering a barn, sculptural pieces in people's yards. While not explicitly advertising the Byway, it would be part of a larger cultural expression encouraged by the Byway administrators and supporters, and could extend to plays much like those staged by Faith Community Church during their Heritage Day.

The Byway administrators could set a precedent for appropriate content by first encouraging the display of historic 19th-century landscapes as the primary subject of the affinity art. Such scenes would be educationally appropriate, as well as visually suited to the unspoiled natural surroundings.

The implementation process will need to consider the jurisdiction of local signage laws.

d. Passport System

Concept

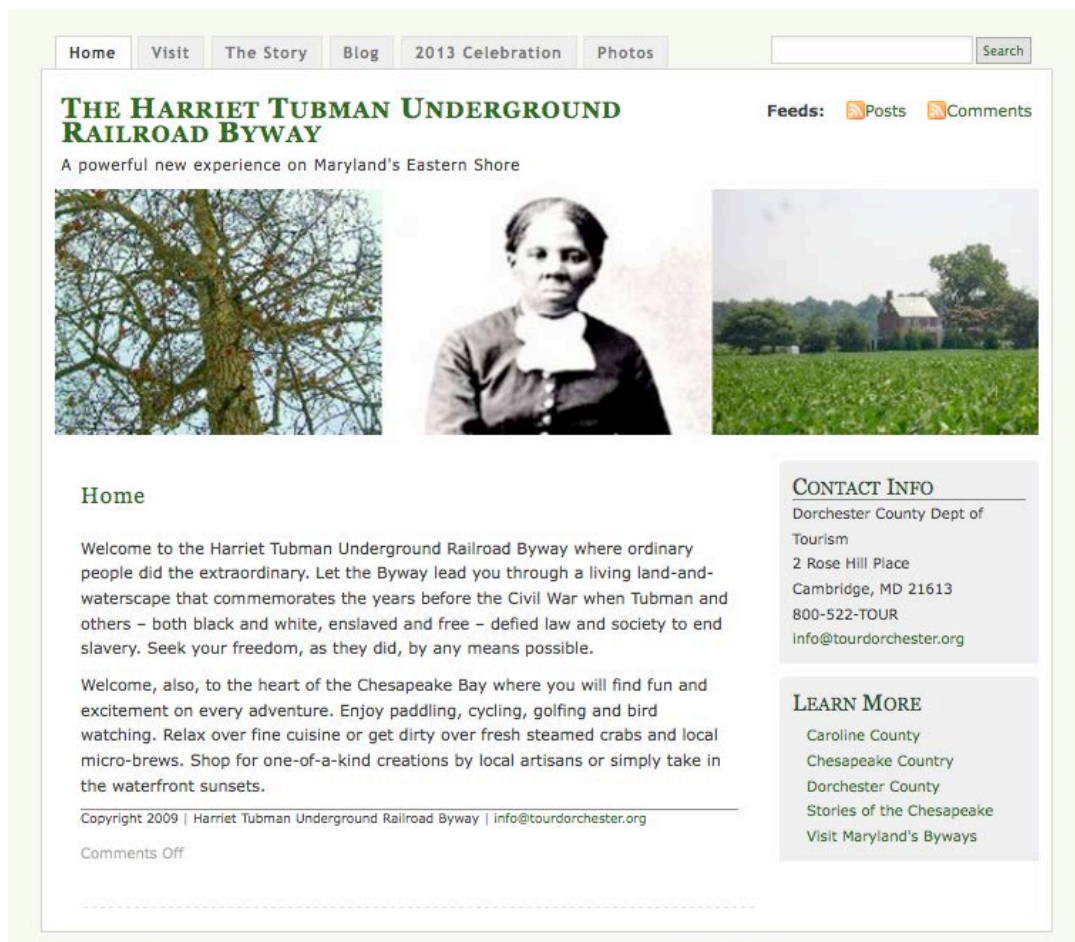
To help link together the experience of visiting the different sites, and encourage visitation by cultivating a desire to “collect them all,” a visitor “passport” system could be created specially for the Byway, whereby each site offers its own “stamp” to be collected in a booklet.

The stamp as a keepsake, achieved through rubbings that don’t destroy or damage the sites, could be beneficial for parents to engage their children, and a way of encouraging visits to some of the more distant or esoteric sites. If successful, this might even be a good excuse for repeat visits, and a way to help remember each site.

Like the National Park Services passports, there would be a HTURR passport distributed or sold at each visitor center or at other affiliated, staffed locations (such as the Choptank River Heritage Center, Harriet Tubman Organization). The passport would list all of the Byway sites, and with each booklet, a crayon would be given out to create the rubbing.

Made of cast resin, these medallions would either be a simple iconic figure, or if appropriate, just text. Approximately two inches in diameter, they would be attached to each site marker below the site names, as the bottom-most element.

7. Website



Homepage of current Byway website

The current website, created by C&G Partners in August 2009 to meet the National Scenic Byway nomination's deadline, is a temporary placeholder until a more dynamic website can be developed. For many visitors who choose to plan their Byway trips in advance, the website will be the first point of contact and introduction to the Byway. It needs to be equipped with adequate touring information, including downloads of the driving tour brochure, the GPS guided tour, and the audio tour. Where the website alone cannot provide complete information, it should point to other sources, such as tour operators and travel accommodations. Designed with alternate versions that appear successfully on different screens, whether desktop or handheld, the site should also be planned from the start for accessibility and distribution on the following platforms:

a. On Computers

Of course a byway website can be viewed on computers at home, in class or elsewhere, as people are planning trips. In this format, potential visitors have access to the most detailed and function-laden information, and can easily pass on the information to friends and family members. But of course, a computer at home is of limited use when one is traveling in a car or bus. Therefore, we suggest that the project website also have strong ability to broadcast to other sorts of devices, both current mobile devices and potentially other sorts of devices that have not yet been developed.

b. On Mobile Devices

The main project website would be programmed in such a way that mobile browsers of all types – whether simple cell phones or smartphones such as Blackberries or iPhones – would be able to get access to all or most of the information available when one is using a desktop or other larger, less portable device. This way, the byway can invite users to expand their visit by using their devices while they are on or near the byway. Using their own device, they could heed the suggestion of a nearby sign, and tune in a video relevant to that site, or get more information in text or visual form about a historic person related to that location.

c. On Mobile Apps

Mobile Apps – small pieces of software custom-designed for a device like a Blackberry or iPhone – are of course the richest and most feature-rich means of communicating media information to visitors through their smart mobile devices. The cost of developing apps has come down substantially in recent months and it is possible to release a rewarding application that can be downloaded to a mobile device in a short time for less money than one might expect. This type of technology has a very fast-moving trend curve at the moment, but it is worth considering these kinds of innovations now as part of this overall plan for the future. Failing to consider them is certainly not desirable.

8. Sidebar: Considerations for Audio Tour

The future Audio Tour is a separate project from the current interpretive planning effort. Although that project will not begin until after we have completed the plan, and it is not in our scope, it will likewise be a visitor experience on the byway, and we can suggest ways in which our plans may be able to relate to it:

- a. Design a new marker, similar in form factor to the other markers, that can be used to display the numeric cues for the audio tour along the Byway when the time comes.
- b. On the kiosk markers, include the audio tour as one of the byway's multimedia offerings, as well as logistical information on where to pick it up, drop it off, etc.
- c. Develop content for the audio tour by using ideas similar to those for the radio station and audio waysides.

G. Site-by-Site Overview

Among all the existing Byway materials, there was no one source that prescribed a final selection of the sites that the interpretive plan should consider. Therefore, we compiled a list of sites drawing on four categories:

First, the seventeen sites for waysides installations recommended by the CMP (denoted by “CMP” in parentheses after the site name).

Second, additional sites that already offer existing Tubman/UGRR interpretation, such as the Dorchester Visitor Center, the Harriet Tubman Memorial Garden, and the four Network-to-Freedom sites.

Third, sites that were to be called out in the redesigned driving brochure as a point of interest, such as the Harriet Tubman Organization, Bestpitch Ferry Bridge, Linchester Mill, and the Choptank River Heritage Center.

Fourth, sites stemming from partnerships that had not been forged until after the CMP was published, such as the Blackwater National Wildlife Refuge and the future HTURR State Park.

Each site a valuable addition to the Byway for the historical significance they embody, the information they provide, or the spatial distance they help close, the resulting list of 29 sites (plus the three sites where the new Choptank River waysides will be installed) thus became our roadmap for interpretation on the Byway. Since most of the sites came to our attention with its significance already qualified by another source, we intentionally retained the same story for that site, modifying the content only when physical conditions of the site or design rendered the modification necessary (such as Harrisville Road/Woolford Country Store and Bazel Church/Pritchett Meredith house).

DORCHESTER COUNTY

1

Dorchester County Visitor Center

Content / Why Visit

The Visitor Center is not an historic site but it is well equipped and positioned to provide helpful Byway orientation information to visitors. As the NSB Nomination describes:

- It is the **entry point** to the southern portion of the Byway. The stories and sites of the Byway are traditionally listed south to north because this duplicates the direction in which fugitives on the Underground Railroad moved.
- It provides exhibits that help to orient the visitor and provide the necessary **background on the Byway's history and culture**. Because what the visitor sees in this landscape is not as important as how the visitor appreciates the lay of the land and its implications for Underground Railroad stories, it is especially important that travelers avail themselves of the context provided at this visitor center.¹³
- Building on the advantages of its existing visitor resources and location, the Center can also provide **orientation information specific to the Byway** at all hours.

Existing



Existing signs outside the Visitor Center



Existing UGRR exhibit inside

At present, all Byway-related information available at this site is located inside the Visitor Center building, with the exception of a cursory overview of Tubman on the "Tourist Info" touchscreen. On the premises, there are several existing signs and waysides relating to other subjects, including a Civil War Trails wayside that addresses the enlistment of free


¹³ This and preceding excerpt, NSB Nomination, p. 27.

and enslaved African Americans from the Eastern Shore. None of the interpretation addresses the HTURR Byway.

The Center's parking lot can accommodate over 50 vehicles, and the public restrooms in the building complex are open during business hours.

Proposed

Whether visitors are planning to begin their tours or are learning about the Byway for the first time, the interpretation at the Visitor Center site needs to provide proper introductory and appealing information about the Byway as a whole. In addition, the interpretation should be placed outside so that visitors who stop by after business hours can still receive a substantive introduction to the Byway. Therefore, the objective of any interpretation here should be that, first, the Byway exists; and second, it will be a rewarding and interesting experience, because there are many historic sites relating to Harriet Tubman and/or the UGRR to see, and this is a unique opportunity to experience the landscape that fleeing slaves traversed in their quest for freedom.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Byway Marker	Provide orientation to the Byway at all hours (include brochure holder option)
	2. Localized Audio	Suggest the excitement of the Byway experience with an exciting introduction to the Byway
	3. (Existing) UGRR Exhibit	Provides background on the Byway's history and culture

1. A 12-ft Byway marker placed on the lawn, to the east of the existing signs, will serve to advertise the Byway, identify the Visitor Center as a Byway stop, and describe other offerings that can be found on the Byway and in the region. The marker's uniquely tall form, visible from adjacent roads, will visually confirm to visitors looking for the Byway that this is a stop, while also attracting passing motorists and compelling them to stop and find out what the marker is.
2. In addition, the presence of localized audio, as will be indicated on the marker, can further interest visitors in the Byway experience. An exciting, animated overview of the Byway's story and some of its attractions will lend a sense of excitement to the actual experience. The content of the audio can also provide context on the UGRR as a movement and operation, here and around the nation. Like the Byway marker, localized audio provides information about the Byway during all hours of the day, but without adding another physical form to the site. The audio can be broadcast into the cars of visitors, who are parked in the Visitor Center's extensive lot.

Content / Why Visit

The Dorchester Courthouse is the site of **Harriet Tubman's first rescue**, that of her niece Kessiah and Kessiah's children, from the auction block.

- In 1850, Kessiah Bowley and her two children were to be sold on the Courthouse steps, most likely to a plantation located further south and thus farther away from her family and free husband, John Bowley.
- Through messages communicated by Underground Railroad operators, Tubman heard about the intended sale and used the same network to arrange a plan with John to bring Kessiah away to freedom.
- On the day of the auction, John bid on his family and, before the payment was due, he, Kessiah, and their children escaped to a sympathizer's nearby house. From there, they fled on a boat to Baltimore, where Tubman was waiting for them among friends and family, and then to Canada to freedom and safety.
- While the slave auction once located **at this site** was a symbol of slavery's atrocities, it is also a reminder of the collective effort of many individuals to **counter slavery through the Underground Railroad**, and that while free themselves, Tubman, John, and others **could not feel free** as long as their loved ones remained enslaved.

Existing



Existing NTF wayside in front of the Courthouse, at Church and High streets





The present Courthouse building, erected in 1852 and one of few surviving on the Eastern Shore from the time of the Underground Railroad, was once located near Cambridge's slave market. There is an existing NTF wayside that already describes Harriet Tubman's rescue of her niece, Kessiah Bowley, who was to be sold on the Courthouse steps in 1850. Although a different building, the original Courthouse was located on the same site as the present. The wayside also mentions the arrests of Samuel Green and Hugh Hazlett in the context "Justice in Slavery Times."

The area around the Courthouse is a convenient location for visitors to find street parking and enjoy the northern end of Cambridge on foot. At the intersection of Church and High streets, the wayside occupies a dedicated corner in the downtown streetscape, with room for pedestrians to walk about. The wayside features a special frame that echoes the shape of the Courthouse's Palladian windows. Additional interpretation located here could augment this corner as a mini-destination for walking tourists and provide further reason for driving tourists to stop.

While the wayside recounts the details of the Bowley escape, and mentions that Kessiah and her children were to be auctioned "at this site," there is no other content that clearly and inseparably matches the story to this site, the Courthouse. In addition, its importance to the Tubman and UGRR story notwithstanding, the Courthouse lacks identification as a Byway site.

Proposed

Given the content and existing conditions, the objective of any new Byway interpretation here should be to: a) brand and link the site to the overall Byway experience; b) build upon the existing site-specific story, that of the Bowley escape, rather than introduce a new story; and c) clearly communicate that the event happened on this spot. It is also important to note that this is a working courthouse, and the county and judicial offices are interested in keeping the ground dignified.

BYWAY INTERPRETIVE ELEMENT		OBJECTIVE
	1. Site Marker	Identify the Courthouse as a Byway site
	2. Historical Panorama	Focus on the Bowley escape, and marry the story to the physical site
	3. Site Texting	Capture passing pedestrians
	4. (Existing) NTF Wayside	Recounts Bowley family escape, justice in slavery times (Samuel Green, John Bowley)

1. A Byway site marker, placed next to the similarly tall NTF wayside, would provide Byway identification. Since the wayside already tells the story of Kessiah's rescue, the marker would not need to include any additional narrative text.
2. An historical panorama, located on the other side of the wayside, would provide the visual confirmation needed to make the site feel authentic and part of the historical fabric. The panorama would depict the slave auction happening at the Courthouse, while Kessiah and her two children escape with her husband to a sympathizer's nearby house. Even impressionistically rendered, a visualization of the scene will enable visitors' minds to latch onto an image they can remember and understand the site as being part of a greater historical trajectory. Seeing the Bowleys at this site, in combination with seeing other self-liberators at other sites, will help solidify the notion that the Underground Railroad and quests for freedom were active in different parts of the region, at different points in time.
3. Finally, site texting at this corner in downtown, where pedestrians and slow-moving cars are likely to pass, will help capture more audiences through the quick and easy dissemination of factoids relating to the story. Text messages could, for example, inform visitors that an earlier courthouse here was the site of the town's slave auction. Tubman staged her first rescue here in 1850, saving her niece Kessiah from the auction block.

Content / Why Visit

One of several locations where visitors have an unobstructed view of the Choptank River, Long Wharf is well-positioned to be the starting point for the story of slavery in the region, local and Chesapeake. The Wharf is also notable as the dock where Hugh Hazlett, known Underground Railroad conductor, was supposed to disembark for his trial at the Courthouse two blocks away.

- The Wharf is where **the slavery story begins**. Interpretation here can explore the legal/economic/biblical versus moral judgments perhaps in a profound way. This is where slave ships docked in the 17th and 18th centuries, unloading cargoes of captured and enslaved Africans (some directly from the African coast, others coming from the West Indies). Cambridge, Dorchester County, and Oxford, Talbot County, were the two significant slave markets on the Eastern Shore.
- The Hazlett story here is a **continuation of the one introduced at Denton**, where he and seven runaways he was leading were jailed after their escape was ambushed in northern Caroline County.
- Having set off from Dorchester County, the escaping group was returned by steamboat down the **Choptank River** for trial in their home county, presenting visitors with another use of the river.
- At a time when **pro-slavery vigilantism** had increased, the transport of Hazlett and the seven fugitives incited a large group to gather at the wharf to meet the boat, with potentially malevolent and violent intentions, forcing the sheriff to dock the boat elsewhere.
- A microcosm of the Eastern Shore's myriad opinions on runaways, the Hazlett story told at Long Wharf introduces visitors to the antebellum nuances between what was **legally and ethically right**.

Existing

The marina



The Nathan (left)





Long Wharf, a two-block stroll north from High Street and the Courthouse, includes a waterfront park, a marina, and a modern skipjack, the *Nathan* of Dorchester, which is docked here. An existing, two-post CBGN panel provides information about the *Nathan*. In addition, “a shipyard on Hayward Street, also walking distance in the other direction, is a modern example of the kind of place where many enslaved and free craftsmen were also employed.”¹⁴

Like the River itself, the view of the Choptank at Long Wharf is wide and unfettered, so much so that it starts to resemble a bay more than a river. With little to no historical fabric remaining, it is difficult to imagine the Wharf in its 19th century incarnation; and without a focal point or interpretation for visitors concentrate on, the extensive parking lot begins to dominate the site and overshadow the Wharf’s original purpose as a wharf.

Other vessels, such as cruise ships and historical reproduction boats, can sometimes dock here. Other visitor amenities include a spacious parking lot for approximately 30 cars, fishing piers, a portable restroom, and picnic tables.

Proposed

In addition to identification as a Byway site, the Wharf would benefit from interpretation that visualizes and animates its history.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker	Identify Long Wharf as a Byway site; tell the story of the boat with Hazlett attempting to dock here
	2. Historical Panorama	Help visualize the Wharf’s antebellum appearance by illustrating the slave ships and Hazlett story
	3. Localized Audio	Bring the slavery story and the Wharf to life by reenacting the Hazlett scene and presenting the different perspectives on runaways
	4. Site Texting	Engage audiences with story factoids and dramatic details
	5. (Existing) CBGN Wayside	Interpret the skipjack, <i>Nathan</i>

1. The site marker, displaying the narrative for the Hazlett story at Long Wharf, could be placed on the dock on either side of the *Nathan*. The marker would signal to visitor that this is their destination within the greater site of the Wharf.
2. An historical panorama could be placed next to the marker and angled to replicate the view of where the action of the slavery and Hazlett stories would have taken place. The panorama’s illustration could show the Wharf as it may have looked in the 1850s, and depict the docked slave ships, their cargoes being unload, and the scene of the mob gathering to meet the boat carrying Hazlett and the seven fugitives, while the sheriff tries to turn the boat away from the dock.
3. The large parking lot also makes this site is a good opportunity for localized audio, whose content could alternate between a radio drama (featuring the sounds of the

¹⁴ NSB Nomination, p. 28.

slave port, the mob, a reenactment of the sheriff's decision-making on the boat, and the sounds of the wharf) and a montage of first-person contemporaneous perspectives on runaways at the time. Representing the spectrum of opinions, the perspectives could range from those of self-emancipators, to the sheriff, to the vigilantes.

4. Site texting here would also help appeal to those people who come to Long Wharf for other purposes (the marina, boat cruises, fishing), and therefore do not have much time or interest in reading the story on the marker. However, the promise of a text message might inspire them to engage in the story, provocative details of which (such as, "Did you know this is where frightened Africans, abducted from their homes and families, were sold to white Europeans to labor as slaves without freedom or pay?" or "Did you know this wharf was the scene of an anti-abolitionist mob?") could then be channeled back to them.

Content / Why Visit

The Harriet Tubman Organization and Museum (HTO) does not occupy an historical site, but it is a valuable stop on the Byway both for the context their exhibits provide and for the insight into how important Tubman still is to her home community.

- As the NSB Nomination points out, “it is one of the **oldest community organizations** dedicated to the memory of Harriet Tubman. The efforts of members of this group have **benefited the community** through community action and efforts to develop significant memorials to Tubman as well as interpretation and tours at the museum and educational center.”¹⁵

Existing



The HTO (center) on Race Street, before its construction on its façade



The HTO building is a three-story structure facing Race Street in downtown Cambridge. As of November 2009, the HTO's building façade was under construction. Inside, one of the most notable features is the mural dedicated to Harriet Tubman which includes a full-height representation of her.

¹⁵ This excerpt and preceding quotation, NSB Nomination, p. 30.

Visitors who call ahead for an appointment will find a rewarding interpersonal experience here, viewing exhibits and talking with guides, who are also available to provide tours that follow this itinerary and others. A gift shop and literature about area attractions are also available.¹⁶ Ongoing development of the HTO's exhibits and panels and renovations, meanwhile, are improving this site and the resources available to visitors (some of this work is happening with the expert assistance of the National Park Service).

Visitors can find street parking in the downtown area. The Museum has a bathroom inside.

Proposed

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker (flat)	Identify the HTO as a Byway site; emphasize the community's role in telling Tubman's story
	2. Site Texting	Introduce Tubman to passing pedestrians and vehicles
	3. <i>(Existing)</i> Tubman/UGRR Exhibits	Preserve and teach the legacy of Tubman and the UGRR on the Eastern Shore

1. Since this site has limited exterior space – only the sidewalk in front of the building – a “flat” version of the site marker could be placed against or close to the building to identify it as a Byway site. Since the HTO's exhibits already provide background information on Tubman and the UGRR, the marker's content can focus on the parallel story of how the community has sought to preserve and promote Tubman's story. DCT will need to confirm that use of the sidewalk is allowed.
2. To leverage on the foot traffic and slow-moving vehicular traffic of Race Street, site texting outside of the HTO could, in quick and low-commitment ways, build on the contextual stories of Tubman and the UGRR that are told inside. Messages could introduce people to Harriet Tubman, the person, with facts about her life. Even the simplest ones – Did you know Harriet Tubman was born and raised in this part of Maryland? – could have a surprising effect.

¹⁶ Visitor information from NSB Nomination, p. 29.

Content / Why Visit

Built after the Civil War, the Stanley Institute is located at the optimum place to tell the story of the “Stampede of Slaves,” the wave of escapes from Dorchester County that occurred in October 1857.

- In a period of three weeks, an estimated **43 slaves successfully escaped from Dorchester County**, at a time when tensions and reactionary measures against African Americans on the Eastern Shore were already increasing.
- Almost as astonishing as their success was the breakdown of the self-liberators: the escapes happened not in a haphazard trickling of a few individuals but in **two large groups**, one consisting of approximately 15 people and the other 28, including twenty children (some of whom were infants). Among the fugitives were three complete families and the entire slave holdings of one slaveowner (Samuel Pattison).¹⁷
- Adding to the drama of the story were the **adverse conditions** under which the groups escaped, from the cold and heavy rain to the desperate and persistent attempts by the slaveowners to capture back their property. As if to match these obstacles, the group of 28 was heavily armed.
- As unlikely as the stampedes’ success seemed, it was made possible through the bravery and commitment of many individuals on the **Underground Railroad**.
- In silent juxtaposition to the Stampede’s story about slavery and freedom, the Stanley Institute stands as a testament to another history characterized by failure and success, that of **African-American education**.

Existing

The Stanley Institute



The road-side corner of the front lawn

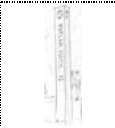

¹⁷ Statistics from *Bound for the Promised Land*, p. 145.

The old Stanley Institute building is located at the three-way intersection of Church Creek Road (Route 16), Dailsville Road, and Bayly Road. A handsome one-story structure, it sits within the acute corner formed by Church Creek and Bayly Roads. A grassy lawn fills the area between the building and the roads. It is well maintained and punctuated by a telephone pole and street lamp. There is an existing historical marker, which provides a brief history of the Institute within African-American education.

Visitors can turn onto Bayly Road and park briefly on the shoulder. There is room for three or four cars to stand here at a time.

Proposed

Any new Byway elements interpreting the Stampede of Slaves should be placed at the corner of the lawn closest to the road, near the lamppost. Looking down the roads from here, this placement will provide a visual setting for the stampede story while respecting the space of the Stanley Institute and historical marker, which will be left as is.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker	Identify the Institute as a Byway site; tell the story of the stampede of slaves
	2. Historical Panorama	Illustrate the stampede of slaves
	3. Localized Audio	Narrate the full story of stampede of slaves
	4. (<i>Existing</i>) Historical Marker	Explains the history of education at the Institute

1. A site marker close to the corner of the road will clearly mark the Institute as a Byway stop to passing motorists. The marker will provide visitors with an overview of the Stampede story.
2. Providing additional visual augmentation, an historical panorama can depict one of the freedom-seeking groups fleeing on foot down the road. The visual can utilize or adapt William Still's illustration of the group of 28.
3. Since there is room for some visitors to remain parked on the side of the road, localized audio could also be hosted here. Programming could feature the narration of a more detailed account of the stampede (such as Larson's book), enlivened with sound effects, such as footsteps (both cobbled and bare), hushed whispers, quiet infant babbling, boats and wagons, moving trees, and, at times, the sounds of vigilante groups hunting the fugitives. Indeed, narration by a local student would not only involve local youth in their regional history, but would give added import to the idea of families escaping together, as well, and underscore the site's implicit connection to education. Alternatively, finding descendants of the 43 who ran away and asking them to narrate could be an option, thereby conveying a very personal message of hope and survival.

Content / Why Visit

The site representing Church Creek is located just outside of the historic town proper. As visitors can read in the current driving brochure, “Before the Civil War, this town and creek served as a major shipbuilding center that employed African American and white workers.

- The existing NTF wayside on site expands on the experience of Tubman and her parents **working and living in Church Creek and nearby Madison**.
- The wayside also addresses the Byway’s primary theme, that her experience as a slave in these lands equipped her with the **knowledge and survival skills** she would need to navigate them again as a conductor on the Underground Railroad.
- In addition to the content on the existing wayside, there are a number of other stories that could be told here. Foremost among them is the **story of shipbuilding** in Church Creek. This is where some Chesapeake schooners were illegally retrofitted for the slave trade in the decades after the abolition of the transatlantic slave trade in 1808. The image of black shipwrights, free and enslaved, having to put slave chains and shackles in the hulls of these ships so they could illegally transport stolen Africans is a poignant one.
- The **black mariner story** is also very important here. Some traveled around the world on ships. There are numerous escape stories linked to this place, like those of John Wesley Reed and William Cornish.

Existing

The pull-off for Church Creek



NTF wayside and view, before trees

The existing pull-off, owned by the State, is located on Route 335 near Route 16. Although it is on the outskirts of the historic town of Church Creek and does not overlook historically significant land, it is a site available for use, conveniently situated right off the road, and offers ample parking for a dozen cars. Originally, the tourism offices hoped visitors would purchase food from the nearby merchants and bring it here to eat and rest. However,




without picnic tables or shelter, there are no “creature comfort” incentives for visitors to leave their cars.

There is an existing NTF wayside at the western corner of the lot that addresses the history of slavery and Tubman in both the Church Creek and Madison areas.

As of November 2009, the plot of land immediately behind the wayside was planted with young trees.

Proposed

Any additional interpretation for Church Creek should be placed at the existing pull-off, not in the town of Church Creek proper. It should build on the stories already introduced in the NTF wayside, while also orienting visitors to the town and the surrounding historic areas.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker	Identify Church Creek as a Byway site; introduce shipbuilding story and direct visitors to the town itself
	2. Interpretive Seating (picnic table)	Map out the historic area of Church Creek (shipbuilding areas, Thompson properties)
	3. <i>(Existing)</i> NTF wayside	Describes Tubman and her family's experiences in the Church Creek and Madison areas

1. A site marker can be placed next to the NTF wayside, thereby branding the site as part of the Byway. The marker should not repeat any of the information already covered sufficiently by the wayside. Instead, it should introduce the new shipbuilding story, and include a message encouraging and directing people to visit the town of Church Creek itself.
2. To encourage visitors to also spend more time and rest at the site, interpretive seating (in the form of picnic tables) should be provided for travelers to sit and eat lunch. The tabletops could feature a more annotated version of the map on the wayside, showing visitors where they are in relation to the historic areas nearby, including the shipbuilding sites, the old Thompson properties, and other Byway sites.

Content / Why Visit

As the site of the old Thompson farm and several antebellum timber operations, the Woolford and Harrisville areas are places of special significance to the Harriet Tubman story.

- First, research indicates that the Thompson farm, where Ben and Rit were most likely working and living in 1822, is the most probable **site of Tubman's birth**. Property records show an area west of the Thompson site as "old Ben's," thought by historians to be Ben Ross's home. ¹⁸Edward Brodess did not move to his farm in Bucktown until 1823 or 1824.¹⁹
- Second, apart from the question of her birthplace, Tubman certainly **returned to the area in the late 1830s as a slave** hired by Joseph Stewart, whose family plantation, shipbuilding, and lumbering business was located to the west of Harrisville.
- Tubman's work in Stewart's timber harvesting operations would have brought her closer to her father, who at this time was also employed by Stewart. Doing "all the work of a man," she was introduced to the **community of free and enslaved African Americans** who worked in the timber and maritime industries surrounding the Thomson property.
- In addition, she was exposed to and participated in the **secret network of communication** that existed between the heavily forested woods and nearby ports, where ideas of liberty and freedom – and how to reach them – were shared among African Americans.
- The experience Tubman gained by working and living in this area for five or six years – including the diligence she displayed as a timber laborer, the knowledge of surreptitious networks, a closer bond with her family and friends, and a familiarity with the watery, marshy, and wooded landscape – all helped to **cultivate the motivation, character, and skills** she would need to mastermind and lead her later escape and rescues.
- Also specific to the Woolford area, **Route 16 was like a highway to freedom**. An old pre-colonial pathway used by Indians, it also presents significant numbers of escape stories. The great majority of enslaved people who fled the region came from places along this road (scores and scores of people). In contrast, for instance, only a handful fled from the Bucktown area in the same time period (1850s), maybe a dozen during the two decades leading up to the Civil War, whereas Route 16 had more flee in some single years.

¹⁸ NPS Special Resource Study, chapter 2, p. 29.

¹⁹ For more detail, see *Bound for the Promised Land*, pp. 18-19.

Existing



Harrisville Rd (left) and Rte 16 (right)



The Woolford Country Store on Rte 16

Harrisville Road runs almost three miles south/southwest off Route 16, past farms and wooded areas that stop just short of the Big Blackwater River. The narrow road dead-ends at a cattle gate beyond which lies the historic Thompson farm, now privately owned by a private sportsmen's club and inaccessible to the public. Indeed, most of Harrisville Road is privately inhabited, with no place for cars to pull over or turn around without difficulty.

The head of Harrisville Road at Route 16, meanwhile, does not offer any more opportunities for interpretation. The southbound lane is hidden from turning traffic by tall trees, making that shoulder dangerous for stopping. Both corners are occupied by existing traffic signs before turning into ditches.

To create a visitor stop with interpretation, the DCT will need to approach one of the property owners. The first choice is the church in Woolford. Another promising candidate is the Woolford Country Store, about 700 ft east on Route 16, which has a parking lot. There is currently no interpretation or visitor information in this area.

Proposed

Since neither the "authentic" site (old Thompson farm) nor the "authentic" area (Harrisville Road) will be accessible to visitors, the challenge here is creating interpretive elements off-site that can become a destination unto themselves, and one worthy of the significance of this area to the Tubman story.

BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
1. Site Marker	Identify the Woolford area as a Byway site; describe the Tubman-Ross family story, including probably birth, on Thompson's farm
2. Statue	Create a substantial destination
3. (NIS) DCT Audio Tour	Tell the area-based stories as visitors drive through the area, without the need to stop

1. At the Country Store, a site marker can be placed at the western edge of the parking lot. The marker should recount Tubman's experiences in this area, and include

language that says Tubman's possible birthplace is near here, but without specifically directing people down Harrisville Road.

2. A bronze statue of Tubman, as a young adult cutting timber (an age at which she starts to be recognizable as Harriet Tubman), could also be placed in the lot. The permanent- and precious-looking sculpture will help create a sense of destination and provide an "artifact" that visitors can expect to see. It is likely the store will welcome the attention and potential patronage to its business. In turn, the store, through its very presence and activity, will provide a measure of built-in security for (or deterrence of harm to) the statue. The significance of the story and the compelling quality of a statue at this site will combine to attract visitors, potentially even alleviating the high visitation to the Brodess Farm as a result.
3. The DCT's future plans for an audio tour should include the Harrisville-Route-16 intersection as a track so that motorists can cue up the stories and listen to them as they drive through the area.

If a location is later negotiated somewhere on Harrisville Road itself, the site marker from the Country Store can be moved there. The statue, however, may want to remain at the Store, where visitors can continue to see it, as word of mouth may have spread about its being there.

Content / Why Visit

Madison, situated north of the old Thompson and Stewart timber lands and overlooking its bay, was one of Dorchester's antebellum ports and shipyards that connected the County with the rest of the world. As such, it was a site influential both to the Underground Railroad and to Tubman.

- Under the employ of Joseph Stewart, "**Tubman and her father visited this shipyard frequently,**"²⁰ bringing the timber from the interior, procuring shipments for Stewart's store, or running other errands.
- **Tubman's life stories** at this site could include those of her becoming a strong and independent worker, living and working with the Stewarts, then living with her parents at Peter's Neck, and also her marriage to John Tubman, a free man. This site is an opportunity to tell the story of **blended families**, free and enslaved, and how this complicated African American life in the region.
- Like other ports where free and enslaved African Americans, working as mariners or land-laborers, would have interacted, Madison was a **hub of information exchange** – particularly about the North and how to get there.
- Relaying that information required **inventive means of disguising** it from the white masters, a skill that Tubman would have honed in public places like Madison.

Existing



The approach to the Madison site



The parking lot and boat launch (Caper's Wharf in distant right)

²⁰ NSB Nomination, p. 30.



Looking back at the pavilion and lot



The pavilion

The permanent Byway site in Madison has not yet been chosen. A site will be successful if it can provide visitors with a view of the former shipyard. Although no vestiges of the shipyard remain, a good vantage point will set the scene for interpretation.





The site most readily available is the plot owned by the County behind the Madison firehouse. There is a pavilion, boat launch, parking lot, and some water frontage, none of which looks or feels maintained. The grass and shrubbery along the water are somewhat unkempt. There seems to be a sightline to the historic shipyard, but without guidance, it is difficult to know which direction to look in. There are crab traps and other maritime equipment being stored in the area. The pavilion will require significant restoration work before any interpretation can be placed there, a project that should be planned for a later phase. Overall, the site does not communicate that it is open to visitors.


The most desirable location, however, is the attractive grassy and tree-lined waterfront at Caper's Wharf, a privately owned site closer to the Bay. A third option is the Madison Bay Restaurant on Madison Canning Road. The DCT will need to approach the various property owners about a partnership.

All of the potential sites are located on smaller, unassuming roads that turn sharply off the Byway.

Proposed

Although no vestiges of the historic shipyard remain, the interpretive elements can leverage the view to conjure up the past.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Directional Marker	Guide motorists to the correct roads
	2. Site Marker	Identify Madison as a Byway site; explain the importance of the shipyard to the UGRR and to Tubman
	3. Large-scale Map (Option B only)	Further demarcate the site and orient visitors to the Byway
	4. Interpretive Seating (picnic	Encourage visitors to rest and enjoy the

	tables) 5. Historical Panorama	historic view Frame the view and visualize historic use of the Bay
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1. Whichever site is ultimately chosen, directional markers will be required to guide motorists off Old Madison Road (to Caper's Wharf) or off Route 16 (to the pavilion or restaurant). If possible, a Byway directional marker should be placed on Route 16 itself, pointing cars down Old Madison Road, so that travelers will pass through this historic town first.
2. A site marker will identify the chosen as a Byway stop. The marker will also explain the role that Madison's old shipyard played in the development of the UGRR and of Tubman as a future conductor.

Additional site-specific interpretation will depend on the location, options being:

Option A, pavilion/area behind firehouse: With repair to the existing pavilion, the site could easily host interpretive seating and an historical panorama. The ground directly adjacent to the pavilion could be leveled and feature a large-scale map of the byway (either in its entirety or just the immediate area), painted in monochromatic road paint. This would be a special way to further brand and demarcate the site as "Byway," lest the feeling of destination be lost in this no-man's-land. (3, 4, 5)

Option B, Madison Bay Restaurant: There is some room between the restaurant and the road for interpretive seating and an historical panorama. (4, 5)

Option C, Caper's Wharf: A pleasant, grassy bank with trees, Caper's Wharf has a better view of the port. Increasing the invitation to stay, interpretive seating would enable visitors to comfortably have their lunches and rest, fostering a sense of destination. The tabletop graphic could show a map of the area, tracing the timber-transport routes and areas in which Tubman was likely to have worked. The map could also show other nearby Byway sites, to help orient people to the rest of the experience. An historical panorama would capitalize on the scenic view while also importing the historical shipyard activity of antebellum Madison to visitors. (4, 5)

Stewart's Canal (CMP)

Content / Why Visit

As the NSB Nomination points out, "Visitors with only a limited understanding of the American history of slavery may have a mental picture of 'Gone with the Wind' enslavement, stooped labor over cotton fields or house servants." In contrast, the Nomination continues:

- Here in Madison at Joseph Stewart's Canal, visitors may gain a greater understanding of the **brutal industrial work** required of [free and enslaved African American laborers] when they contemplate a six-mile canal, hand-dug over decades, in the marshes spreading out in the view before them.
- The canal would have transported timber cut from surrounding forested swamps, also requiring hard labor under the **challenging conditions** of a steamy summer climate, mosquitoes (which carried malaria), poisonous snakes, and other pests.²¹ Laborers also worked in the cold weather as well, causing many to fall ill. Many people, both black and white, could not swim in the 19th century, and therefore it is expected that many laborers died from drowning, too.
- The canal ultimately connected the Big Blackwater River with Parson's Creek, allowing logs to be floated between locations. It was also used to float produce on barges, or rafts, or canal boats known as "stone boats."
- The story of **Jacob Jackson** should also be included at this site if a means to convey it can be found. Tubman sent a coded message to Jacob Jackson nearby to alert her brothers that she was coming to get them. This story reflects the greater, more universal message of the complexity and secrecy of the network, and the passing of coded messages.

Existing



Driving up to the Canal/Parson's Creek





Concrete path (center) for silhouettes

²¹ This and preceding excerpts from NSB Nomination, p. 30.

Route 16 crosses over Stewart's Canal, almost at a perpendicular angle, so that the canal extends straight out from either side of the road. There is no signage identifying the canal, apart from a road sign indicating "Parson's Creek." There is currently no place for cars to safely stop here.

Proposed

As the CMP recommends, "Interpretive installations at this site must be minimal in their impact to the relatively pristine, environmentally sensitive landscape." Minimalism is also advised to prevent visitors from stopping in this hazardous traffic zone in order to read text of any length. The goal of any new interpretation, therefore, should be to simply convey a sense of what happened here without compelling motorists to stop or even slow down. Details should be reserved for the driving brochure and audio tour.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker (4-ft) or Directional Marker	Identify the Canal as a Byway site
	2. Silhouettes	Visually interpret the landscape with minimal environmental impact and no need for visitors to stop
	3. (NIS) DCT Audio Tour	Provide more detail on the canal story while visitors continue to drive

1. Either 4-ft high site markers or directional markers should be placed at both approaches to the bridge thereby confirming to travelers that it is a site. (If placed close to the bridge, the markers do not need arrows; they will act as site markers. If placed further away from the bridge, the markers could have "straight ahead" arrows, acting as directional markers.)
2. Steel silhouettes of the canal workers, enlarged to ensure visibility from the road, could be placed on the existing broken concrete path on the west side of the canal. Without requiring visitors to stop, the silhouettes can interpret the landscape by serving as a reminder that people, and not machines, built this canal. Representation of human figures also lends a sense of scale to the landscape, which in its boundlessness can appear flat and miniaturized.
3. Audio guide explanation, meanwhile, can provide details on the Canal's construction, such as the purpose of the Canal, its length, the duration of construction, and dangerous conditions that faced the laborers.

Sidebar

Byway Route: Smithville Road

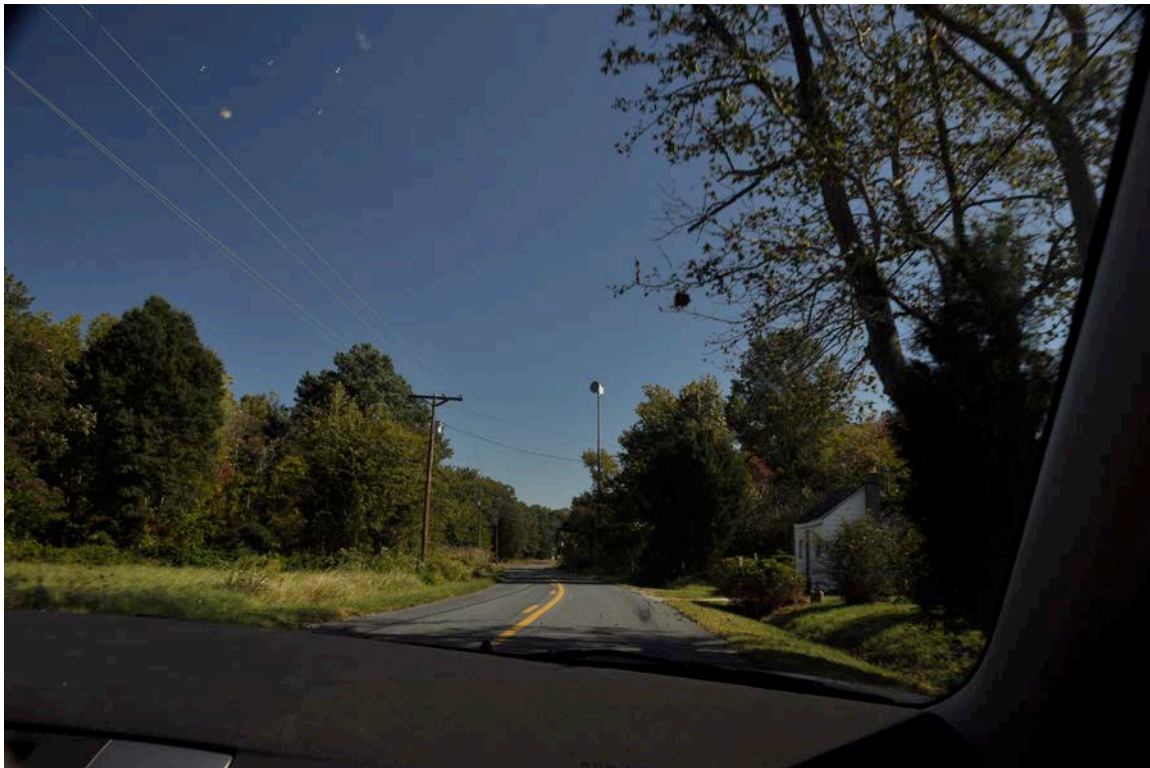
Content / Why Visit

After Stewart's Canal, visitors following the Byway will continue to drive along Smithville Road for six miles before reaching the next Byway stop (the Smithville Public Boat Launch). This stretch is an example of a scenario that will inevitably occur on the Byway, where the visitors will have to drive ten or fifteen miles between stops. The absence of marked sites, however, is not for the lack of history in these areas.

In the case of Smithville Road, the distinctive landscape, vacillating between land and water, holds special significance for those who live there.

- The local neighborhood is very **proud of the area and the land** as their home. Some families have lived here for generations. There are old, established church congregations, as well.

Existing




Driving along Smithville Road

Smithville Road is a quiet and scenic drive, with alternating views of old homes, forests, and waterways. At its southern end, it passes by the Blackwater National Wildlife Refuge. There is no existing interpretation relating to the Byway, Tubman, or the UGRR.

Proposed

In the absence of pre-designated stops, interpretation along Smithville Road and other similar stretches of the Byway will be delivered primarily through audio means.

BYWAY INTERPRETIVE ELEMENT		OBJECTIVE
	1. Radio Station	Link together disparate sites; provide general information about the Byway
	2. (NIS) BNWR-DCT Radio Station	Provide general information about the immediate area (the Refuge)
	3. (NIS) DCT Audio Tour	Provide on-cue information about Smithville Road

1. To help link the sites together and provide a continuous experience along the entire route, the Byway radio station can offer a constant stream of programming about the Byway. The content cannot be delivered in a site-specific manner but it can provide information about the Byway in a general way. It is always accessible and, unlike the audio tour, it does not require advance pick-up of media files.
2. Another radio option for visitors may be the station shared by the DCT and BNWR, if it is in range. The content would be slightly more tailored to the Smithville area, which shares parts of its landscape with the Refuge. Still, the content would be generalized. It could provide information about the natural environment and the creatures that are typical of the Eastern Shore landscape that Tubman knew so well.
3. To deliver on-cue, site-specific content, Smithville Road could be a track on the DCT's audio tour. Programming could include: spirituals sung by local choirs; testimony provided by locals about the importance and meaning of the rural watery landscape to them; and quotations from historical characters about this place, whether they reflected it was miserable, harsh or beautiful.

Content / Why Visit

Like the Dorchester Visitor Center, the future State Park will be one of the few places on the Byway where visitors can receive the full context of the Underground Railroad and Harriet Tubman's life on the Eastern Shore. This focus on context is reflected in the State Park's mission and vision statement for its Visitor Center:

The Visitor Center will be a destination for national and international visitors to discover the region of Harriet Tubman's birth, childhood and young adulthood, and to leave with fuller appreciation for her legacy.

To harmonize with the Park's messaging, Byway interpretation here should reinforce the overarching interpretive themes outlined for the State Park exhibits wherever possible:

- Theme 1: The Choptank river region was Harriet Tubman's first **home** – a place where she felt the strong ties of family and community during her early years.
- Theme 2: The Underground Railroad was a **movement** that brought Harriet Tubman to national prominence in her lifetime.
- Theme 3: Harriet Tubman's character, experiences, and actions made her a 19th century **American hero** whose influence is resurging in the 21st century.²²

The first theme, in particular, teases out a sub-meaning of the Byway's primary interpretive goal, by reminding us that "Eastern Shore landscapes" includes the social geography of her family and the community of which she was a part. Her desire to liberate her family motivated Tubman to return home time and again, while her familiarity with the local network of people enabled her to move seamlessly within the region.

As the Visitor Center exhibits are being finalized, Byway planners should coordinate with the Park's content team to select which exact messages should be conveyed by the on-site Byway interpretation.

²² Mission and themes as presented at Tubman Interpretive Charette, March 17, 2009.

Current Plans



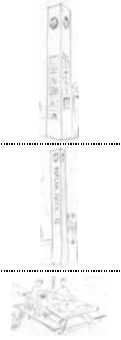
Future site of the State Park

The 17-acre State Park complex will include a Visitor Center building with exhibits about Tubman, administrative offices, a memorial garden, and trails. The entrance to the Park will be on Route 335, opposite the current Wildlife Drive exit. The entrance driveway will have a turnaround where cars can pull over and stop, even when the gate to the Park is closed during off-hours. There will be Tubman interpretive and orientation information provided on the exterior of the buildings as people approach the visitor center.

To help integrate the visitor experience at the Park and BNWR, one of the hiking/biking trails in the Park will be an extension of the western half of the Refuge's Wildlife Drive, which will be converted into a hiking/biking trail, as well.

Proposed

While construction of the state park is anticipated to be ongoing through early 2012, the project architects have asked that certain Byway interpretive elements be planned for inclusion in the Park.

BYWAY INTERPRETIVE ELEMENT		OBJECTIVE
	1. Byway Marker	Orient State Park visitors to the Byway
	2. Site Marker	Identify the State Park as a Byway Site; introduce the mission and exhibit themes
	3. Interpretive Seating (picnic tables)	Provide outdoor amenities; reinforce the exhibit themes

1. An orientation marker will be located in the entrance's vehicular turnaround to introduce the Byway to the many visitors who are expected to visit the Park.
2. A site marker will be located in the same vehicular turnaround to identify the Park as a Byway stop. It will introduce the State Park's mission and overarching themes. Additional story content, if any, should be determined in consultation with the Park's content team. Generally, it should reinforce the exhibit themes in the Visitor Center.
3. Interpretive seating will be placed in a location to be determined by the project architects. The tabletops should show a map with the relationships of the state park site to Tubman's mother's and father's homes in Harrisville and Bucktown and her grandmother at the Little Blackwater Bridge. The specifics of the story content should be determined in consultation with the Park's content team.

It is possible that visitors to the Park will overlook the markers in the vehicular turnaround when the Park is open, so additional Byway information should be placed inside the site to capture their attention. Incorporating this information into the Park design team's exterior kiosk will need to be coordinated when the time comes.

Blackwater National Wildlife Refuge (BNWR)

Content / Why Visit

The wooded forests, marshland, and waterways that characterize the Refuge are largely unchanged from the time that Harriet Tubman would have experienced them, as she traveled between her mother's home on the east and her father's on the west, worked in the wooded areas north of the Big Blackwater River, and returned to lead escapes.

- The entire Refuge, therefore, can be understood as an immersive environment through which the **overarching themes of both the Byway and State Park can be integrated and interpreted**: The Choptank river region was Harriet Tubman's first home – a place where she felt the strong ties of family and community during her early years and the sting of slavery; and the Eastern Shore landscapes both aided and hindered Tubman's quests for freedom.
- As the NSB Nomination specifies, "The vast, remote wildness of this place is sure to impress the visitor in contemplating the **skills required to stay alive**, much less move around in this landscape. Navigation, knowledge of wildlife and foraging, and close observation of changes to the terrain would have been critical to fugitives.
- "**Crossing water** anywhere in this landscape was a major challenge; without boats or swimming ability, freedom seekers would alter their routes by miles to get around the various streams winding through Dorchester County's portion of the Choptank River basin."²³

Existing



The BNWR entrance sign on Key Wallace



An exhibit inside the Visitor Center

Accessed from Key Wallace Drive, the BNWR visitor center offers comfort, travel information, an "osprey cam" (view by camera of an osprey's nest), and exhibits about the rich natural resources of this special place. Five short walking trails in the refuge enable visitors to get "up close and personal" with the forests and wetlands sheltering a variety of

²³ This and preceding excerpts from NSB Nomination, p. 31.

amphibians, birds, and the endangered Delmarva fox squirrel. Four paddling trails are available to kayakers and canoeists.²⁴

Parking and restrooms are available at the visitor center. There is no existing interpretation of Tubman or the Underground Railroad, or materials about the Byway, at the Refuge.

Proposed

Minimal forms of exhibitry, located in a half-dozen areas that are or will be visitor-designated, and offer good views of or proximity to the environmental conditions being interpreted, will cumulatively form a new Tubman/UGRR-themed tour of the Refuge. The result will be a trail-based system of interpretation similar to that currently employed by the Refuge. The system allows on-site delivery of information while limiting intervention onto the landscape itself.

See chapter H, Design Case Study, for further descriptions of proposed interpretation at each site.

²⁴ Description of amenities from NSB Nomination, p. 31.

12
Brodess Farm
12b
Polish Mills Farm

Content / Why Visit

As the place where Tubman spent her early years, the Brodess Farm was the site of several significant events that seem to foreshadow the leader Tubman would become.

- Edward Brodess moved his slave, Rit Green (Harriet Tubman's mother) and her children to his farm in Bucktown in 1823 or 1824. While this area has been historically recognized as Harriet Tubman's birthplace, there is no conclusive evidence as to the exact birth site of 1822. However, Tubman did spend her **early years working here** and on nearby farms.²⁵
- In 1833, Brodess hired Rit and Tubman's sister Linah out to Polish Mills, who owned the farm across the road (now Greenbrier Road). In prescient defiance of her master, a 10- or 11-year-old Tubman **snuck out in the evenings** and crossed these fields to visit her family in their slave cabin while her brother stood watch outside for slave patrols or her master.
- On one memorable night, November 12, 1833, Tubman's brother called her out to see the stars, which "were all shooting whichway." The thousands of shooting stars were part of the annual **Leonid meteor shower**, so brilliant and fiery it led Tubman and her family – always subject to forces beyond their control – to believe "the end of the world had come."²⁶

Existing



The pull-off at Brodess Farm



Looking across the road to Polish Mills

A pull-off has been constructed near the traditional metal historical marker that commemorates her birth, to accommodate the many people who travel to this location. The site is a primary stop on motorcoach tours and, for many Tubman followers, this is sacred ground. The existing NTF wayside, meanwhile, posits the question of her birthplace, confirming only that Tubman spent her early years here.



²⁵ Excerpted from NSB Nomination, p. 32.

²⁶ Account and quotations from *Bound for the Promised Land*, p. 41.

The current house, used as a hunting lodge, is not the original Brodess home.

Proposed

New Byway interpretation could be placed in the plot of grass between the road and driveway and, from there, cover both the Brodess and Polish Mills farms. Standing in this spot, visitors may begin to realize how far apart the farms would be for a child sneaking between them on foot. To avoid repeating the content on the existing NTF wayside, which will be left in place, the new interpretation should focus on the Polish Mills farm story.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker	Identify both farms as a Byway site; focus on the Polish Mills farm story
	2. Historical Panorama	Visualize Tubman running to the Mills farm, a foreshadowing act
	3. Localized Audio	Weave together the Brodess and Mills farm stories into a single narrative

1. A site marker situated in the grassy island of the pull-off would mark the double-site as a stop on the Byway. It should contain a narrative acknowledging the Brodess farm as the place of her childhood, but then focus on Tubman's defiance even as a little girl as she made secret visits to the Polish Mills farm.
2. An historical panorama, facing the Mills farm, could depict little Harriet and her brothers, huddled together in a doorway watching the meteor shower.
3. To help weave together the two narratives – that of Brodess farm on the NTF wayside and that of Mills farm on the new interpretation – localized audio could be used to detail a single account of Tubman's childhood experience in this area. Without a linear presentation of these years (pre-head-injury), it is difficult to understand how the different periods of her hired-out enslavement relate to one another and, therefore, how they may have accumulated to forge the adult she would become. The audio should also discuss her early life working for Brodess, and also point out how terrible it was that young children were denied access to their parents, that they had to sneak around late at night to see them. Of all the sites in the southern portion of the Byway, the pull-off at Brodess farm has the best conditions for accommodating parked cars and installing the radio transmitter (high up on the telephone pole).

13 Bucktown Village Store

Content / Why Visit

The Bucktown Village Store at the intersection of Greenbrier and Bestpitch Ferry Roads is a key site in Tubman's early history.

- As the on-site NTF wayside describes, young Harriet Tubman made her **first public stand against the injustice of slavery** at the store.
- While on an errand, she encountered a white overseer disciplining a slave. The overseer ordered Tubman to stop the slave from leaving. She refused – an astonishing **display of defiance** for any slave, much less a girl of about age 13.
- The young man broke free, and the overseer picked up a two-pound weight and hurled it at him. Instead, he hit Tubman on the head with **a blow that nearly killed her**.²⁷ She nearly died from the injury, and it left her prone to seizures and **spiritual visions** the rest of her long life.²⁸
- Her survival of such an injury is an indication of the **physical toughness** that was one of the characteristics that made her able to play the role of Underground Railroad conductor.²⁹
- With ample parking, and owner support, this site could be a place to tell the larger story of slavery and the pursuit of freedom. Here, the story of the white slaveholders, using the Big House, a rare and intact period structure, as the backdrop, would be a perfect opportunity to talk about and interpret **antebellum white economic, political, and social dominance, and interactions with the local free and enslaved population**. Research should be conducted to determine the details of owners lives at this location, the enslaved people who lived here before and during Tubman's life time, and give a more holistic educational experience regarding slavery here. The shopkeepers' house, too, can be interpreted, to give visitors an idea of early small village life during Tubman's life here, too.
- Additionally, if Bazel Church or the owners of the Pritchett Meredith home site (Site #14) are unable to be partners, the current Bucktown Store site could potentially accommodate the telling of the **Dover Eight escape and the Bazel Church story**. A period drawing of a camp meeting in Bucktown exists and could be used to illustrate this story.
- It is also possible that the Meredith family gave the land to the black community in Bucktown in the 1870s to build a church of their own. This is also an interesting story that needs further interpretation, perhaps with the participation of the local Bazel Church members and the Meredith family.

²⁷ This and preceding excerpts adapted from existing Network to Freedom wayside at Bucktown store, "An Act of Defiance."

²⁸ NSB Nomination, p. 32.

²⁹ NSB Nomination, p. 32.

Existing



The intersection at Bucktown Store



The Bucktown Store and driveway entrance

As the NSB Nomination puts it, “Bucktown is the heart of ‘Harriet Tubman country.’... Many visitors, knowing this story [of Tubman’s act of defiance], are struck with powerful emotions in reflecting on this moment in Tubman’s life.... Although it is disputed whether this is the actual building from Tubman’s time, it dates from the mid-19th century, sits where an earlier store was, and occupies a traditional location in the landscape, in a traditional form.”³⁰

The building is owned and maintained as a period interior by the owners of the adjacent house, who run an outfitting business with kayak, bike, and boat rentals, as well as guided


³⁰ NSB Nomination, p. 32.

tours. Inside are more promotional materials on other tourist offerings in the region. There is an existing NTF wayside for this site. Originally installed on the north side of the store, it was temporarily removed in late 2009 and could be relocated elsewhere on the grounds if needed.

Byway motorists are both at risk and create a hazard when they slow down to look at the Bucktown Village store, located at a T-shaped intersection with two blind turns on either side. Visitors are encouraged to pull directly into the driveway next to the store and park behind it, thereby removing themselves entirely from the road.

Proposed

For traffic safety reasons, roadside interpretation should be limited to simple Byway identification.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker	Identify the Store as a Byway site
	2. Localized Audio	Tell the full story without adding clutter
	3. (Existing) NTF Wayside	Recounts Tubman's "act of defiance" and injury at the Store

1. A site marker could be placed closer to the road, either on the north side of the Store or at the head of the driveway on the south side. In either case, the marker should be left blank, apart from an identifying number, so that there is nothing for motorists stop and read.
2. Without burdening the property with more displays or intruding on the historical appearance of the Store, localized audio could be used to tell the full story of Tubman's experience at this site. Existing written interviews with Tubman in which she tells this head injury story could be quoted in the audio. Like a surrogate of themselves, perhaps the property owners could lend their voices to the narration of the story and welcome visitors to their historic property. There is another example of the importance of engaging local residents in the preservation and presentation of the history.
3. The existing NTF wayside should be relocated to the south side of the store, along the driveway, where motorists can read it while pulled safely off the road.

Content / Why Visit

Although Bazel Church does not have concrete connections to Tubman, it was a participant in the same historical dichotomy of slavery and resistance. Specifically, the role that antebellum African American churches played in catalyzing the quest for freedom could be told at this site.

- Because this is a historically African American church that dates to the 19th-century, this is a site at which the stories of camp meetings and religious gatherings could be told. These **gatherings offered a conduit for communications** among free and enslaved American Americans. These gatherings in fields in the countryside and at churches would offer opportunities to plan escapes.³¹
- As a place that sparked quests for freedom, the Church represents **sacred ground** that is powerfully symbolic of the Underground Railroad.
- A **connection with today's congregation** can be made at Bazel Church, through discussion of their Juneteenth Celebration and what the history of their church – the sacred ground – means to individual congregation members.

If arrangements with Bazel Church are not successfully made (see “Existing” below), or if stopgap interpretation is desired, an alternative focus in this area could be the Pritchett Meredith farm (across the road) and the Dover Eight escape, one of the watershed flights in Eastern Shore-UGRR history.

- On March 8, 1857, **eight slaves from Dorchester County escaped**. Initially aided by Thomas Otwell, a free African American and UGRR agent, Otwell then **betrayed** the fugitives, by luring them with the promise of protection into a jail in Dover, DE.
- The group, suspicious of the place, resisted and in a dramatic scuffle **fled the jail**, scattering in different directions. UGRR operators in Wilmington sought out the trapped fugitives and risked everything to help move them all further north to **freedom** in Canada.
- The Pritchett Meredith house (still the original) was once home to the owner of Thomas Elliott and Denard Hughes, two of the slaves who became the Dover Eight. **This was the plantation from which Elliott and Hughes escaped**. The present-day view of crops and fields represents a landscape possibly similar to that which the fleeing slaves would have traversed.
- In reaction to this and other successful escapes that year (like the Stampede of Slaves, interpreted at the Stanley Institute), the slaveowners of Bucktown, like those in the rest of the county, **increased their vigilance** of enslaved and free African Americans alike. As persecuting reactionaries exacted retribution out of

³¹ Idea suggested by Maryland Office of Tourism Development.

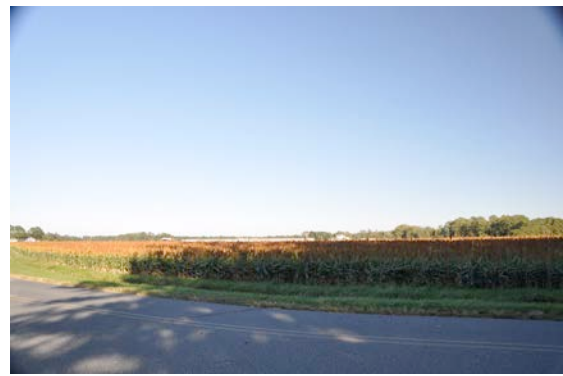
increasing desperation, UGRR operators and free African Americans, such as Samuel Green (interpreted at Faith Community Church) and Ben Ross (interpreted at Choptank Landing), were placed in **greater danger**.

- As one of the places “left behind” by self-emancipators, the Meredith site might be an interesting place to shed light on yet another perspective of the Byway’s UGRR story: **the people whose livelihoods suffered as a result of the escapes**, whether white slaveowners, free or enslaved African Americans, or others. After all, desirably or not, white slave- and property-owners were also part of the Eastern Shore’s historical landscape. Without sympathizing with any side, sensitive interpretation here could help paint a fuller picture of what the UGRR movement meant – to everyone – on the Eastern Shore.

Existing



The (closed) entrance to Bazel Church



The Meredith House across the road

At present, Bazel Church is not ready to accommodate Byway visitors. A partnership with the Church first needs to be arranged.




The Church, located straight off a 90-degree turn in Bestpitch Ferry Road and behind tall trees, is not visible without walking partway down the grassy lane beyond the current “No Parking” and “No Trespassing” signs. There is no existing room for cars to park at this corner. Without views from the road or a place (or permission) to stop, this site is currently inaccessible to all visitors; any travelers looking for the Church at present will likely be disappointed. Interpreting this site, and possibly even including it in any new tourism materials, therefore should wait until a later phase, after negotiation with the Church.

On the east side of the road, the Meredith house is the subject of a picturesque view from the road, across an expanse of crops. The entrance driveway to the property is located $\frac{1}{4}$ mile north on Bestpitch Ferry Road. A new Byway stop on the property would require a new pull-off, as there is currently no room for parking.

Proposed

Ideally, interpretation will be placed at Bazel Church. As the CMP recommends, a new “pull-off should be small, suitable for no more than two cars, and should not detract from the scenic views or historic church. The wooded property around the church and the wide open fields beyond the woods provides a great backdrop” for interpretation here. If placed on the Church grounds, the interpretive elements would probably benefit from a certain amount of protection.

Alternatively, interpretation of the Dover Eight story could be done from a new pull-off at this corner or at the head of the property's driveway, where Bestpitch Ferry Road bifurcates. If placed on the public road, where they could be exposed to harm, the interpretive elements should be chosen with durability in mind.

BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
 1. Site Marker	Identify the Church or Meredith house as a Byway site; tell the primary story (either African American church gatherings or the Dover Eight)
 2. Localized Audio (Bazel Church)	Activate the landscape/sacred ground
 3. Sculpture (Meredith House)	Sensitively represent another perspective
4. (NIS) DCT Audio Tour	Provide on-cue information about the site without requiring a stop

1. Wherever the Byway stop ends up, it will need a site marker to identify it and tell the primary story (either about the significance of African American church gatherings at Bazel Church, or about the Dover Eight escape and local repercussions at the Meredith house). It should be visible from the road, but far enough from the edge so that motorists pull over instead of simply slowing down.
2. If Bazel Church is the chosen site, its sacredness of place could be both preserved and conveyed through localized audio featuring singing and preaching. Without infringing on the pristine setting, the audio could infuse the site with uplifting content.
3. If the Meredith house is the chosen site, the perspective of “those left behind” could be represented by a single bronze statue, whose visage might express a mix of subtly rendered emotions, whether anger, frustration, disappointment, worry, longing, or even relief. Situated along the road, perhaps oriented north, as if watching someone fleeing away from him, the statue would certainly be a striking thing to behold from the road. Before even knowing who the figure was, visitors might feel curiosity or sympathy for him – and then be surprised at their own mix of feelings upon learning his identity. Able to depict the most nuanced human emotions, bronze statues are also built to withstand harm inflicted by man and Mother Nature.
4. While a site is being chosen, the DCT’s future audio tour should include this area as a track so that motorists can still receive site-specific information. In addition to the primary stories, content could include audio of African-American spirituals that would have been sung in Tubman’s time and those of the Church’s modern day celebrations.

Content / Why Visit

As the driving brochure informs visitors about Bestpitch Ferry Bridge, “this historic wooden bridge over the Transquaking River provides a view of Dorchester County marshlands.

- “In this countryside, knowledgeable local people **could hide for days, even weeks, and follow the waterways north** towards Caroline County and freedom,” another example of the landscape’s boons (and barriers) to self-liberators.³²
- Today, this site is used for launching canoe and kayak trips, as well as for hunting. To reach a new audience (hunters), additional stories could be told of how the enslaved **cleaned and cooked the kills** that their masters brought home. Specific things that were hunted, trapped and eaten could be mentioned.

Existing

Bestpitch Ferry Bridge and boat launch



The pavilion and parking lot


The Bestpitch Ferry Bridge site has several logistical advantages that make this a promising visitor stop on the Byway. On the east end of the bridge, there is a substantially sized pull-out and landing at the water’s edge, with a pavilion and room for almost a dozen parked cars. Dorchester County has plans to construct a new bridge for cars and limit the historic one to pedestrian and bike traffic only. Though the landing needs repair to the ground, the pavilion, and borders (plants are overgrowing along the edges, and water from the river can sometimes run over the entire parking area), the site is in a peaceful setting with a view of the historic bridge and surrounding marshlands, a place from which the general story of fleeing slaves navigating the waterways and marshes could be told.

Grants for repairing waterfronts are available and could be a source of funding for structural improvements to the landing.

³² From “Finding a Way to Freedom” driving brochure.

Proposed

If the site, and particularly the pavilion, could be renovated, this would be a handsome setting for interpretive elements that do not require constant supervision or protection from the elements.

BYWAY INTERPRETIVE ELEMENT		OBJECTIVE
	1. Site Marker	Identify the Bridge pull-out as a Byway site; describe local self-liberators' knowledge and use of the waterways in their quests
	2. Silhouettes	Immerse the entire pull-out in a story of escape
	3. Interpretive Seating (picnic tables)	Enable visitors to rest and take in the views; tell the hunting/trapping story

1. A site marker placed on the north side of the pavilion would be visible to travelers on Bestpitch Ferry Road and lure them into the pull-out. The marker would describe the experiences of local slaves in these marshes as they sought freedom.
2. Silhouettes of the story's self-liberators would help bring the story to life and make this site more of a destination. Scattered around the pull-out – along the edges of the marsh grass or along the edges of the water on the opposite bank – the silhouettes might not be seen at first glance. When noticed, they would appear to mirror the activities of the visitors and existing users of the launch – except for the odd positions outlined in their profiles, such as a crouch or a gesture for silence. Suddenly, the entire pull-out becomes an episode in a quest for freedom, and the visitors have literally walked in the middle of it. Since durability is an issue here, steel silhouettes would also have the economic benefit of withstanding the changing water levels and seasons. The silhouettes should be placed out of the way of the traditional uses of this site, to prevent hindering the activities of hunters and paddlers and to lessen damage to the cut-outs.
3. New interpretive seating, meanwhile, would complete the interior of a newly restored pavilion. Beneath visitors' lunches or local hunters' catches, the interpretive tabletops could introduce the secondary story of the catches and kills that slaves would have prepared for their masters.

Content / Why Visit

The Methodist congregation of Scott's Chapel was founded on this site in 1812. The Church had church services for both whites and African Americans, in segregated sessions. Free and enslaved people worshiped either in a loft space or outside near the windows. The cemeteries for the congregation members were also segregated and still exist today. Because of its long history, in which both whites and African Americans participated, this site, as the CMP suggests, is the opportune place to explore the roles religion played in the institution of slavery. As the CMP describes:

- From the anti-slavery Methodist movement to the Quaker abolitionists, religion greatly influenced the Underground Railroad movement. As a church that was attended by slaves, free African Americans, and whites, Scott's Chapel provides a platform to **examine the importance of Christianity** in the lives of enslaved people, and how slavery was reconciled with church teachings.³³
- It is possible that **Tubman and her family worshipped with this congregation** (the building is later). Her enslaver, Edward Brodess, belonged to this church. Therefore, it is highly likely that if Tubman attended services at all, it would have been here as the slave of the Brodesses, as would the enslaved people of other local landowners. Services would have been easy walking distance from the Brodess Farm.
- Without definitively stating that Tubman came here, the on-site interpretive materials can include her experiences as an UGRR conductor who saw herself as **doing God's bidding** and was therefore a recipient of His protection – a unique example of the guidance, courage, morale, and peace of mind religion could bring one of its believers.³⁴

³³ Corridor Management Plan, pp. 30-31.

³⁴ Tubman's perception of her work as divinely ordained, *Bound for the Promised Land*, p. 44.

Existing





Scott's Chapel and the segregated white graves (right)

The church's current building was built in 1891 on the original 1812 site. It sits on the west side of Bucktown Road, about half a mile north of the Bucktown Village Store and 2-3 miles northwest of the Brodess and Polish Mills farms. There is a children's playground behind the church. The graves of white families are located beyond the playground, while those of African Americans are across the road. Bucktown's local white slave-owners are buried here, as well as free and enslaved blacks. The headstones date as early as 1792.

With cooperation of the owner, visitors could stop in the existing church parking lot (the grassy lawn south of the church).

Proposed

Interpretation at the Chapel should be placed in the existing parking lot and occupy a minimal amount of space on this active church site.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker	Identify the church as a Byway site; present the ways in which religion influenced the UGRR movement
	2. Localized Audio	Montage of Christian perspectives
	3. Interpretive Seating (picnic tables)?	Map of area with antebellum overlay

1. To preserve the frontal view of the church building, the site marker should be placed just south of the modern building addition. The marker should outline the

different ways in which religion influenced the UGRR movement, including Tubman's particular views and experiences.

2. Localized audio could be used to further explore the different perspectives, by introducing a montage of representative characters, from enslaved African Americans, to self-emancipators, anti-slavery Methodists, Quakers, abolitionists, and even white slaveowners. Juxtaposition of these voices could help flesh out the finer points of this complex, historical discourse – or at least convey that a myriad of beliefs existed just on the Eastern Shore.
3. If the owner is amenable to the idea, interpretive seating would be an unobtrusive way of delivering content on the site. The tabletops could present an historical map of the immediate area, indicating the Chapel, the segregated gravesites, and the homes of congregation members (whether slaves, slaveowners, free African Americans, or non-slaveowning whites), including Brodess, Tubman, and her family. Such a mapping of the area could be useful in trying to explain the intertwined social dynamics surrounding this and other places of worship (such as Bazel Church) that served the Bucktown community. Nearby Byway sites, which would have been contemporaneous with Scott's Chapel, could also be indicated.

Content / Why Visit

The idea of creating a Harriet Tubman Memorial Garden grew out of a desire to preserve and share the legacy of Tubman and the UGRR on the Eastern Shore. Its purpose is not to interpret an historic site, but to dedicate a place in the modern-day fabric to the memory of a local and national hero.³⁵ Indeed, the existing waysides offer a near-complete chronicle of Tubman's life, from Dorchester to Auburn, and recount a few select stories about the Underground Railroad on the Eastern Shore, as well. The information on these panels needs to be updated, and the panels themselves, which have not weathered well, require replacement. However, with these updates, the Garden is another stop on the Byway where visitors could receive the **full context of Tubman and the UGRR**.

In addition, the Garden presents an opportunity to flesh out another example of the Eastern Shore's "social geography": The families who remained in Maryland and, over the generations, are still living here today.

- As a threshold between past and present, the Garden is a chance to tell the story of the **living descendants of Tubman**. Their family story can lead into the greater message that the region's antebellum **history hasn't ended**. It continues to today in the living descendants of long-time resident families, of which Dorchester has many.
- The content would naturally be community-sourced, allowing individuals to **tell their own stories**. Whether their stories contradict one another or lack corroboration by academic research would be beside the point; family stories are personal, conversational, and often passed down as oral tradition.
- To maintain the **historical and cultural integrity** of the Byway's stories, any contradictions of known facts should be corrected, and the subjectivity of these accounts should be clearly presented as such at this site.

³⁵ The origins of the Garden are not confirmed; this is based on our assumptions about its creation.

Existing






The Memorial Garden, with paths, waysides, and benches – and Rte 50 in background

The Memorial Garden is located outside of historic Cambridge, between Route 50 and Washington Street, opposite the Department of Public Safety and the Food Lion parking lot. Nestled amidst this busy commercial strip, the Garden has the potential to capture this existing vehicular traffic for the Byway. Landscaped like a park, with pleasantly meandering walking paths, benches, deciduous trees still growing, and shrubbery, the Garden offers a pastoral respite in an otherwise developed area. The five or six existing waysides sit along the paths. Still, being tucked a little too cozily into the urban landscape and lacking any signage, the Garden is hardly seen or noticed from the outside. Visitors generally don't know it exists, much less that they can visit, stroll around, or have a picnic.

A mural of Tubman that occupies the center of the Garden was recently vandalized and is currently covered by plastic tarps. As a result, the next-door police station has put the Garden under continuous video surveillance. The site has its own dedicated parking lot, which can fit up to five cars.

Proposed

Eye-catching interpretation is needed at this site to increase the Garden's street presence. However, those elements should not overpower, crowd, or make redundant the existing system of waysides. Just enough interpretation should be added to brand the site and convey the themes while preserving the pastoral simplicity.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Directional Markers and/or Signage	Identify the Garden; increase street presence; guide visitors
	2. Byway Marker	Provide orientation to the Byway; identify the Garden as a Byway stop
	3. Sculpture or Artwork	Replaced current mural as centerpiece object of the Garden
	4. Localized Audio	Present the family stories of descendants as testimonies
	5. Interpretive Seating (picnic tables)	Show family trees
	6. (<i>Existing</i>) Waysides	With updating, provide background on Tubman's life and the UGRR

1. Directional markers and/or specially designed signs placed at the Garden's northwest corner, facing oncoming traffic on Route 50, and at the entrance to the Garden's driveway will help increase recognition. The site can be opened up more by removing or moving some of the trees. This would both make the site more visible, and provide a secondary security for the interpretive materials.
2. A 12-ft Byway marker can inform people of the history surrounding them and entice them to explore more. A branded marker will also link the Garden to the rest of the Byway experience.
3. A new sculpture or artwork relating to Harriet Tubman should be commissioned to replace the vandalized mural. If an artwork is chosen, a regional contest could potentially be held to select an artist.
4. To communicate the idea of "living history," localized audio would literally give local descendants a voice in the telling of their own stories. Broadcasted to visitors parked in the lot, programming could feature interviews with descendants of Harriet Tubman and others about their family stories. Audio-based delivery of these "histories" would underscore the appropriately personal/conversational tone and nature of the content (as opposed to the authoritative gravitas that the printed word can often lend). In addition to sharing their family's story, perhaps Tubman's descendants could act as the interviewer or presenter of other people's testimonies, as well.
5. Adding interpretive seating on the grounds, meanwhile, would enhance the inviting nature of the Garden and offer more content – without adding a physical form that feels out of place. The tabletop content could feature the family trees of different local descendants, reinforcing the messaging of the localized audio. The picnic tables could either replace the existing benches or simply provide more options for seating.
6. The existing waysides here present an opportunity to provide visitors with more context on the Underground Railroad as a whole – as a movement and a real operation, both here and around the nation. Since the information currently on these waysides is outdated or inaccurate, the panels should be updated with correct information about Harriet Tubman's life and other document stories about the

UGRR on the Eastern Shore. The waysides would thus support the Byway's specific stories about Tubman, other Eastern Shore self-liberators, and UGRR operatives. For consistency, the design of the new panels could be based on the new Choptank River waysides designed by C&G Partners.

Content / Why Visit

Established before the Civil War on the “other side of the tracks” in East New Market, Faith Community Church is one of the region’s old, traditionally African American congregations. It is a site significant both for its UGRR activities in the 19th century and its education of that history today.

- As the driving brochure tells visitors, Sarah Young, a free African American woman, **deeded this land in 1843** to seven free African American trustees, including the **Rev. Samuel Green**. Henry Nicols, who lived at Buckland in East New Market, freed Green via his will in 1837. In 1842, Green purchased the freedom of his wife, Catherine, and they lived close by what is now Route 16.
- Green, who was a documented **Underground Railroad conductor**, served as the local preacher at a church on this site in the 1850s. In a milieu of heightened vigilance against UGRR activity, Green was charged (then acquitted by an all-white jury) as an UGRR agent and for owning abolitionist materials. Then he was **tried and convicted** in 1857 for possessing a copy of *Uncle Tom's Cabin*.³⁶ He was sentenced to ten years in prison, before being pardoned in 1863.
- His indictment represented Eastern Shore whites’ heightened suspicion of free, literate blacks in the wake of the numerous escapes that had taken place in 1857. Free people were accused frequently of stepping out of their perceived “place” and given very harsh sentences for crimes that would hardly be noticed if a white person committed them. Even respected **free African Americans could be placed in bondage** for specious reasons.
- In addition to their efforts to **preserve the Church’s historical lands and building** (see “Existing” below), **the congregation also promotes its narrative past**. Each year in October, they hold **Heritage Day**, to help spread awareness of the local history, particularly that of the Underground Railroad, which is otherwise largely unknown.
- The Church leaders have also encouraged members to trace their genealogies, many of which date to the antebellum period and reveal that **ancestors were members of the same congregation** as their present-day descendants.
- (Side note: The old name for the cemetery in the woods was “Clutch’s Ferry,” and the old name for the land where the church is situated was “Preston Vail.”)

³⁶ This and preceding excerpt adapted from “Finding a Way to Freedom” driving brochure.

Existing




Faith Community Church

The Church's current infrastructure is the original, dating to the 1840s. Congregation leaders have plans to restore the Church's physical history. They are currently buying back the sub-divided properties that were part of the original 35-acre land Henry Nicols deeded to Sarah Young. The congregation is also planning to build a new church building, which they will restore to its original architectural design – a symbol of their break with the past without effacing it. Parts of the original building fabric remain, such as the church bell in the entrance and iconography above the altar featuring angels blowing trumpets and Christ. These features are currently hidden from view, under the modern building surfaces.

Currently, the Church grounds include parking for almost two dozen cars along the unmarked lane between East New Market Rhodesdale Road and Conway Road.

Proposed

Byway interpretation here can provide wider historical context to the Church's past, while the Church can provide the Byway experience with a special example of past-present connections being made. The congregation is keenly aware of the history surrounding their site, and would protect site assets well.

BYWAY INTERPRETIVE ELEMENT	CONTENT
 1. Site Marker	Identify the Church as a Byway site; describe the Church's past and present association with the UGRR
2. Localized Audio	Allow congregation members to tell the UGRR stories of their church

1. A site marker will provide Byway identification and a general overview of the Church's UGRR history and its present-day efforts to preserve it. It could be placed at the front edge of the property, to the left of the entrance.
2. Assuming the Church will continue to have an extensive parking lot, localized audio can introduce the individual voices and personalities of the congregation as they recount their family ties to the Church. First-hand accounts could be intertwined with reenacted audio dramas about Underground Railroad history, similar to the plays written and performed by local residents at Heritage Day. Likewise, the audio dramas could be read by talented members of the community.

The Byway and Church planning teams should stay apprised of each other's progress. As the Church's building and restoration plans are finalized, there may be opportunities for additional Byway interpretative elements on the site that would benefit both parties.

CAROLINE COUNTY

19

Jacob and Hannah Leverton Home (CMP)

Content / Why Visit

The Leverton Home represents a unique case on the Byway: the owners, Jacob and Hannah Leverton, were white Quaker abolitionists and **documented Underground Railroad agents**, and the brick building that stands here today is the **original house** where they aided and hid fleeing slaves. Not all Quakers were abolitionist sympathizers, and very few sites on the Byway can be verified as stops on the Underground Railroad – a special opportunity for site-specific interpretation.

- Indeed, as the NSB Nomination describes, “the Hannah & Jacob Leverton Dwelling, a brick house not far upstream from the mill on Hunting Creek, has been described as ‘the **main stopping place for the Underground Railroad** in the region.’”³⁷
- The Levertons’ son, Arthur, and their neighbor, a free African American farmer named Daniel Hubbard, lived on contiguous properties to the east and were also **documented Underground Railroad operators**.
- Arthur and Hubbard were exposed in 1858 as agents of the Underground Railroad. When a mob assembled in Dorchester County to apprehend them, Arthur **Leverton and Hubbard fled**. Hubbard went to Philadelphia, while Arthur fled to Indiana. Soon after, his family sold their home and joined him in Indiana.
- **Possibly Harriet Tubman found assistance here**, a speculative conclusion from researchers’ efforts to trace her path from the few clues she left for posterity.³⁸

Existing



The historic Leverton Home



Future visitor turnaround

³⁷ NSB Nomination, p. 34.


³⁸ Ibid.

Located on Seaman Road about two miles southeast of Preston and less than a half-mile (as the crow flies) northwest of the county border, the historic Hannah and Jacob Leverton dwelling sits at the end of the property's dirt driveway and faces south-southwest. Cultivated farmland surrounds the brick house on all sides. The site is listed in the National Historic Register for this family's activities.

At present, visitors are not encouraged to drive up to the house, but the property owners are open to the idea of adding future Byway interpretation on the premises and having visitors come onto the land. They have already flagged a possible path for a special turnaround to accommodate visitors.

Proposed

Boosted by the site's status as a verified stop on the Eastern Shore Underground Railroad, Byway interpretation at the Leverton Home should be as specific as possible, and can support a slightly bolder approach.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Directional Marker	Guide visitors to the correct driveway
	2. Site Marker	Identify the Leverton Home as a Byway site; describe the family's UGRR activities
	3. Silhouettes	Show that the Home was a known stop on the UGRR

1. To guide visitors to the site and up the property's driveway, a directional marker is needed at the bottom of the dirt path, on Seaman Road.
2. A site marker, to identify the destination, should be placed near the future turnaround, by the tree. Here, the marker – and therefore the visitor area – will still be at a modest distance away from the house, which the owner inhabits. The marker will tell the stories of the Levertons' and Hubbard's work on the Underground Railroad and their eventual flight, underscoring the historical "authenticity" of the site.
3. To further highlight the uniqueness of this site and its centrality on the local underground network, silhouettes of fleeing slaves could be placed in the fields, "running" towards the front of the house. Local historians of the Many Rivers Project believe a frontal approach to the house was the path that slaves fleeing from Dorchester would have taken. Visitors will be able to see the silhouettes from a distance without having to step further onto the private property. The owner has expressed interest in the idea of having these silhouettes in the fields.

20 Linchester Mill

Content / Why Visit

The interpretation at Linchester Mill, which supported a mill, general store, post office, and homes, could establish the historical context of how free and enslaved African Americans congregated for work purposes on this site.

- In their interactions, they probably **shared stories and information about the Underground Railroad** – if not directly aiding self-liberators. Daniel Hubbard, for example, a known UGRR conductor who lived less than a mile away, worked at the Mill.³⁹ In addition, **mills and dams were typical crossing points** over creeks for those heading north through the county.
- Particularly here at Hunting Creek, which divided Dorchester and Caroline counties, the **composition of the social mixture** would have been even more catalytic: in 1850, for example, 47% of Dorchester’s African American population was free, as opposed to Caroline, where the proportion of freed African Americans was much higher (72%).
- Adding to the notable mix at the site, the owner of the mill was banished from his Quaker community for being a **supporter of slavery**.
- A related story is that of **Jonah Kelley**. In 1858, white Quaker minister Jonah Kelley directed seven self-liberators from Eldon and Whitehall to Daniel Hubbard’s house, guiding them along the UGRR route from Dorchester County into Caroline County.

Existing



Looking south at Linchester Mill





³⁹ According to the “Finding a Way to Freedom” driving brochure.

The Linchester Mill site is located at the southern end of Linchester Road, just off Route 331/16. The Mill sits on the west bank of Hunting Creek, which forms part of the border between Caroline County and Dorchester.

The Caroline County Historical Society owns the property. Visitors can drive and park partway onto the grounds and walk around the site. There is an existing Civil War Trails wayside next to the road. It mentions the Underground Railroad and two “stations” in nearby Preston, one run by local Quakers (the Levertons, presumably) and the other by Tubman’s parents. Behind the Mill are two or three picnic tables. In fair weather, concerts are held on the wide, grassy lawn in front of the Mill.

Proposed

Byway interpretation at this site should focus on presenting a contextual story, about the Mill as a place of interaction and exchange between free and enslaved African Americans.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker	Identify the Mill as a Byway site; establish the Mill’s contextual story, as a place of social mixing
	2. Historical Panorama or Silhouettes	Intermingle the representations of free and enslaved African Americans
	3. Interpretive Seating (picnic tables)	Provide geographic orientation
	4. (Existing) Civil War Trails Wayside	Preston’s Underground Railroad network

1. A site marker should be placed near the existing interpretation, to the side of the driveway. It should tell the contextual story of the Mill.
2. An historical panorama or a montage of silhouettes, representing the mixing of African Americans, could be installed for the purpose of furthering the interpretation of this context. It could pose the question, which one of the African American characters is a slave, and which one a free man? The panorama would be placed near the site marker, to fully frame the site; whereas the silhouettes would be placed further onto the property, to become part of the view.
3. The existing picnic tables could be replaced with interpretive ones. Because the Mill’s liminal location was, in part, what fueled the exchange among African Americans, the tabletops could graphically orient visitors to the site’s historical geography: the original general store and post office; Hunting Creek and the rest of the county line; the local UGRR stops (Levertton and Hubbard homes); and arrows indicating the direction and distance of important destinations further away (such as Cambridge, East New Market, Denton, and the Delaware state line).

21

Village of Choptank/Choptank Landing (CMP)

Content / Why Visit

This tiny river town, known as Leonard's Wharf in 1855, was a port and steamboat landing for the town of Preston, and little has changed from the 19th century – the landing and harbor still in use. Affording the best view of the Choptank River this far north until Denton, the landing is an excellent place to focus on two stories of successful escape in which self-emancipators traveled via the River, past this site, up to Tubman's parents' home on Poplar Neck.

- In a documented case, **Josiah Bailey**, a skilled shipwright and logger, escaped slavery in November 1856, by rowing a boat at night six miles from Jamaica Point in Talbot County up the Choptank River. He rowed past this area to Poplar Neck, where he met Harriet Tubman at her parents' home. Tubman led Bailey and three others from Poplar Neck to Canada. They were hotly pursued by owner William Hughlett, who offered an unusually high reward of \$1,500 for Bailey.
- Completely apart from Harriet, Ben Ross was working for the Underground Railroad with his wife, Rit Green, and was threatened with exposure in 1857. Word reached Tubman of the **repercussions possible from the escape of the Dover Eight**. In the distractions to authorities posed by the escape – such as the apprehension of Rev. Green – she helped her parents flee to Canada.⁴⁰
- Other escape stories that could be told here include those of Joseph Cornish and John Hillis.

Existing



Looking northwest at Choptank Landing (left to right): the Choptank River, flagpole, picnic table, parking lot, restrooms

⁴⁰ Content descriptions adapted from NSB Nomination, p. 35.






Panoramic views of the Choptank River

The Village of Choptank is situated at a major kink in the River from which views of the water extend both to the left (south) and the right (west). The landing is still an active marina and boat launch, and is illuminated at night. No historical fabric of the antebellum port remains. In the 19th century, skipjacks and boats would have anchored away from the shore. At the corner of Choptank Road and Maryland Avenue, there is an historical marker dedicated to the settlement's history.

The site has a small sandy beach and a park with a picnic table. The parking lot can accommodate over a dozen vehicles, while parallel parking is also available on Water Street. Visitors may park their cars and launch their kayaks or cycle around the area. Public restrooms (either built-in or portable) are available.

Proposed

Overall the landing is an attractive site, already imbued with a sense of destination as the historical marker welcomes visitors into this little enclave of park-like features and scenic views. New Byway interpretation can easily channel the destination quality for its own visitor experience. As an active and maintained public place, the landing also offers some security to the new exhibits.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker	Identify the landing as a Byway site; tell the Bailey and Dover Eight stories
	2. Historical Panorama	Reframe the River views as Bailey saw them, as a route to freedom
	3. Interpretive Seating (picnic table)	Situate the escapes within the natural geography
	4. Localized Audio	Provide more story details in the shelter of visitors' cars

1. A site marker installed next to the existing flagpole would visibly brand the landing. It would tell the stories of Josiah Bailey and the Dover Eight escape, the retribution for which informed Tubman's decision to bring her parents away from Poplar Neck.

2. To leverage the site's main asset – the scenic views of the Choptank – an historical panorama could be used to interpret the river as a route to freedom, depicting the old port with skipjacks and Bailey rowing by. The panorama could be placed between the flagpole and the beach.
3. Interpretive seating could replace the existing picnic table in the park. Its tabletop could be surfaced with a satellite image of the area between Jamaica Point and Poplar Neck, mapping Josiah Bailey's and the Dover Eight's possible escape paths within the geography of the River's characteristic necks and creeks.
4. Given the extensive parking areas, localized audio would be an effective means of broadcasting the content to more visitors, particularly on cold and rainy days when visitors may not want to step out onto the landing's exposed waterfront. Indeed, the inclement weather would help portray the River as the unfriendly, tumultuous barrier it could sometimes be. The details of the Bailey story, for example, could be delved into and make for a dramatic storytelling experience.

Future planning efforts should investigate the feasibility of stabilizing and re-opening the bridge on Poplar Neck Road over Marsh Creek to provide a driving tour connection between Choptank Landing and Poplar Neck, as well as possible paddling options on the creek.

Content / Why Visit

Poplar Neck is one of the landscapes which the National Park Service assessed in its Special Resource Study for significance and potential as a national historical park.

- The Study concluded that a park at Poplar Neck would preserve a landscape closely associated with Harriet Tubman which, like those at Blackwater/future State Park, provides “superlative opportunity for the public to understand **Tubman’s ‘home ground,’ the region in which she was born, which shaped her early life and the region that provides the backdrop to the legendary exploits for which she is best known.**”⁴¹
- Within the overarching theme that **Tubman’s familiarity with the landscape aided her quests for freedom**, the interpretation here should focus on the **Tubman’s most daring rescues, those of her family members.**
- This farm is the site of Tubman’s 1854 **Christmas Day rescue of three of her brothers**, made famous when recorded in Bradford’s book. Tubman had arranged to meet her brothers and several other freedom seekers near her parents’ home at the Thompson plantation. They hid in a nearby corncrib until the appointed time to flee. Her father, Ben – who refused to leave the Eastern Shore “so long as any of his children remain in bondage – helped them. Tragically, however, they could not reveal their presence to their mother, Rit, as they feared she would be too heartbroken to let them leave. She had already lost too many of her children. Recent archaeological and structural investigations at the farm reveal a possible trace of this original corncrib.
- In 1857, with the assistance of Thomas Garrett and other Underground Railroad operatives, Harriet Tubman returned to Poplar Neck to **take her parents to St. Catharines**, Canada, averting her father’s arrest for his Underground Railroad activities.⁴² Her elderly parents being too old to walk, the inventive Tubman rigged up an old horse with a set of wheels, axle, and board for them to sit on, and drove them out of Poplar Neck.

Comprehensive historical background establishing the significance of the Poplar Neck landscape is given in the Study:

Poplar Neck on the Choptank River in Caroline County is the location of the farm of Dr. Anthony C. Thompson, son of Anthony Thompson, Sr., of Peters Neck, Dorchester County. Under Thompson, the heavily forested farm was largely a timber operation to extract the rich hardwoods of these excellent upland soils. [White oak and other Eastern Shore hard woods were extremely important to national shipbuilding.] A brick house, grain fields, an orchard, and slave quarters were historically part of the property. The timber operation and a sawmill employed large numbers of free and enslaved laborers, including Ben Ross, Harriet Tubman’s father. From about 1847 to

⁴¹ NPS Special Resource Study, chapter 2, p. 36.

⁴² Descriptions of family rescues, *ibid*, pp. 34-35.

1857, Tubman's parents lived and worked on this plantation, and were active in the Underground Railroad. Over the years, the original farm was divided into smaller farms and homesites. This pattern of use and ownership is regarded as culturally significant in its own right – the lineage of some owners is known to extend back to families, enslaved and free, who were there in Tubman and Thompson's time.

Dr. Thompson divided his time between this 2,167-acre farm, which he purchased in 1846, and his smaller farm Bellefield in Cambridge. When Dr. Thompson's father died in 1837, he inherited Harriet Tubman's father, Ben Ross. Three years later he manumitted Ben as required by his father's will, and Ben continued to work for him for pay as a timber inspector. In 1855 Ben was able to purchase his wife's freedom from the widow Eliza Brodess.

It is likely that Harriet Tubman also worked at Poplar Neck, for by 1847 she was working full time for Dr. Thompson and paying Brodess a \$60 annual fee to hire herself out. Working at Poplar Neck would have kept her close to her family. It may also be the location of her escape from slavery. Although we know that while in Dr. Thompson's employment Tubman ran away from slavery in 1849, it is not clear which of Thompson's properties she left from: this Caroline County property or Bellefield. The Poplar Neck property is directly on the Choptank River, which is presumed to have been used in some of Tubman's escapes.⁴³

Existing



Paulette's property from the intersection of Marsh Creek (left) and Poplar Neck (right)



Approaching the corner of Paulette's property

⁴³ Ibid, p. 34; first paragraph adapted from NSB Nomination, p. 36.

As the NPS Special Resource Study describes the site's existing setting:

The original Thompson farm, located between Skillington – or Skeleton – Creek and Marsh Creek, has been subdivided into nearly 90 parcels. The majority of the land is retained in large tracts kept in agricultural production. A significant portion of the riverfront contains marshland. The core of the property, 378 acres, has been held by a single family for more than 50 years.

It has one mile of waterfront on the Choptank River. From high ground back of the house, it offers a compelling picture of the river and it allows one to imagine the scene during 19th century when the river was a main artery for commerce. Across the river is Talbot County, an area of largely undeveloped land which forms an important viewshed from the historic Thompson property. Today's core Poplar Neck property encompasses a farmhouse located on the site of the original Thompson House, which is believed to have been built in the late 19th century but contains elements from the original house. The farmhouse was rehabilitated and remains in good condition and serves as an office for the current owner. At the north end of the riverfront parcel are two contemporary houses occupied by the owners....

These landscapes are beginning to be impacted by development pressures and their preservation in the future is not ensured.⁴⁴



In terms of Tubman/UGRR interpretation, the property is currently privately owned, with the hope of future participation by the owner. Recent dendrochronology shows that the corncrib dates from the 1820s.

Any new interpretation at Poplar Neck, therefore, should be done on a neighboring property. That property's owner has offered a patch of her land at the corner of Poplar Neck and Marsh Creek Roads. From there visitors can see the property's old "summer kitchen," a small structure in which enslaved African Americans typically would have prepared food. The summer kitchen was rescued and cut out of an existing building and moved to this site. It is owned by the Caroline County Historical Society. The Society may move it to the corner site that the property-owner has offered for future use by her, or leave it wherever she wishes on the site. The owner may use the kitchen for cooking demonstrations as part of her living history program.

Proposed

Though the period corncrib on the current site of the former Thompson farm is inaccessible, flexible options to convey the important rescue story of Tubman's brothers should be considered here. Additionally, vignettes of Tubman's work life could be demonstrated here, perhaps with a statue to anchor the story here.

⁴⁴ Ibid, pp. 35-36.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker	Identify Poplar Neck as a Byway site; tell the story of Tubman's rescues of her family
	2. Sculpture	Transform the landscape into a destination and story setting
	3. Localized Audio	Provide more story detail
	4. (NIS) DCT Audio Tour	Narrate the historical uses of the Thompson property

1. The site's marker could be placed at the corner of neighboring owner's property, where it will be visible from all directions at the intersection. It should recount Tubman's rescues of her brothers and parents.
2. Although visitors will not be able to see or visit the former Thompson property, a bronze statue will provide visitors with the "reward" or destination they are seeking (and expecting) from such a significant place in Tubman's life. Ideally, a more ambitious installation can be realized: to create a vignette of bronze statues depicting Tubman and her brothers' families escaping from Poplar Neck, with Ben Ross walking with them, blindfolded, for part of the way. (A smaller-scale alternative could be to show Harriet taking pause from her labor, such as chopping at a tree, or another related action indicative of her experience here.) The figures would immediately cast the landscape of Poplar Neck in a different light, suddenly transforming the ordinary-looking farmland into a provocative scene of human drama.
3. The Tubman family escapes, in all their exciting detail, would both make for compelling audio storytelling and benefit from the additional opportunity to delve deeper into the events. Visitors would be able to listen and look out onto the landscape and bronze sculptures at the same time. Perhaps narration could be provided by one of Tubman's descendants, a local resident, or a local historian.
4. The DCT may want to consider including Poplar Neck Road, between Marsh Creek and Skeleton Creek roads, on the audio guide, so that visitors can see more of the landscape while listening to additional interpretation. Perhaps the content on the guide could differentiate from the localized audio by focusing more on the layout and history of the old Thompson land stretching out before them: the geography of necks and creeks, the Thompson family's timber operations, the pattern of subdivision, and the current agricultural use. An Eastern Shore naturalist or environmental historian, or local farmer, could narrate.

Future planning efforts should investigate the feasibility of stabilizing and re-opening the bridge on Poplar Neck Road over Marsh Creek to provide a driving tour connection between Choptank Landing and Poplar Neck, as well as possible paddling options on the creek.

Content / Why Visit

Interpretation at this site can help elucidate the notion of an Eastern Shore social geography, of which Tubman and other antebellum African Americans were a part.

The traditionally African American Methodist congregation that once worshipped at this site, and has now moved to a different building in town, was established in 1849 when Quakers deeded a church building and the land to them. Though the original building is no longer here, the gravestones of congregation members still remain. Among the buried are ancestors of present-day residents.

As the CMP posits, “this long-established black church may have provided a meeting place for freedom-seekers along the Underground Railroad.” But more importantly, and regardless of the existence of academic “proof,” this site, like other historic African American churches, represents **sacred ground** and is imbued with emotional significance.

- Its very existence is a testament to and a **symbol of the enduring human spirit** – that despite hardship, a community can still survive intact.
- African Americans, free and enslaved, struggled in this region to **establish their own religious, educational, social, and benevolent institutions and organizations**. American American preachers, watched and monitored by white overseers, were constantly in a precarious situation. Relationships with supportive progressive white groups, like the local Quaker community and individuals, helped realize some of these dreams.
- Moreover, as an African American community, the congregation associated with this site has another inherent reading: that as African Americans living before the Civil War, the Church’s members would have either helped self-liberators, remained uninvolved and stayed in the South, or run away. One way or another, they were **part of the same historical context that produced the Underground Railroad and Harriet Tubman**.
- From this perspective, the story of this site starts to become one of **African-American history** or heritage, rather than the Underground Railroad per se. The Byway interpretation here can allude to this greater context without actually stating it.
- Another potential story to consider was Tubman’s known “**assessment**” of the **prospective self-emancipators** from afar, since she didn’t like going to the actual plantations. It is reported she used cemeteries as a meeting spot, given that African Americans were allowed to visit and linger there without arousing suspicion.

Existing




Mt. Pleasant Cemetery

Mt Pleasant Cemetery is located about one mile northwest of Preston along Marsh Creek Road, and about three or four miles northwest of the historic Thompson property in Poplar Neck. Two brick pillars flanking a car path worn into the grass mark the entrance. The path continues midway into the cemetery, fitting three cars. The gravestones, which appear to be regularly maintained, are grouped on either side of the path. There are no buildings on the site, only the lawn with gravestones, bordered by trees to the south and west.

Proposed

New Byway interpretation should take care not to intrude on the peace of the cemetery or on the solemn state of mind with which most people approach cemeteries.

BYWAY INTERPRETIVE ELEMENT	CONTENT
 1. Site Marker	Identify the Cemetery as a Byway site; introduce the notion of sacred ground and the context of the UGRR
2. Localized Audio	Cultivate the site's intangible significance

1. A site marker should be placed close to the entrance to the Cemetery. Beyond identifying the Cemetery as a Byway stop, the marker may begin to articulate the significance of this sacred ground to its local community and to self-liberators who may have met here. The mark could also discuss the proximity of the cemetery to Poplar Neck, where Tubman's parents lived.
2. Localized audio, meanwhile, could be used to explain Tubman's tactic of "assessing" runaway candidates from afar and seeing if they had been followed. Tubman's disembodied voice would fit this purpose here. Additional programming could include: if known, quotations from Tubman about meeting at a cemetery; if known, a song or spiritual Tubman would have sung to signal a meeting or departure; or testimonies of individuals for whom the Cemetery has special meaning.

Content / Why Visit

Set against a backdrop of rural farmland, Webb Cabin offers a rare glimpse into the private realm of the Eastern Shore's free African Americans and their potential influence on enslaved African Americans. As the NSB Nomination describes:

- This one-room log cabin with its "potato hole," open fireplace, and loft accessed by a crude ladder, built circa 1857 by James Webb, a free African American man, is a rare survivor. Built on ballast tones from ships, it stands near the Choptank River, Hog Creek and several roads, including Harriet Tubman's possible Underground Railroad route from Poplar Neck. Built from materials at hand on the homesite or nearby, this cabin **represents the kind of housing that sheltered many African Americans in the mid-19th century**, including Harriet's father, Ben Ross.
- Though documented, **actual buildings of this kind are nearly unknown**, because many were replaced by better shelter and many others fell victim to poor building practices and maintenance, termites, or storms. A visit here will give the traveler a strong sense of the **space and material conditions of free or enslaved African American and poor white people in this region**.
- Moreover, this site suggests that **freedom was contagious**. In Caroline County, 75 percent of the African American population was free; across the Choptank, Talbot County had the largest absolute number of free African American people in any county before the Civil War. Contrast this with the extensively enslaved population immediately next door in Dorchester County, and imagine the desperation of those who watched many of their kind, like Webb, achieve freedom, property ownership, and a home of his own.⁴⁵

⁴⁵ NSB Nomination, p. 36-37.

Existing




Webb Cabin, partially under tarps, undergoing restoration

Webb Cabin sits on a 1-acre plot of land owned by Caroline County, surrounded by agricultural farmland. It is about four miles north of Preston, on Grove Road. The hand-hewn structure is owned and maintained by the Caroline Historical Society. Its foundation is the original, while the water pump and arch outside were added on later. The County would like to one day use the site for living history programs, with animals and a period garden, since the cabin is an exemplary and rare artifact of what life was like for enslaved and free African Americans and poor white people in this area.

At present, visitors can pull into the dirt driveway and park on the path. The CMP recommends that parking, in the future, should be screened and placed to the side or rear of the property.

Proposed

New Byway interpretation at Webb Cabin should not interrupt the 19th century appearance of the site. Particularly if the County's plans to introduce a period garden and livestock succeed, modern interpretation should simply enhance the Cabin's antebellum bubble, instead of trying to become part of it.

BYWAY INTERPRETIVE ELEMENT		OBJECTIVE
	1. Site Marker	Identify the Cabin as a Byway site; describe the physical and symbolic features of the house
	2. Historical Panorama	Visualize 19 th century everyday life
	3. Localized Audio	Provide more perspectives on what life was like

1. A site marker could be placed on the west side of the driveway, near the road, where it will identify the site without obstructing views of it. The marker should interpret the living conditions of a free African American, and compare them with those of enslaved African Americans.
2. To visualize quotidian life, an historical panorama could show the Cabin in its antebellum existence: how it first looked, who and how many people lived here, and what would be growing and grazing here. The panorama could be placed near the site marker, along the western border of the plot, or in another location far enough from the cabin itself to gain a good vantage point and stay apart of the 19th century scene.
3. Localized audio could elaborate on the stories of life as a free man and thereby present another perspective in the overall story – one that isn't about coping with enslavement through religion or running away, but is the alternate universe to fleeing. Discussion could alternately include the risks of being a free African American in the 1850s, amidst heightened UGRR activity and vigilance against it (which compelled some to flee or betray), as well as the threat of being kidnapped and sold south.

Content / Why Visit

The Caroline County Courthouse was, and still is, the center of town. Although the present-day building was reconstructed after the Civil War, its front plaza still suggests a place of exchange.

- In the 19th century, Denton was a **regional market center** for the Eastern Shore, and the Courthouse was where all manner of business and transaction took place. It was the representative center of white political, economic, and social power in the antebellum period. Among the commercial activity, a **slave market** was located here. Not all the slaves were legal, as exemplified by the story of Richard Potter, a free African American youth who in 1853 had been kidnapped by a boat captain to be sold into slavery.
- The Courthouse was also the site of a **jail that held fugitive slaves and Underground Railroad operators**, such as Hugh Hazlett in 1858. Interpretation here could begin the story of **Hazlett** and his seven charges, which is continued at Long Wharf in Cambridge.

(Sidebar: Frederick Douglass' owner built and lived in a house at 12 North Second Street. Douglass' wife, Anna Murray, was born in Denton, and his grandmother may have sold fishnets here. As the CMP suggests, if desired in the future, these links offer an opportunity to begin weaving the Frederick Douglass story into the Byway's interpretive program.)

Existing


View of the Courthouse from Market St.



Tourist info booth and Civil War wayside

In the heart of downtown, the Courthouse receives many visitors touring by foot. The building sits in a grassy square occupying a city block. The square is faced on all sides by noteworthy residences and commercial structures dating from the mid-19th through early 20th centuries. There are trees and picnic tables on the grounds, and park benches along the Market Street sidewalk.





An attractive small building on the corner of the Market and North Second streets holds tourist traveler information. Next to it, an existing Civil War Trails wayside recounts the

controversial vote for Emancipation in Caroline County. Closer to the building entrance is an historical marker.

The Courthouse building offers visitor amenities like restroom access and parking lots, in addition to street parking on all sides of the square. Three restaurants and a coffee house are within comfortable walking distance.

Proposed

The Courthouse grounds could support a number of new interpretive elements without infringing on the setting. In addition, the site is illuminated at night and often visited, thereby providing a certain amount of deterrence against vandalism to the interpretives.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker	Identify the Courthouse as a Byway site; describe the old courthouse and introduce the Hazlett story
	2. Historical Panorama	Transport visitors with a picture of the antebellum site
	3. Interpretive Seating (picnic tables)	Connect with courthouse staff by exploring the question of justice in the Hazlett story
	4. Site Texting	Capture passing pedestrians with facts about the antebellum site
	5. Localized Audio	Transform the square into a soundscape
	6. (Existing) Civil War Trails Wayside	Describes the County's controversial vote on emancipation

1. The site marker identifying the Courthouse as a Byway stop could be placed at the corner of Market and North Second streets, either to the left of the tourist information booth or in the acute angle of the sidewalk that juts into the street. The marker can describe the antebellum courthouse, jail, and slave market, and introduce the story of Hugh Hazlett and the seven fugitives he was leading.
2. An extant painting of the original courthouse building (currently used on the Civil War Trails wayside) could be adapted to create an historical panorama. Placed next to the existing historical marker, it could depict the auctioning activity and where the old jail would have been (a photograph of which exists and can be found through the Caroline Historical Society).
3. Interpretive seating could replace some of the existing picnic tables on the west side of the grounds. Tabletop content could repeat the Hazlett story, perhaps with a focus on the different ideas of justice it contains – ethical versus legal interpretations of slavery and running away – to appeal to the staff who work at the present court house.
4. To maximize on the foot traffic at the Courthouse, where pedestrians will surely be carrying their mobile phones, the site could offer texting as a mode of information delivery. Messages could tell visitors facts about the antebellum courthouse, such as its slave market and jail.

5. Courthouse Square, about one-eighth mile in diagonal, has potential to become its own soundscape through localized audio. Visitors can drive around the square while listening to the history of the Courthouse, as the site of the local slave auction and jail. The programming could also mention the excellent Museum of Rural Life, at the corner of North Second and Gay Streets, which offers more information about the Underground Railroad, local African-Americans, and Caroline County's three centuries of an exclusively agricultural economy. The audio could also point motorists down Gay or Market Street in the direction of Daniel Crouse Memorial Park, the future site of the new Moses Viney wayside (see New Choptank River Waysides, site iii, later in this document) and Caroline County Tourism visitor center.

Content / Why Visit

The Tuckahoe Neck Meeting House provides a well-preserved setting for introducing the story of Quakers working on the Underground Railroad. Not all Quakers aided fleeing slaves, but as a community they were vocal advocates of abolition on the Eastern Shore. Some, like the Levertons, were even documented UGRR operators. Byway interpretive elements at this site would add emphasis to the work of Quakers in helping slaves escape.

- Quaker meeting houses were built on the river so that members near and far could reach it easily. Built in 1803, the Tuckahoe Neck meeting house was one of many Quaker meeting houses located on rivers and creeks, among whose members included some who supported **Underground Railroad activity**. Hannah Leverton, whose home was a major UGRR stop, spoke here.
- Quakerism and Methodism formed the basis of a religious awakening in the late 18th century, which in part moved its believers to **reject slavery and manumit** their enslaved people either by deed or will.
- Furthermore, Quaker societies and meeting houses actively placed themselves in the public debate between slavery and abolition within their larger communities, questioning the laws limiting the number of manumission, expelling members for purchasing slaves, and vocally **advocating for abolition**. By 1790, none of the meeting houses on the Eastern Shore had slave-owners among its members.⁴⁶
- More surreptitiously, some Quakers chose to undermine the institution of slavery by directly aiding escaping slaves as a part of the **network to freedom**.
- Other contexts relating to **early- to mid-19th-century life** that could be explored here are: Women and their more equal status in this church, women as religious authority in the Quaker church; Quaker women in the forefront of the Women's Rights movement; some Quaker women in the North were very close to Tubman; Quakers using their extensive kin, social, and economic relationships to support UGRR networks from here to Canada.

⁴⁶ Examples from *Bound for the Promised Land*, pp. 7, 81.

Existing





Path leading from the parking lot to the Meeting House, with gravestones to the right

The Meeting House is situated on a handsomely landscaped and maintained plot. Located on Route 404 off 328, the site is easily accessible by car, and visitors are allowed to use the 17-car parking lot in front. An existing historical marker stands close to the road. There are a number of Quaker gravestones on the grounds. Choptank Electric Co-op, which owns the modern building next door, donated the Meeting House land to the Caroline Historical Society.

Proposed

Byway interpretive elements should be selected here to establish the context of Quaker involvement in the Underground Railroad, rather than pointing to a specific event that happened here.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker	Identify the Meeting House as a Byway site; describe the work of Quakers in helping slaves escape
	2. Localized Audio	Represent more of the differing voices among the Quakers regarding slavery
	3. Site Texting	Quickly disseminate historical facts about Eastern Shore Quakers re: slavery

1. A site marker could be placed on the right side of path leading up to the House, just past the shrubs at the curb. The marker would provide background on the rise of Quaker anti-slavery activism.
2. To flesh out the Quaker historical context, localized audio could verbalize the internal struggles of the Quakers, not all of whom supported abolition and the UGRR, and thereby give voice to this exceptionally well-preserved building by invoking the Quakers' practice of discussion and meeting.
3. Site texting, meanwhile, would offer a quicker mode of delivery that could still give dimension to the history of Eastern Shore Quakers, by sending out facts/statistics about their manumissions, expulsion of members, and advocacy for abolition.

Content / Why Visit

The Choptank River Heritage Center provides a window onto the lively 19th- century world of steamboats on the Choptank River, adding to the confluence of **challenges and opportunities that the River posed to fleeing slaves**. The steamboat activity could have provided, if not actual vehicles to freedom, then information about it. Interpretation of these themes could include the following aspects of the site's history:

- Denton especially had a **concentration of Choptank maritime activity**, boasting a port and wharves for sail craft, an 18th century ferry crossing, and the Eastern Shore's first moveable bridge structure constructed across the Choptank in 1811. Like Cambridge, Denton was a **regional market center for the Eastern Shore**, further inland.⁴⁷
- In addition, **slave-trade ships** docked here, to unload slaves for auctioning at the Courthouse up the road.
- **Enslaved African Americans worked in shipyards here on the River**. They held different kinds of jobs related to the water, including ferrymen, oystermen, fishermen, as well as those jobs aboard ships. During the 1850s, steamboats loaded with freight and passengers made weekly trips to Baltimore.

Existing

The Choptank River Heritage Center (right), parking, and CBGN wayside (center left)




Five minutes away west of Denton's Courthouse Square and across the Choptank River is the Choptank River Heritage Center. A replica of antebellum steamboat offices, the Center is a CBGN site (as indicated by a plaque on the building and a wayside outside). Its exhibits

⁴⁷ Description from NSB Nomination, pp. 37-38.

focus on the steamboat history and maritime commerce of the River. They do not cover the industry's possible impact on runaway slaves or the Underground Railroad. There is an oyster-shell graveled parking lot outside along River Landing Road, with room for three or four cars. A wharf runs along the river. The staffed Center is open by appointment. The Byway brochure can be made available inside.

Proposed

Given the plethora of existing information (and the limited space at this site, regardless), just enough Byway interpretation is needed to, first, present a UGRR-themed reading of the Center's steamboat history, and, second, hopefully interest visitors to seek out the other, nearby Byway sites. For those who are visiting the Center and are already interested in river history, the simple presentation of an alternate reading of that history could be especially effective.

	BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
	1. Site Marker	Identify the Center as a Byway site; present a UGRR reading of steamboat history
	2. Localized Audio	Provide more detail on Denton's maritime history
	3. Historical Panorama	Illustrate the amount of maritime activity – and possibilities for escape

1. A site marker placed next to the telephone pole or entrance to the wharf could interpret the Center's steamboat history through the additional lens of free and enslaved African Americans working in the maritime industry, and the River as an aid and barrier to escape – similar to the content on the Hyatt wayside.
2. Without requiring additional space, the same themes could be expanded through localized audio and enlivened with colorful sound effects of the 19th century port, including sea shanties that may have been sung by the watermen. The audio experience would be made more poignant (and reach more people) if the area under the bridge could be cleared for riverfront parking so that visitors could look at the River as they listened its antebellum sounds.
3. With the wharf's unobstructed view of the Choptank, an historical panorama could ideally be installed here overlooking the original sites of the moveable bridge, port, wharves, and other maritime infrastructure, and depicting African Americans in the sorts of maritime jobs they typically held. With a picture of the bustling river activity, the possibilities (and barriers) for fleeing slaves, wanting to cross, get information, or hide, hardly need to be explained.

Content / Why Visit

In self-liberators' continued negotiation of the landscape, Christian Park is the site of the Choptank River's **first shallow crossing point** where they would have been able to wade across without the use of a boat.

- A discussion of **the advantages and obstacles that the Choptank River presented to escaping slaves** could be repeated here –now in the context of a more diminutive Choptank, no longer characterized by its necks and creeks, compared that further south.
- This site could also touch upon the story of **Hugh Hazlett** and the group of runaways, who were caught in nearby Greensboro.
- Future research may reveal more **stories of escapes and captures** in the area.

Existing



Christian Park entrance off Rte 313




Riverside visitor area inside the Park

This mile-long park, located northwest of Greensboro, is accessible from Route 313 by taking the dirt Red Bridges Road inside. The Park surrounds a narrow, winding section of the Choptank River. Red Bridges leads to an ample parking area by the river, offering a place where visitors can safely interact with the water and stretch their legs. There are a few existing picnic tables.

Proposed

Although there is potential for placing interpretation inside the park (given its big parking area, picnic tables, and verdant setting), there is a history of vandalism here. The visitor area is secluded and unsurveilled. With little to deter people from vandalism, the installation of physical interpretive elements down Red Bridges Road should be as limited as possible.

BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
 <p data-bbox="300 273 755 388">1. Site Marker</p>	<p data-bbox="776 273 1341 388">Identify the Park as a Byway site; suggest that this was a Choptank crossing point</p>
<p data-bbox="300 399 755 430">2. Localized Audio</p>	<p data-bbox="776 399 1341 430">Permeate the Park with local UGRR stories</p>

1. The site marker should be placed at the corner of Red Bridges Road and Route 313, next to the existing Park sign. There, visitors can read the information about this possible crossing point in the Choptank and other local UGRR stories, and then enter the park with the knowledge of what's inside.
2. The marker can also advertise the frequency for the localized audio station, to which visitors can tune as they drive through the park and arrive at the riverbank. The audio will enable the stories to permeate the site without presenting a physical target for vandals. The distance between the Park entrance on 313 and the riverbank is a half-mile, so the radio transmitter will need to be placed somewhere in the middle to cover the area. There is a power line tower located near the halfway point; installed here, the audio hardware can both draw power and be elevated for protection.

Content / Why Visit

As the CMP states, “an unremarkable site as far as resources and scenery are concerned, crossing the state line into the north was an important part of an escaping slave’s journey – both emotionally and legally.”⁴⁸

- Slaves fleeing Caroline County would have **crossed into Delaware especially near this part of the Byway**, in order to reach the Nazarene Church about 600 feet east on Willow Grove Road in Sandtown. Other UGRR stories that took place near here include: the Red House Tavern that sat in Sandtown and was a known UGRR stop; the many different escapes that came through here, documented; and Tubman's interview with Wilbur Siebert in 1897 when she says she fled through Sandtown, Willow Grove, Camden, and Dover.
- This site is also an appropriate place to **summarize** (or preview) the Byway experience in Maryland and **preview** the balance of a journey that took many as far north as Canada.⁴⁹ There were a number of black agents in Delaware who helped Tubman, and whom visitors will learn more about as they continue on their journey to those places ahead.
- At this point, self-emancipators would be leaving the distinctive Eastern Shore landscape behind them. As the end (or beginning) of the Choptank River region, the state line would be an opportunity, if desired, to **analyze the Eastern Shore of Maryland, and its active Underground Railroad, in a global context**. Potential subjects include: Maryland as a state on the border between slavery and freedom; even more liminal, the Eastern Shore’s position between a major portal (the Chesapeake Bay) and a free state; the 1850 Fugitive Slave Act and what it meant for freedom-seekers; and Maryland’s antebellum demographics and exceptional runaway statistics.

⁴⁸ Corridor Management Plan, p. 33.

⁴⁹ Ibid

Existing



Delaware state line sign



Curve in road, Maryland state line sign, speed limit

The Tubman Byway will link with the future Delaware Byway at this point, where MD 287/Sandtown Road meets DE 10/Willow Grove Road. The state line intersects the road on a curving, narrow stretch of high-speed (50mph) traffic. This combination of road conditions precludes the possibility of having visitors stop here.

Proposed

As the CMP suggests, only the addition of a small pull-off on the state highway's right-of-way would allow vehicles to stop and park here. Until then, no more than a site marker, identifying the state line as a Byway site, should be installed.

BYWAY INTERPRETIVE ELEMENT	OBJECTIVE
1. Site Marker (4-ft)	Identify the state line as a Byway site
2. (NIS) DCT Audio Tour	Communicate (on-cue) the political and emotional significance of the border

1. For those Byway travelers seeking out the state line as part of the tour, a site marker will confirm their expectations. For those motorists who are only passing by, seeing a marker here (and then again at Red Bridges) might pique their curiosity. Given the risks associated with stopping here, the marker should not have any content on it; only a site number. It could be located right at the border or closer to the Maryland "Welcome" sign, which is a little further south on Sandtown Road. Alternatively, the Maryland and Delaware byways could "mix" their markers here (have one of each on both sides of the border) so people know that there is a "handshake" between the two states.
2. The future audio tour is a way that driving visitors can receive on-cue interpretation about the state line without stopping. The content could describe the documented escapes that took place in this area and the UGRR network in Delaware. A review of the Fugitive Slave Act of 1850 and its repercussions, for example, could provide a greater historical context. Mention could also be made of the Mason-Dixon crownstones, examples of which still survive in the immediate area.

Sidebar

New Choptank River Waysides


One of the projects developed simultaneously with the interpretive plan was the creation of three new waysides to interpret the Choptank River as a route and barrier to freedom. C&G Partners worked with the local planning team to identify the sites for the waysides (one in each of the three counties of the Choptank River region), choose the stories, and design the graphics. C&G Partners arranged for printing and fabrication by Pannier Graphics, who supplied the existing Network to Freedom waysides.

Originally, the waysides and their sites were not intended for inclusion on the official Byway or in the interpretive plan. However, the planning process inevitably revealed some knowledge, caveats, and insights about these sites that deserve brief explanation below.

i. Hyatt Regency Chesapeake Bay Resort waterfront (Dorchester County)



View of the Choptank River from the boardwalk at the Hyatt Resort


BYWAY INTERPRETIVE ELEMENT		CONTENT
	Wayside	African Americans, both free and enslaved, in the Choptank maritime industry

The Hyatt's waterfront boardwalk was selected as the site in Dorchester not only for the expansive views of the Choptank River's mouth, but also for the benefits that both the Byway and the Hyatt's guests stood to gain. For the latter, interest expressed in learning more about Harriet Tubman could be fulfilled by providing interpretation on the premises and orienting guests to the Byway experience. For the Byway, the potential tourist audience represented by the Hyatt made their waterfront a strategic site. The wayside will be installed in a location to be determined with the approval of the Hyatt.

ii. Windyhill landing and dock (Talbot County)



View of the Choptank River and Poplar Neck (distant left) from the Talbot County site




BYWAY INTERPRETIVE ELEMENT	CONTENT
 1. Wayside	Talbot County (facing Poplar Neck): Tubman family's escapes from Poplar Neck

The Talbot County Parks and Recreation Department requested that the new wayside be placed at the end of the boat dock here, where it will be safe from people backing their trucks into it. The openness of the landing provides a rare unobstructed view of the old Thompson farm at Poplar Neck on the opposite shore. Because of this, the site has potential to become a very significant, spiritually moving stop for Tubman pilgrims. It should be noted that the landing is not located on the Byway itself, but rather, it is situated deep within a residential neighborhood, which could limit the number of tourists drawn. Still, the wayside will have information orienting people to the Byway, to encourage them to learn more.

iii. Denton waterfront / Daniel Crouse Memorial Park (Caroline County)



View of the Choptank River from the Denton waterfront

	BYWAY INTERPRETIVE ELEMENT	CONTENT
	1. Wayside	Moses Viney escape
	Proposed: Byway Marker	Orientation information for the Byway (include brochure holder option)
	Proposed: Interpretive Seating	Map of the area
	Proposed: Localized Audio	Sounds of Moses Viney escape

The Choptank River will be interpreted in Caroline County from Denton, in the Daniel Crouse Memorial Park. The new wayside will be placed to the left of the construction notice sign that is currently installed on the lawn of the Park's riverbank. Although the other two waysides sites (the Hyatt and Windyhill) are not intended to be official Byway sites, the Denton waterfront has many reasons to become one. Unlike the others, it is located on the Byway route itself, between two other stops, Denton's Courthouse Square and the Choptank River Heritage Center. The Park will one day be the home of Caroline County's visitor center, which will house exhibits providing comprehensive background information on Tubman and the Underground Railroad. There is plenty of parking and pleasant spaces for

visitors to linger, with a scenic view of the Choptank River that helps conjure the story of Moses Viney's escape across the River to freedom – the subject of the new wayside.

Should interpretation at this site one day be developed further, the wayside could be joined by a Byway marker and interpretive seating (to replace the existing benches), as well as localized audio to augment the storytelling with sounds of running footsteps, dogs barking (then licking), the port, a fence being broken off, and a boat being rowed.

H. Design Case Study: Interpretation at the Blackwater National Wildlife Refuge

To further strengthen the integration of the visitor's experience of the Byway with that at the Blackwater National Wildlife Refuge (BNWR), located towards the route's southern end, the planning process gave special attention to the interpretation on the Refuge in a design case study. Guided by the primary thematic objective, to communicate Tubman's relationship to the landscape, and show how the natural environment both aided and hindered quests for freedom, the planning team saw the Refuge at Blackwater as a unique opportunity for visitors to make tangible parallels to the freedom-seeking experience.

Interpretive Approach

The wooded forests, marshland, and waterways that characterize the Refuge are largely unchanged from the time that Harriet Tubman would have experienced them, first as a child hired out to neighboring farms, then as she traveled between her mother's home on the east and her father's on the west, and worked and lived in the wooded areas north of the Big Blackwater River. The Eastern Shore landscapes like those preserved here were the setting for her actions as a conductor on the Underground Railroad. The entire Refuge, therefore, can be understood as an immersive environment through which the related overarching themes of the future State Park and Byway can be interpreted:

The Choptank river region was Harriet Tubman's first home – a place where she felt the strong ties of family and community, and the sting of slavery, during her early years.

The Eastern Shore landscapes, which Tubman knew since her childhood, both aided and hindered her quest for freedom and her assistance of others.

The planning team partnered with the staff at BNWR to select sites that would best convey the different experiences of Tubman and other self-liberators as they navigated the land and waterways, trapped and foraged for food, hid from their pursuers, and suffered climatic extremes without proper shelter. While the planning process and, therefore, the stories proposed below, relate primarily to Tubman, there are stories of escapes made by others, independently of her; indeed, the quest and attempts for freedom had long simmered in this area. Those who made it to freedom, in similar ways to Tubman, had to know and understand the terrain to survive. The specific stories of other self-liberators could be researched by local students as part of future planning effort.

Minimal forms of exhibitry, located in a half-dozen areas that are or will be visitor-designated, and offer good views of or proximity to the environmental conditions being interpreted, will cumulatively form a new Tubman/UGRR-themed tour of the Refuge. The result will be a trail-based system of interpretation similar to that currently employed by the Refuge. The system allows on-site delivery of information while limiting intervention onto the landscape itself.

In consultation with the Refuge Manager, the Visitor Services Manager, and the former Refuge Manager, the Byway planning team and the Refuge agreed to the following types of **interpretive elements**:

- Create a new "Tubman/UGRR at BNWR" tour (or "trail") **brochure**, to which all Tubman/UGRR interpreted sites in and around the Refuge are keyed. All story information will be contained in this brochure, which visitors bring with them to the sites, as they do with the other BNWR trails.

- Place Byway-branded **trail markers** along existing trails, with numbers keyed to the brochure.
- In the parking areas for Marsh Edge and the Key Wallace Drive pull-off, add **localized audio**. The availability of audio at these sites can be indicated through the simple display of the Byway logo and the radio frequency either on a trail marker (in the case of Marsh Edge) or the Byway marker (in the case of the pull-off).
- At the pull-off on Key Wallace Drive, place a shortened version of the **Byway markers**, to provide information orienting visitors to the Byway experience. (Refuge staff may want to consider placing another Byway marker at the end of the future bike/walk trail, as the State Park's markers on Route 335 will not be visible from the road.)

Once the new biking/walking trail between the Refuge and State Park is created, BNWR will put their own signage at the entrance on Route 335.

In addition, BNWR has an existing audio tour, on CD, though it's currently outdated and unavailable. If it were to be updated, the Tubman interpretation could be a new track on the tour. BNWR also shares a radio (AM) station with DCT, broadcasting general content/info on loop. There are approximately ten slots for programming, half of which BNWR uses. Some slots could be used to broadcast the Tubman-Blackwater story to the immediate area of the Refuge. This system is already running and available, and DCT could start utilizing it right away.

Sites (11a-11h)

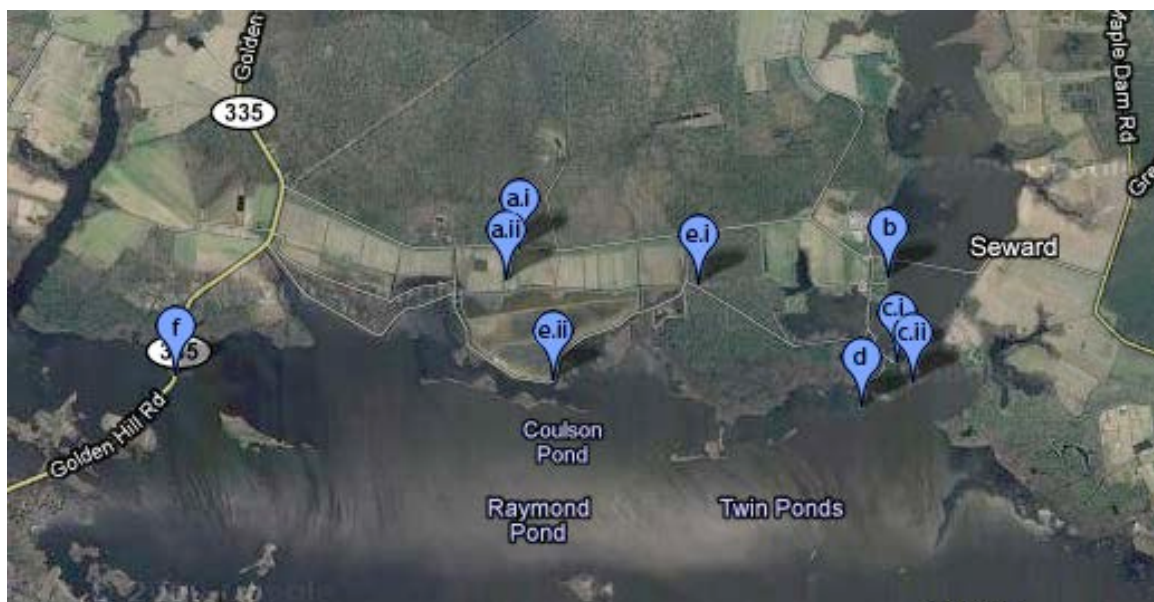
With the guidance and approval of the Refuge staff, the planning team identified the eight sites and stories to interpret within the Refuge.

These satellite image maps indicate the locations of these sites.⁵⁰ Descriptions of each site follow below.

⁵⁰ All satellite image maps, ©2009 Google – Imagery ©2009 DigitalGlobe, GeoEye, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2009 Google



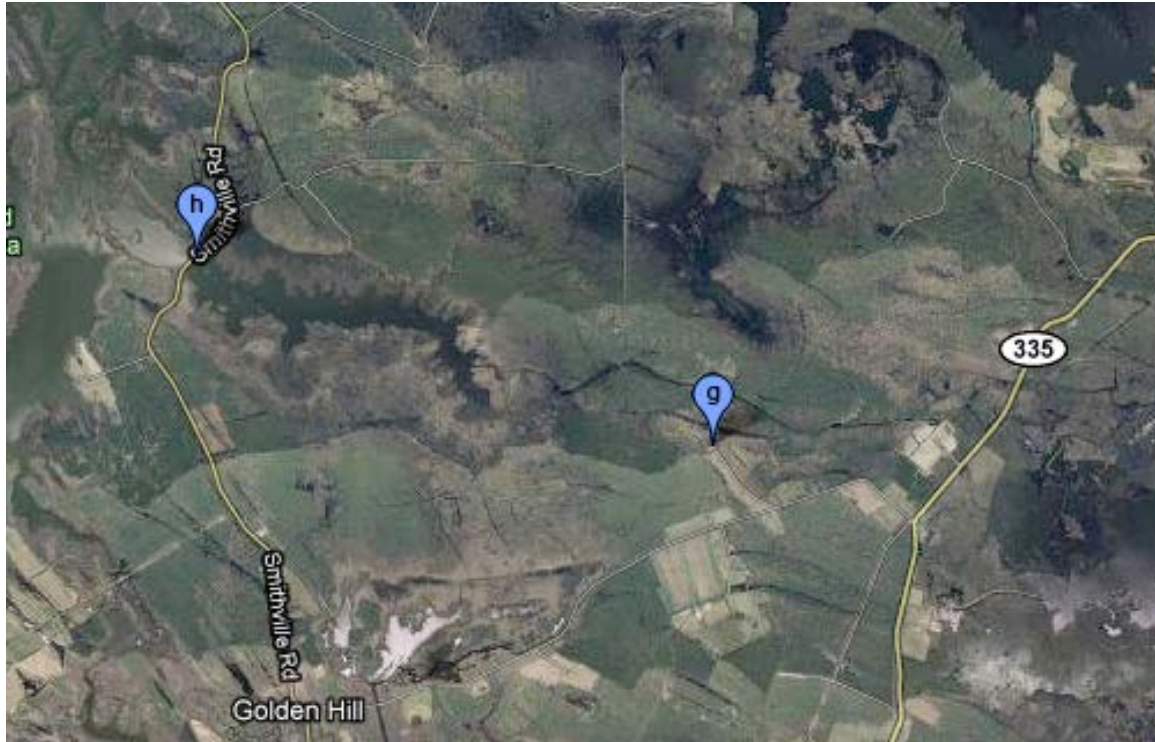
Overview map of all proposed Byway sites at BNWR



Detail map of Area A

Key to Area A map:

- a.i = Key Wallace Drive pull-off
- a.ii = Visitor Center
- b = Stapleford Cemetery
- c.i = Marsh Edge Trail trailhead
- c.ii = Marsh Edge Trail boardwalk
- d = Observation Site
- e.i = Woods Trail trailhead
- e.ii = Wildlife Drive pull-off
- f = Big Blackwater Bridge boat launch



Detail of Area B map

Key to Area B map:

- g = Tubman Trail trailhead
- h = Smithville Road boat launch

Special Consideration for Locating Trail-Side Markers

This section regards the exact placement of trail markers on the Marsh Edge, Woods, and Tubman Trails. These represent places where installation would happen on protected natural habitat, as opposed to developed/manmade sites, such as paved roads or pull-offs.

We recommend that the specific locations of these markers be decided jointly by the future Byway implementers and the Refuge staff, who are equipped to determine the specifics: which trees are the best to use; which places are safe for both the natural environment and visitors; are easy for the staff to maintain; are logical visitor stopping points; and other considerations that only their expertise can reveal. Responsible first to their mission as a wildlife refuge, the BNWR management is sensitive about what kind of interpretation – its physical form and how it impacts the environment – is placed on their land.

Therefore, further, hands-on coordination with them will be necessary during the implementation phase in order to determine final installation points. Making those decisions will require the Refuge staff to make a significant time commitment to the project. To facilitate the process in the future, BNWR may need to devote a staff person specifically to serve as a coordinator for Byway interpretation integration with the Refuge.

11a

BNWR: Key Wallace Drive Pull-Off and Visitor Center

Content

The BNWR Visitor Center is the main point of entry for most visitors to the Refuge, and the adjacent pull-off is where they go when the Center is closed. The pull-off, therefore, is well suited to host a Byway-branded marker that introduces the idea that the Refuge is significant to the Tubman story, and establishes what the overarching themes are that visitors can expect to encounter at BNWR. Those themes would match those at the State Park and on the Byway. Essentially, the interpretation here should convey the notion that the Refuge can be understood as one big artifact from Tubman and UGRR history.

Tubman's experiences in this region put her in situations in which she developed a familiarity with the natural landscape and a knowledge that she was able to draw on later, during her rescues. Examples could include stories from these parts of her life:

- She spent her childhood as a slave **working on farms**, such as Brodess and Cook, which now abut Refuge lands. Her labor at Cook's farm, for example, forced her into the marshland environment.
- As a young adult, she went to work for Joseph Stewart in the area of Tobacco Stick, and then as a timber laborer in the area of Peter's Neck and Parson's Creek, on the north side of the Big Blackwater River. This work sent her deep into **the wooded interior, as well as to the ports**. Entrepreneurially, she eventually procured a pair of oxen and hired herself out to neighboring farms.
- This area held **social and familial significance** for Tubman, as well. After her head injury and she moved to the Madison area to work for the Stewarts, Tubman said she "lived much with her parents." We know that Rit was living with Ben at Peter's Neck in 1840, as were several young adults and children. Here, she also met and lived with her husband, and became a member of a densely knit community of free and enslaved African Americans.

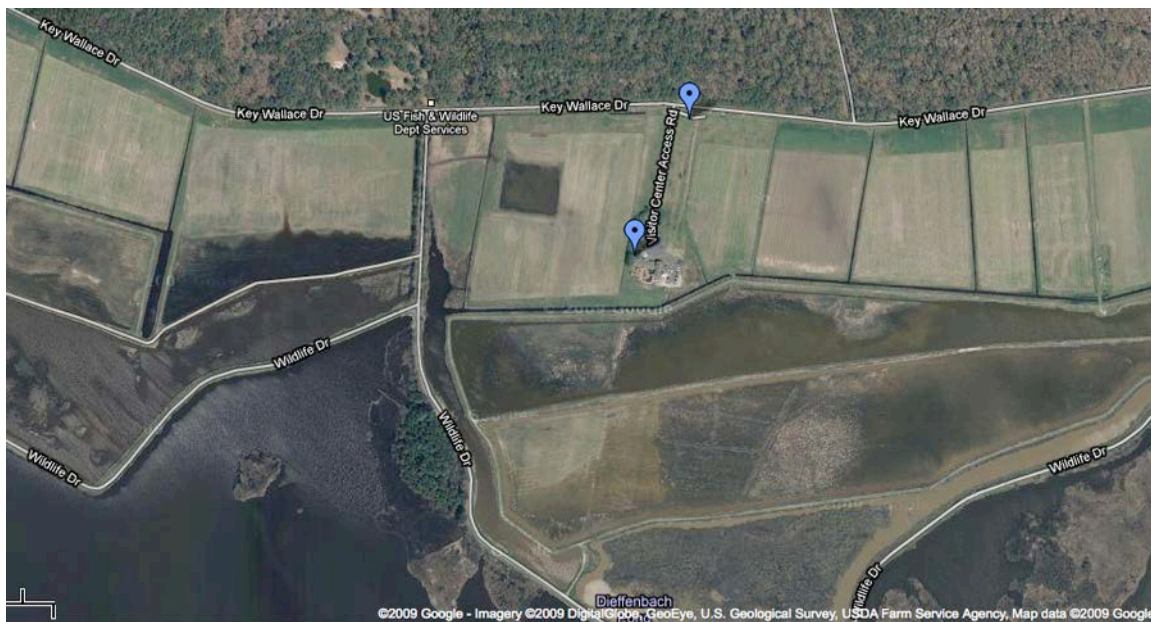
Site Assessment





Key Wallace pull-off, with kiosk and map



The Visitor Center



Satellite map indicating Visitor Center (left) and Key Wallace Dr pull-off (right)

INTERPRETIVE ELEMENT	CONTENT
	1. Byway/Site Marker (6-ft) Byway orientation; site identification; overview of Tubman/UGRR themes at BNWR
	2. Localized Audio 3. Interpretive Seating (picnic tables; Visitor Center only)? Specific discussion of crop fields Map of Refuge with overlay of Tubman-significant sites

The pull-off on Key Wallace Drive is open to visitors at all hours. There is an existing kiosk hut providing a map and overview of the Refuge. The car path can accommodate three or four cars at a time. From here, visitors can see the crop fields, which the Refuge rotates, and the Visitor Center to the south.

Outside of the Visitor Center building, there are existing picnic tables on the front lawn and under the trees on the west side. The parking lot can hold roughly twenty-five vehicles. Restrooms are available inside.

1. The marker at the pull-off will need to serve double duty: to Byway travelers, it should identify the Refuge as a “stop” on their itinerary; while to BNWR visitors, it should provide information orienting them to the HTURR Byway, and why these lands are significant to the Tubman/UGRR story. It could also mention the shifting agricultural use of these lands. This hybrid marker, 6-ft high, should be placed next to the existing kiosk and HCCHA map.
2. The overview story, establishing why the Refuge lands are significant to the Tubman and UGRR stories, could be offered again and in more detail through localized audio at this site. Additionally or alternatively, the audio programming could focus on the view at hand: the crop fields. It could describe: what is growing now; what was growing during Tubman’s time; the historical shift in Eastern Shore agriculture from tobacco to grains; corn as a crop that is good for eating and hiding in; and seasons during which to escape. Indeed, the same transmitter would have enough range to broadcast to the parking lot at the Visitor Center, as well, so visitors in either location could receive this site-specific information.
3. Another opportunity for interpretation (to be approved first by the Refuge staff) would be to replace the existing picnic tables around the Visitor Center with interpretive seating that again explains the overview story (how the Refuge is connected to Tubman/UGRR). For example, the tabletop could depict a map of the Refuge, overlaid with an historical map showing significant Tubman sites and areas (such as the Brodess Farm, Cook Farm, Pattison Farm for her mother and grandmother, Thompson Farm, and Peter’s Neck) and the new Byway trail markers. This filter of interpretation could inform the visitor’s perception of the natural landscape.

11b

BNWR: Stapleford Cemetery

Content

From this historic cemetery, visitors will be able to see the opposite bank of the Little Blackwater River, where James Cook's and Atthow Pattison's farms once were. This site is suited to establish the context of this land as Tubman's "home."

- Interpretive elements could tell the story of Harriet as a young child of 6 or 7 being **hired out to the Cooks**, initially to learn weaving. This was the first of many forced separations from her family. There, she learned the **cruelty of her masters**, who sent her into the marshes during winter to check their **muskrat traps**, even, in one instance, when she had the measles. She became exhausted and physically ill from the numerous tasks she was charged with. She was beaten and starved at times, as well.
- The story offers a look into her personal character, as well. She worked here for two years and became incredibly **homesick**. She hated the Cooks and **refused to learn to weave**.⁵¹
- On a contextual note, the **Pattison family's farm**, where Tubman's mother "Rit" grew up and first lived as a slave, is also on the opposite side of the River, to the south. Mention of it could be made to suggest the tight and overlapping circles in which the slave-owners and enslaved population of Dorchester operated.
- Some information could be offered about **the Staplefords**, for whom the cemetery is named. Dorothy Stapleford enslaved Harkless Jolley, Kessiah Jolley Bowley's father. Jolley had married Tubman's sister Linah. There were also a number of escapes from the Staplefords, and from the nearby Little Blackwater Bridge, too.

Site Assessment

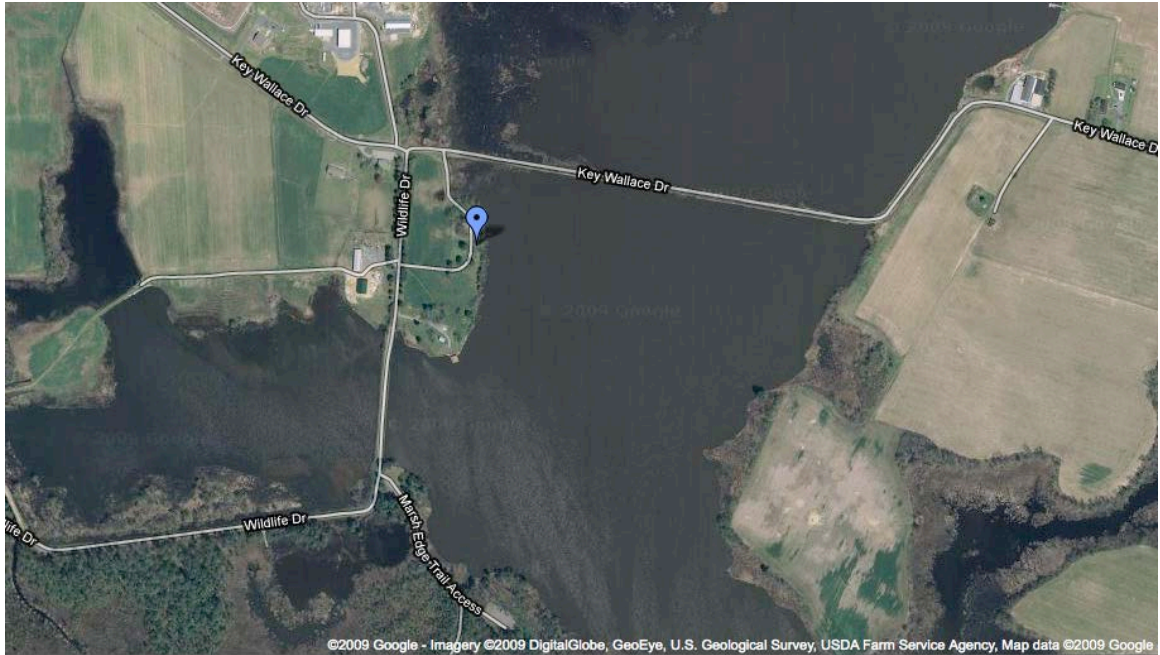


Cemetery and driveway





Cemetery with view to Cook farm beyond

⁵¹ For a more complete account of Tubman's experience at the Cook farm, see *Bound for the Promised Land*, pp. 37-38.



Satellite map indicating Stapleford Cemetery (old Cook farm on right shore)

INTERPRETIVE ELEMENT	CONTENT
 1. Directional Marker	Guidance to turn off Key Wallace Drive
 2. Trail Marker/Brochure	Tubman's experience working at the Cook farm

Unlike the other BNWR sites, the Stapleford Cemetery is not currently accessible to the public, though there is an unpaved lane that could be made visitor-ready and expanded for parking. The foliage and other vegetation between the driveway and water would need to be cleared to augment the view of the opposite shore.

1. A directional marker should be placed at the turn on Key Wallace Drive to guide visitors down this lane.
2. The trail marker should be placed on the east side of the driveway, but at a moderate distance from the existing gravestones so that visitors understand the cemetery is not the subject of interpretation here.

Content

The Marsh Edge Trail, as its name implies, takes visitors along the marshy edge of the Blackwater River and Little Blackwater. Providing views of both open water and thick marsh grass, the trail can focus on interpreting two subjects related to the theme of opportunities and challenges presented by the landscape:

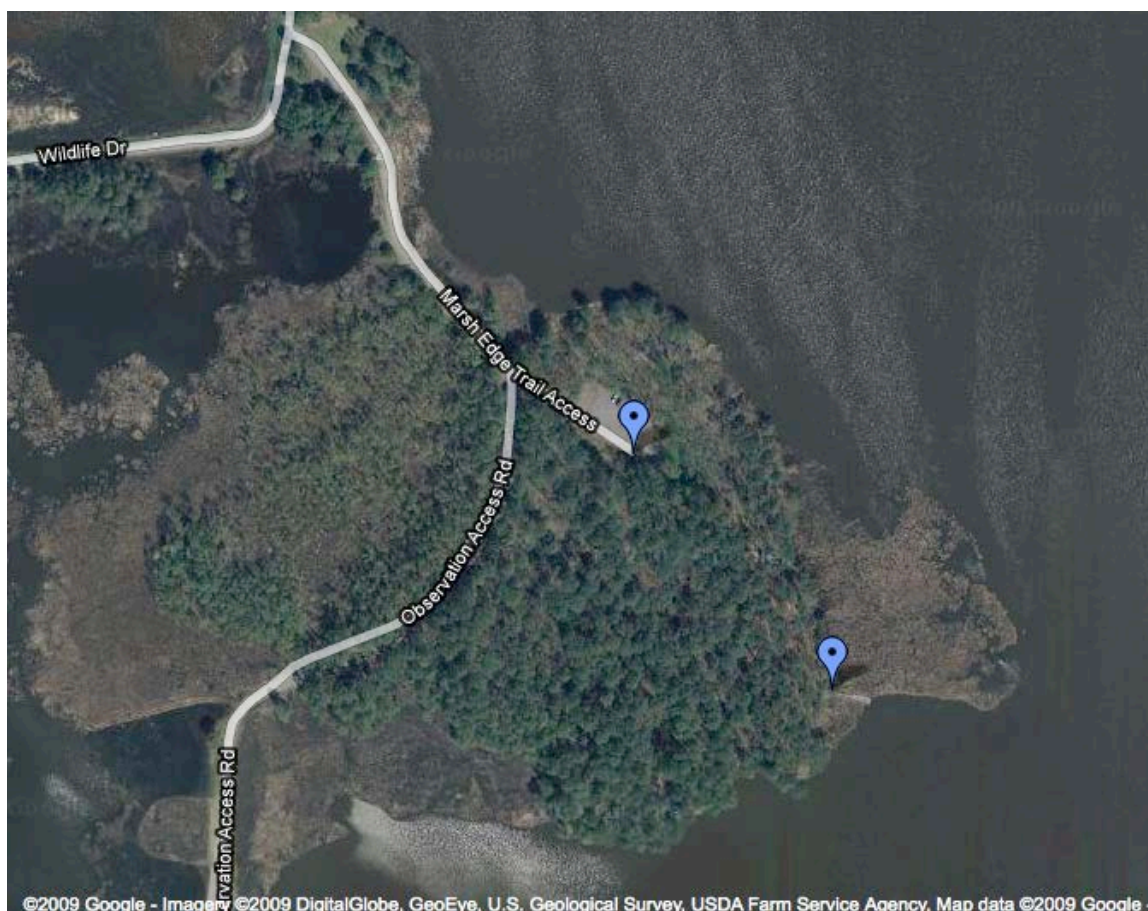
- Tubman's forced experience, when working for James Cook, of **setting and checking muskrat traps** in the marshes. The work would have involved stepping into the soft soil and ample waters of stream banks and marsh grass like those seen here, and done so in the cold winter season of muskrat trapping, when their furs are at their finest. It was dangerous and terrible work for a child, and created a harsh life for her.
- The **geography of necks, creeks, waterways, and islands** that characterize the Blackwater River waters, and how it aided and hindered self-emancipators' progress. Significant necks and creeks, for example, could force runaways to walk miles out of their way. Islands could provide places to hide.

Site Assessment


Head of Marsh Edge Trail path



Boardwalk overlooking Little Blackwater



Satellite map indicating Marsh Edge Trail head (left) and boardwalk (right)

INTERPRETIVE ELEMENT	CONTENT
 1. Trail Marker/Brochure	Water geography; Tubman's experience trapping muskats
2. Localized Audio	More detail on water geography and Tubman's experience trapping muskats

The Marsh Edge Trail is a loop off Wildlife Drive. Paved, it is wheelchair-accessible and its lot can accommodate two-dozen cars. The trail meanders through trees as it makes its way south to the edge of the water. From here, visitors can sit on benches and see the watery landscape of the Blackwater River, punctuated by islands in the distance, and the zigzagging shoreline, characterized by little peninsulas. The east side of the trail features a wheelchair-accessible boardwalk. Extending out and just above the marsh grass and water, it provides the most immersion visitors will get of what it would be like to wade through the marshes. Live muskrat houses are visible from this boardwalk.

1. Trail markers could be installed in two general areas. First, along the windy, wooded trail as it passes by the water, discuss Tubman's superior knowledge and navigation of similar marshland based on her experience, her familiarity with the seasonal changes, and the advantages and disadvantages of escaping through this watery environment. The wooded trail could also interpret which plants and trees were

helpful or harmful, what kinds of animals would be encountered, and potential hiding places. Second, from the boardwalk, interpret Cook's and Pattison's farms on the opposite side of the Little Blackwater River, particularly little Harriet's experience of checking Cook's muskrat traps in the marshes during the winter months of November to March. The exact placement of markers on the trail should be determined by Refuge staff.

2. Another interpretive opportunity is to use localized audio in the extensive parking lot to tell the same stories in more detail. A marker of the same size as the trail marker (2-ft high) could be placed in the lot, but instead of displaying a site number, it could have the Byway logo and the radio frequency, which would be indication enough for visitors to tune in.

There is a pavilion close to the trailhead, but the tables are concrete, which would be difficult to replace or modify with interpretation, and there are many flies and mosquitoes, which would discourage visitors from spending too much time there.

As the Refuge staff noted to us, there are empty panels on the ends of the BNWR kiosk hut, which could one day be used for Tubman/UGRR information, if desired.

11d

BNWR: Observation Site

Content

At the confluence of the Blackwater and Little Blackwater rivers, and surrounded by marsh grass, this site is an option for reiterating content from the Marsh Edge Trail:

- **Tubman's superior knowledge of such waterways**, and her possible use of islands to hide fleeing slaves.
- Alternative or additional content could be information about **muskrat trapping**.

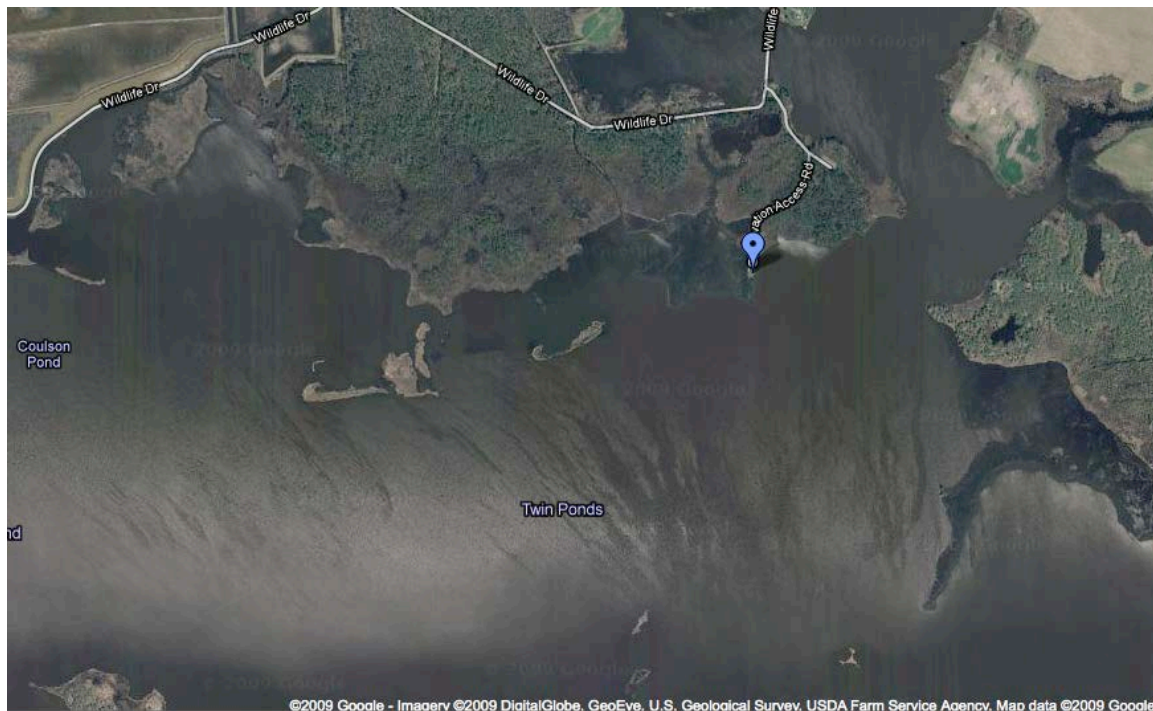
Placed again here, this information might capture those visitors who prefer to drive and therefore miss the walking trail. Alternatively or additionally, new content could be introduced:

- The water also as an **impossible barrier** in cold, inclement weather, and to those who could not swim. A more general discussion could be included regarding 18th and 19th century swimming practices.
- **Fishing, crabbing, and oystering** in these places – something the local enslaved population may have done when they could to augment their meager food allotments.
- Similarly, interpretation could touch upon the more general question of the types of **human activity** would have happened here in Tubman's time. For example, how crowded would the Blackwater River have been with vessels, large and small? Would there have been ferry operations were contracted by white people, but operated by free and enslaved people? How deep is the water here? These are story possibilities that could be researched by local students.



Site Assessment



Observation Site turnaround with kiosk and views of water, islands, and marsh grass



Satellite map indicating Observation Site (islands at bottom)

INTERPRETIVE ELEMENT	CONTENT
 1. Trail Marker/Brochure	Tubman's knowledge and use of the waterways
 2. Interpretive Seating?	Spotting muskrat houses

This long turn-around is a place from which you can see the gamut of environments: water, islands, marsh, and woods. Muskrat houses in the adjacent marsh grass are visible from here. There is an existing BNWR kiosk about eagles, osprey, and nutria. Many visitors to the Refuge come down this path in their cars.

1. The trail marker could be placed next to the existing kiosk hut. With views of the water and islands from here, the marker could key to the information about Tubman's knowledge of the landscape.
2. This location might also benefit from interpretive seating, so visitors can sit down, enjoy the view, and learn a little more. Graphics could provide visual cues and instructions telling visitors how to spot muskrat houses in the grass – and in the process convey how difficult it can be.

Content

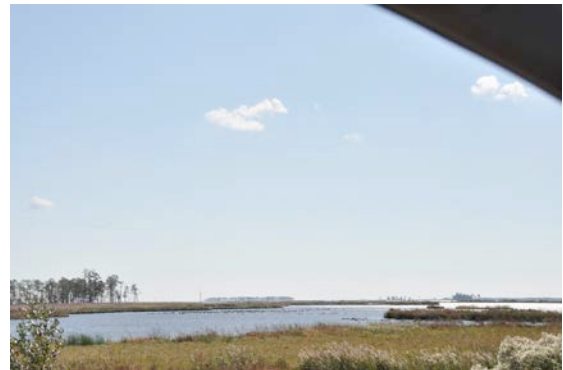
The Refuge's spectacular Wildlife Drive passes through both densely wooded forest and the most exposed marshlands of the Refuge. As such, different points along the Drive present opportunities to interpret the themes of:

- Tubman's and other self-liberators' **familiarity with similar landscapes** and their use of it to aid their quests for freedom.
- The experience of self-emancipators traveling specifically through **wooded areas, an environment which came with its own benefits and hardships**. Examples could focus on the different species of trees: the small pawpaw tree could bear berries as a wild food source; the greenbrier could form thorny thickets, blocking routes and snagging and tearing skin and clothes; and the sweet gum tree could nurture with its sap and could be carved into a cradle for African American infants; but it could also pierce with its spiked fruit and create hazards in storms with its easily breakable branches.

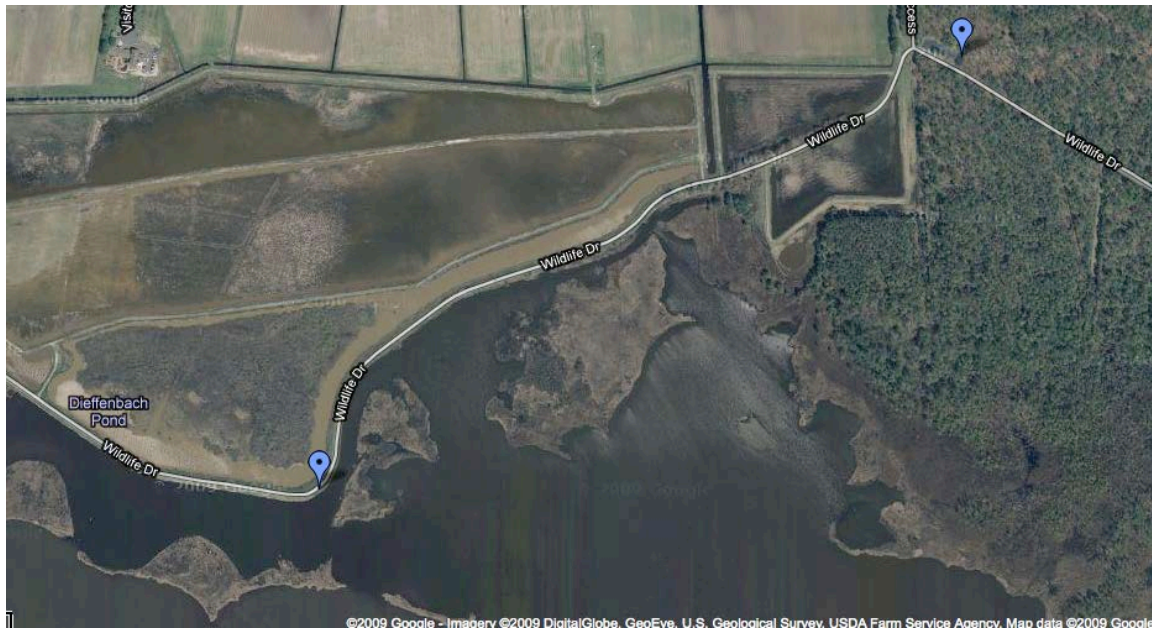
Since the Drive is one of the more popular destinations within the Refuge, repeating the same stories here will have the advantage of either introducing these themes to more visitors or reinforcing the messages found elsewhere.

Site Assessment



A pull-off on Wildlife Drive



View of waterways from Wildlife Drive



Satellite map indicating Wildlife Drive pull-off (left) and Woods Trail head (right)

INTERPRETIVE ELEMENT	CONTENT
 1. Trail Marker/Brochure	Wildlife Drive: Tubman's navigation of the landscape Woods Trail: Opportunities and challenges presented by wooded landscapes
 2. Interpretive Seating?	Antebellum parallel to walking the path today

The Wildlife Drive is a four-mile, one-way scenic road running along the northern shore of the Blackwater River, partly through woods and partly on an embankment through the marshland. The Drive has a number of pull-offs for one or two cars to stand, some of which are existing points of Refuge interpretation. The stretch with the best views of the Blackwater River and its islands (between the Drive's Key Wallace and Route 335 exits) will be converted into the biking/hiking trail that will connect with the future State Park.

1. If some of the pull-offs or viewpoints will be retained in the conversion to a biking/hiking trail, selecting one for Tubman/UGRR interpretation would provide another opportunity to discuss Tubman's and other self-liberators' knowledge and traversal of similar lands (particularly apt here, considering this is a pedestrian path), and the boon and barrier that islands like the ones seen from here would have presented.
2. If there is enough room at the future pull-off, planners may want to consider putting interpretive seating there, as well, to offer walkers and cyclists some UGRR history as well as respite. For example, the bench surfaces facing the trail path could posit a statistic about how long it would have taken fleeing slaves to cross this same distance – before the convenience of a paved road.

Located about a third of the way down the Wildlife Drive, the unpaved **Woods Trail** is a half-mile loop for walkers. Parking is provided in the pull-off.

1. Located in a forest, the trail could be an opportunity for visitors to learn about the difficulties of navigating a wooded area (versus the watery environments of other sites). A trail marker should be placed at the trail head, in anticipation of two or three more being placed on the trail itself to interpret specific species of trees that would have helped and hurt self-liberators. The exact placement of markers on the trail should be determined by Refuge staff.

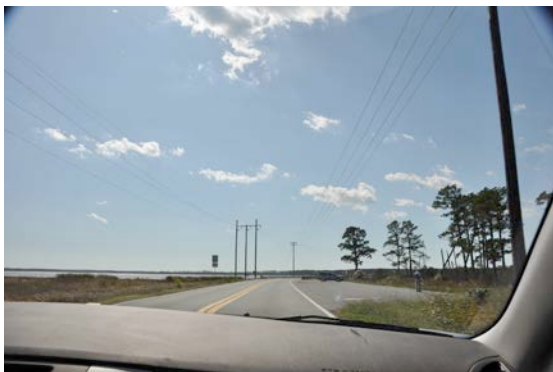
11f

BNWR: Blackwater Bridge Boat Launch

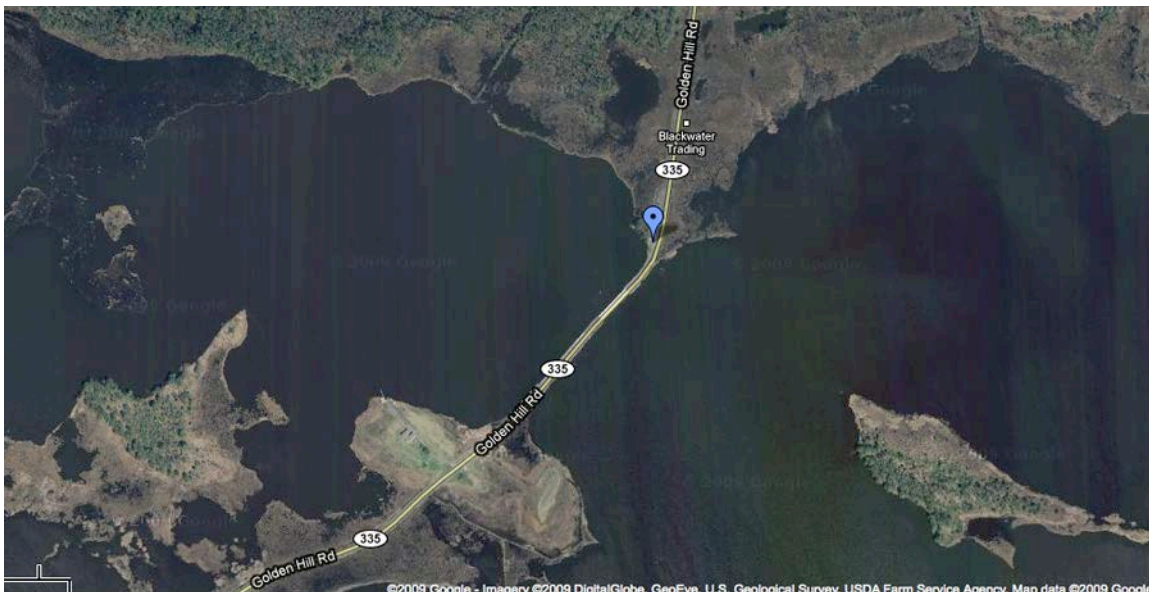
To capture the motorists traveling this public road, and to appeal to the interests of the watersportsmen who already use this site, the interpretation here can touch upon the importance of these waterways on the African American experience, by focusing on:

- The **antebellum use of the waterways** in this area for transporting timber and agricultural products between from the timber-rich interior of Peter's Neck to the shipyards of Tobacco Stick, a combined land-and-sea industry in which enslaved and free African Americans, including Tubman and her father, worked. Tubman spoke about her experience pulling a stone boat.
- Since paddlers can access **Stewart's Canal** from this launch, the interpretation here could also provide some backstory on the Canal.


Site Assessment



Approaching the launch from the road Boat launch and view of waterways



Satellite map indicating Blackwater Bridge boat launch

INTERPRETIVE ELEMENT	CONTENT
 1. Trail Marker/Brochure	Antebellum uses of the Big Blackwater River

The boat launch is located about 1.5 miles from the Visitor Center, on the east end of the Blackwater Bridge on Route 335. It has ample parking (up to twenty cars).

1. Planners should consider using a 4-ft high version of the trail marker here, to increase visibility to passing motorists. In addition, the added surface area of a taller marker would allow the display of minimal information about the antebellum use of the waterways, as well as point to the other Tubman/UGRR sites in the Refuge. Existing users of the boat launch, who will not have picked up a brochure in advance, could thereby receive a brief introduction to the story and be encouraged to find out more. The 4-ft trail marker could be placed in the area between the bridge and the ramp, next to the existing two signs displaying information about the water trails here.

11g

BNWR: Tubman Trail

Content

In counterbalance to the waterways, the interpretation on the Tubman Trail can focus on the land routes used by antebellum locals, both white and black, free and enslaved. That context can be accessed through explanation of the Old Tubman Road:

- The Tubman Trail is named not for Harriet, but for the white Tubman family who owned property in this area and whose name was use to describe an early colonial and then-major **road, part of which the present day trail follows.**
- Indeed, the Old Tubman Road was once the **primary route connecting the north and south sides of the Blackwater River.** It was the road locals south of the River would have taken to reach Thompson's farm, the free and enslaved African American communities in Peter's Neck, Church Creek, Cambridge, and beyond. (Harriet's own experiences in the areas north of this trail – as a timber laborer, visiting her father, and living with her husband – are interpreted elsewhere on the Byway.)
- There is no remaining fabric from that era, but part of the trail does follow an old road and passes by old fields, which together seem to suggest a human presence from long ago.
- Future research may reveal UGRR-related stories that took place in this immediate area and could be interpreted here.

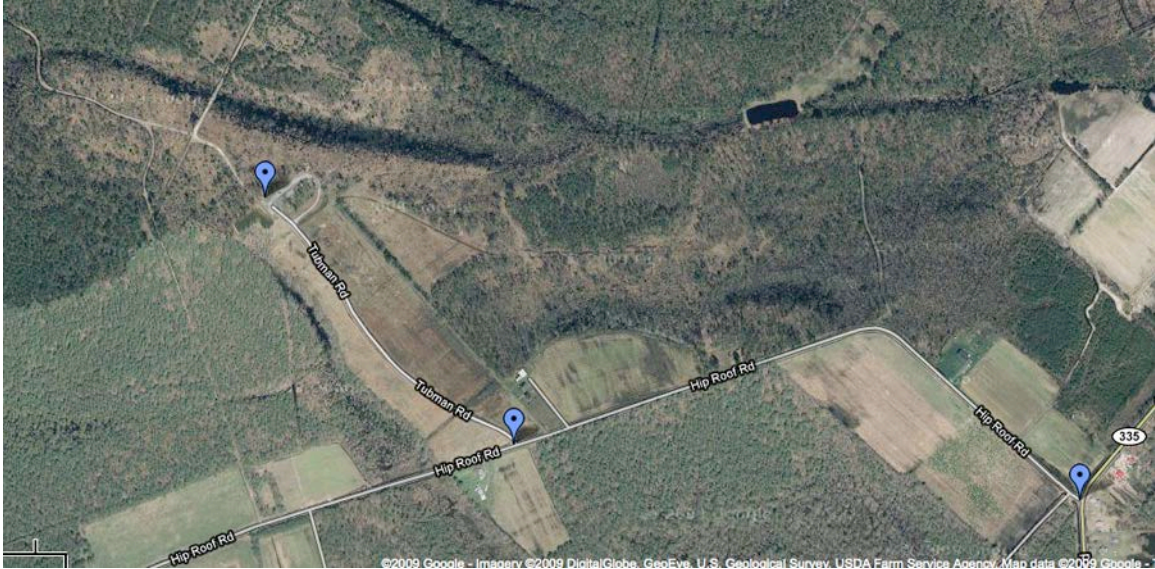
Site Assessment





Right turn onto Hip Roof Road



Kiosk and parking lot at Tubman Trail



Satellite map indicating (left to right): trail head, Tubman Rd turn, Hip Roof Rd turn

INTERPRETIVE ELEMENT	CONTENT
 1. Directional Markers	Guidance onto Hip Roof and Tubman roads
 2. Trail Marker/Brochure	Old Tubman Road

The 1.7-mile Tubman Trail is located over six miles from the Visitor Center, a half-mile south off Route 335, on Hip Roof Road. The trail's head and parking lot are located at in a cul-de-sac at the end of Tubman Road. There is an existing kiosk that provides information about the eponymous Tubman family, as well as a mention of Harriet's husband, John Tubman (unrelated to the white Tubman family). As the content for the Byway interpretation here is being developed, the content on the existing BNWR kiosk should be reviewed, as well, to ensure an accurate consistency of information between the interpretive elements.

1. To help guide visitors and other motorists from Route 335, a directional marker should be placed at the right turn onto Hip Roof Road, and another at the head of Tubman Road.
2. To start, a marker should be placed at the trail head, followed by two or three additional markers along the path itself, their exact placements to be determined in consultation with the Refuge staff. The brochure entry for this site should include an historical map, showing the areas north and northeast of the Tubman Trail.

11h

BNWR: Smithville Road Boat Launch

Content

To connect with the proud residents of the Smithville area, and to integrate with the theme at the State Park, interpretation at the Smithville Road boat launch could focus on this land as the place of her first home.

- Although Tubman was not from this immediate area, the immersive, 360-degree views afforded by this location make it well-suited for visitors to see in an instant what **the landscape of her home** looked like.
- This focus could be supplemented with stories of **others who had roots here**. For example, Tubman's brother, William Henry, married a free woman from this area. They fled to Canada, and their descendants live all over the country today.

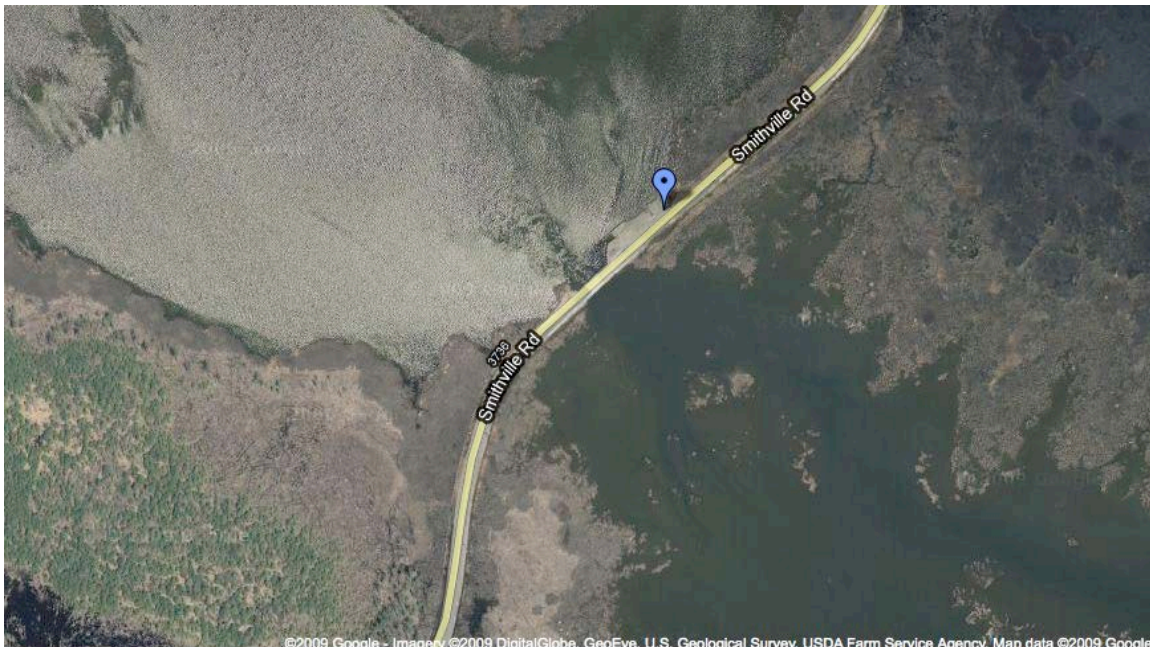
Site Assessment





Approaching the launch from the road



Boat launch, view of water, and pier walls



Satellite map indicating Smithville Rd boat launch

	INTERPRETIVE ELEMENT	CONTENT
	1. Trail Marker/Brochure	Tubman's ties to this place
	2. Affinity Program (Graphic)	Tubman quotation about Maryland as home

The Smithville Road boat launch is over six miles from the BNWR Visitor Center; by car on the Byway, it is almost ten miles (or twenty minutes) away. The pull-off for the launch has two boat ramps, a dozen spots for parking, and scenic views in all directions of pristine wetlands.

1. Planners should consider using a 4-ft high version of the trail marker here, to increase visibility to passing motorists. It could be placed next to the landing's existing signage, at the northern end of the parking lot.
2. Another enhancement, as part of the Affinity Program, would be to clad the low pier wall with a large graphic. Given the Smithville area's local spirit, and the characteristic Eastern Shore landscape seen from this spot, it could be fitting to quote Tubman on this wall: "My home after all was down in Maryland...." Such a statement would resonate locally while being general enough to apply to the entire Byway experience. For Byway travelers following the suggested route, they will reach this point by way of Madison, Stewart's Canal, and the upper Smithville Road, where they may have read, seen, and heard a little more about the region's timber and maritime industries, Harriet Tubman, and the local pride. A large graphic here, short of additional on-site information, will resonate with the previous sites' themes and reaffirm that they are traveling along the right road, here in Tubman country.

I. Visitor Experience Scenarios

The Byway experience and system of interpretive elements outlined in this plan allow for myriad points of entry by visitors of all kinds. To crystallize how the ideas can function together, in an increasingly synergistic manner, to create a thoughtful and high-quality visitor experience, we developed sample scenarios of how four typical audiences may encounter – and engage in – the Byway.

1. Scenario 1: The Pass-Through Visitor

Driving toward Assateague State Park, as they've done season after season, they've reached a spot where the traffic is backed-up and the kids are restless after the drive over the bridge. Turning off Ocean Parkway to try and avoid the traffic, they see a new sign that they've never noticed before: Tubman Radio. Growing up, they'd learned about Tubman through children's books, and have known about her exploits and thought of her as an American hero, they tune to the radio station.

Listening to the stories and voices of people from the area they're driving through, the kids settle into the radio drama, and look out the window to try and imagine what it might have been like, so long ago. As they drive by the farms, and cross the creeks, they begin to understand that this is not only a place of history, but that the history is tied to the land, and that what they're seeing is like what Harriet Tubman might have walked through.

As it's summer, the sun is still illuminating the landscape, and as they pull off the Byway for a rest, the kids notice that the road is called Meeting House Road, and seeing a sign that says "Text for Tukahoe Meeting House" they think maybe they're connected and learn about the Quakers and their roles in the Underground Railroad.

Stopping in Denton to stretch their legs at the visitor center, they see both a kiosk and a spot along the Choptank where there are tables to stop and have a snack. While the visitor center is closed, they tune to the localized audio indicated at the kiosk, and hear information about the Byway and learn about the breadth of the interpreted area, and see that much of their shortcut lies in or crosses the Byway.

Sitting at the table, they read a bit more about Tubman and the Underground Railroad, connecting the pieces of information they've gleaned from the Tubman Radio to the stories of the different sites. They see a wayside, and walk over to read about Moses Viney, and how, at the very spot so long ago, a man and his best friend would conspire to help him reach freedom. The family decides that they like this scenic shortcut, and that maybe they'll leave a little early on the way back and stop at one of the sites along the way.

2. Scenario 2: The Wildlife Refuge Visitor

Every year, this visitor comes to watch the migratory birds come in in November, and come back through in spring. They've driven the back roads to get to Blackwater National Wildlife Refuge to appreciate the beauty of the scenery, hiking through the woods, and occasionally kayaking around the quiet waters of the Refuge.

As they've driven in lately, they noticed that the construction along the road has finished, and that there's a new building down the road from the BNWR visitor center. And as they turn down the drive this time, there's also a new object at the BNWR kiosk: a tall, wooden pillar that has a new logo on top.

Walking into the BNWR visitor center, they notice new benches that have an illustration on the tabletops; since they brought their lunch, they decide to investigate further at lunchtime.

Inside, they find a new brochure is out: a "Harriet Tubman Underground Railroad at BNWR" brochure. Curious, they pick it up and find out that the trails they've always walked has new interpretation on them, and that there's another visitor center at the end of one of the walks along the water's edge. They also notice a new "Harriet Tubman Underground Railroad Byway" brochure, and pick that up to read later.

Walking along Wildlife Drive to the new State Park visitor center, they see a brochure trail marker, and read about how one of the islands might have hidden freedom-seeking slaves, and how Tubman and other Underground Railroad conductors' familiarity with the waterways and marshes in Blackwater would have helped in their flight, but also how much can still be seen in the current landscape that might have been seen by people of that time.

As they arrive at the road crossing at the end of the Drive, they see again the cedar kiosk marker, and go up to read it. There they find out more about not only the Byway, but all the ways they can access it through various media and locations. They think: there is a lot more now than just visiting to see wildlife and hiking the trails... there's a story under the landscape that they'd only heard of before, and maybe next time the visit will be longer.

3. Scenario 3: The Out-of-Town Visitor

This visitor has already decided to come based on advertising they've seen with the Harriet Tubman/Underground Railroad logo (web link, newspaper, or advertising), and looks to the website to learn more about the Byway. There they glean an overall narrative about the Harriet Tubman Underground Railroad story, and download the GPS directions for a turn-by-turn visit to various sites, editing the itinerary to reflect their interests, and also finding supporting facilities for their visit (restrooms, rest stops, visitor centers, and available dining possibilities) as well as other Byway destinations (Blackwater National Wildlife Refuge, etc.) They print out relevant portions of the brochure map, and decide to start "at the beginning" which would be either the Caroline or Dorchester County visitor center.

As they arrive, they see signs at the visitor center telling them that there is an audio element available locally through their FM radio giving general information to visitors about the Byway when the center is closed, as well as calling out a broadcast Byway-wide FM radio station spanning the two counties that will entertain and inform the visitor about historical, environmental, and contemporary interpretations of the HTURR story as told by locals.

After going through the comprehensive story in the center's exhibition, and picking up a driving brochure, the visitor is ready to head out onto the Byway. They enter the GPS coordinates into their device, which already has the dining choices and other diversions that they've already started to assemble into a day-long visit. As they drive out, they see a kiosk which has the same logo as the brochure, introducing the visitor to the idea that they'll see many similarly-designed objects along the Byway that will both clue them into the turns they'll be making along the way as well as assure them that when they arrive at a site that it is indeed a HTURR interpreted spot.

Driving to their first site, they tune their radio to the Byway station and hear a story re-enacted by locals, and enjoy passing the time in-between sites as some of the distances between sites are substantial. Their child hears a kid telling one of the stories of Tubman's youth, and begins to understand what it might have been like growing up in another time, under a whole different set of values and ways of being.

As they drive up to Dorchester County Courthouse, one of their chosen sites, they first see a Site Marker and know to park nearby. There they can listen to the story of the daring rescue of Tubman's niece Kessiah via a localized audio via their FM radio, and through the panorama glass interpretive element, imagine the scene that day or any day that there was a slave auction. This augments the existing wayside, and pulls the visitor into the story with different visualizations and auditory support. Their child runs up to the site marker, and takes out the passport they received at the visitor center to make a rubbing of the site.

At lunch, while plotting out their next stop, they read the tabletop interpretive material, and discuss what they all learned along the way.

4. Scenario 4: The Local Visitor

This visitor has already heard about the Byway, either through their network of friends, through media outreach by the Byway group, having seen the various Byway or having participated in one of the content-gathering events (eg.- the annual Heritage Day at Faith Community Church, interviews for the radio station, posing for figural illustrations or sculptures along the Byway).

They've noticed the kiosk at the Harriet Tubman Community Garden as they've driven by a few times, so stop by to investigate. There they see how Harriet Tubman's life has affected their lives even today in the Eastern Shore, and as they encounter the kiosk up-close, see the scope of the Byway and all the possibilities for exploration as they normally move around the area.

They've already seen the different markers around the area, and have noticed the ads and affinity projects around. Their friends have even gone on air with the Tubman radio, and done a spot reading or acting out roles in one of the radio spots, and they've listened to the radio a bit and found that it's actually entertaining and informative. Having grown up in the area, they've known about Blackwater, but want to know more about how the Tubman and Underground Railroad story relates to the natural world around them, so decide to visit sometime to investigate and visit the new Harriet Tubman Underground Railroad State Park.

While they've grown up knowing a basic story of Tubman's life, and the rich background of the Underground Railroad, they've never seen recognized the enormity of the whole story and where history books and children's storybooks leave off. Resolving to find out more online, and by asking more questions of the local historians they've met along the way, there is hope, and a pride and satisfaction of recognition that the story is beginning to be told.

J. Implementation Schedule, Staffing, and Operating Budget Estimate

As there are few set dates that should be set forth, we've grouped things by priorities to allow for implementation to happen as funding and staffing allows. Likewise, budgeting is based less on goals for spending, but rather as a planned balance between available resources (monies and staffing, as well as other on-going expenses of each Byway interpretive element).

Also, the way in which each piece is implemented should reflect priorities chosen from the list of possibilities rather than as a rigid schedule; this document serves a map and guidance for reference rather than a set of rules that preclude flexibility. This reflects the realities of fund-raising: some items might be more attractive to funders than others, and they may be presented as a menu of choices, as long as they don't contradict priorities.

We start with the waysides, which are already purchased and to be installed as part of this original work, and the designs of the Byway markers themselves. These represent two different parts of the Byway: to mark individual sites, and to create a way to make the experience of the Byway more coherent as a whole.

As part of establishing coherence, the idea of a "family" of markers was developed. Its purpose was two-fold: to hold all the parts of the Byway together as an idea (using the logo as an anchor of each element); and to make the Byway more "visible" and identifiable to all prospective visitors, both for ease in locating sites and to develop a "cloud" of recognition.

Therefore, to start, Byway markers – whose role is to orient visitors to the sites – cannot take precedence over the Site markers, which identify the stops: to steer visitors to unmarked spots would detract from the experience, and so there needs to be a coordinated effort to "escort" visitors all the way through. After all, while part of the Byway's goal is to reinforce the Harriet Tubman and Underground Railroad stories, it is also to make sure that word-of-mouth and visitors' reviews of the experience are positive, which in turn will augment the interpretive aspect in the mind of the visitor.

Considering available resources, maintenance and staffing have been purposely minimized in all recommendations, but the idea in scheduling would be to establish low or no-maintenance ideas first, then to allow a ramping-up of efforts as momentum allows. Given that some of the higher-cost items are the most effective, there is a balance and strategic choice in implementation, and we will set forth the budget estimates and effects of each one in order to allow for the prioritization of choices to be easier in implementing.

Phase 1: Current

In this group are elements that are part of C&G Partners' current contract, and are already completed or to be completed soon.

- Byway Logo Design
- New Driving Brochure
- Byway Marker Design
- Choptank Waysides
 - A. Talbot County
 - B. Dorchester County
 - C. Caroline County

Budget for Phase 1

ITEM	COST (PER UNIT)	QUANTITY	SUBTOTAL
<i>Fabrication/Printing</i>			
Driving Tour Brochure – Fold-out	-	50,000	\$8,000 *
Waysides – Base & graphics	\$1,000	3	\$3,000 **

* Price estimate based on quote from Delmarva Printing, who printed the current “Finding a Way to Freedom” brochure.

** Price estimate based on quote from Pannier Graphics, who produced the existing NTF waysides.

Phase 2: Site and Directional Markers

These should be implemented as soon as possible; this is the heart of the Byway and should be in place before any further implementations.

- Negotiate rights for all locations, secured in writing
- Content, Design & Fabrication of Site Markers
- Install Site Markers at all locations
- Install Directional Markers to direct visitors to the sites
- (Optional) "Passport" Kits sold/distributed at visitor centers including BNWR and possibly the HT State Park if already in operation.

Budget for Phase 2

These costs are estimates only, for planning purposes. Final prices will need to be provided by future subcontractors.

ITEM	INITIAL COST (PER UNIT/ PER YEAR)	QUANTITY (UNITS/ YEARS)	INITIAL COST (SUBTTL)	MAINTENANCE/ REPLACEMENT COST
<i>Development</i>				
Site Negotiation (1 staff)	\$25,000	1 year	\$25,000	n/a
Content (1 staff)	\$25,000	1 year	\$25,000	n/a
Design (consultant)	\$25,000	1 year	\$25,000	n/a
Landscaping (consultant)	\$25,000	1 year	\$25,000	n/a
<i>Fabrication</i>				
Landscaping/Improvements	\$5,000 *	26 sites	\$130,000	\$13,000 (10%)**
Site Markers	\$7,500	23	\$172,500	\$17,250
Site Markers (flat)	\$4,000	1	\$4,000	\$400
Site Markers (4-ft)	\$1,500	3	\$4,500	\$450
Directional Markers	\$1,500	3	\$4,500	\$450
Passport System – Booklets	-	50,000	\$15,000	\$1,500
Passport System – Medallions	\$100	24	\$2,400	\$240
Phase 2 Totals			\$432,900	\$33,290

* Average per site, some sites may be zero. Others may be much higher.

** Maintenance is a 10% calculation based on original capital cost. Includes replacements, labor, etc. This calculation is a conservative figure based on past industry experience.

Note: staffing costs are higher in this phase than related later phases. Cost of site negotiation, for example, will be done in this phase only, which makes these costs higher here.

Phase 3a: Byway Markers at Visitor Centers

These items establish the entries into the Byway, and help develop the whole identity. At the Byway markers, care should be taken as to how the parts are implemented: if the multimedia elements aren't in place, that panel should come last. If there is not enough staffing to maintain Byway driving brochures, then that must wait until there is sufficient staffing. However, the Byway marker itself, as a representation of the Byway can be installed and begin the "string of pearls" that will make the whole work.

- Byway Marker (first implementation)
 - A. Install Dorchester County Visitor Center
 - B. Install Future Caroline County Visitor Center

Budget for Phase 3a

These costs are estimates only, for planning purposes. Final prices will need to be provided by future subcontractors.

ITEM	INITIAL COST (PER UNIT/ PER YEAR)	QUANTITY (UNITS/ YEARS)	INITIAL COST (SUBTTL)	MAINTENANCE/ REPLACEMENT COST
<i>Development</i>				
Content (1 staff)	\$7,500	1 year	\$7,500	n/a
Design (consultant)	\$7,500	1 year	\$7,500	n/a
<i>Fabrication</i>				
Byway Markers	\$12,000	2	\$24,000	\$2,400 (10%)
Phase 3a Totals			\$39,000	\$2,400

Phase 3b: Additional Byway Markers

These extend the Byway presence, and should be in place after the County visitor centers are established with their kiosks as visitors will need help understanding the choices, and will most likely turn to the visitor centers.

- Byway Markers (further implementation)
 - A. Install at Queenstown Shopping center
 - B. Install at Wawa (at 50/16)
 - C. Install at 301 Welcome Center

Budget for Phase 3b

These costs are estimates only, for planning purposes. Final prices will need to be provided by future subcontractors.

ITEM	INITIAL COST (PER UNIT/ PER YEAR)	QUANTITY (UNITS/ YEARS)	INITIAL COST (SUBTTL)	MAINTENANCE/ REPLACEMENT COST
<i>Development</i>				
Site Negotiation (1 staff)	\$5,000	1 year	\$5,000	n/a
Content (1 staff)	\$7,500	1 year	\$7,500	n/a
Design (consultant)	\$7,500	1 year	\$7,500	n/a
<i>Fabrication</i>				
Landscaping/Improvements	\$25,000 *	3	\$75,000	\$7,500 (10%)
Byway Markers	\$12,000	3	\$36,000	\$3,600
Phase 3b Totals			\$131,000	\$11,100

* Allotment only, final design does not yet exist. Assumes some basic amount of landscaping will be required at each location.

Phase 4: Blackwater National Wildlife Refuge

As noted, these aren't necessarily in chronological order, but about how the items should be grouped. In this case, Blackwater interpretation should come in one fell-swoop to coincide with the opening of the State Park. This would be the most effective implementation as the visitorship will be both engaged and it would be part of a whole roll-out that would get Blackwater visitors' interest piqued in other possibilities in the Dorchester/Caroline County areas.

- Byway Markers
 - A. Blackwater National Wildlife Refuge (Key Wallace Drive pull-off)
 - B. Harriet Tubman State Park (Vehicular pull-off)
- Trail Markers (all in plan implemented)
- Trail Brochures

Budget for Phase 4

These costs are estimates only, for planning purposes. Final prices will need to be provided by future subcontractors.

ITEM	INITIAL COST (PER UNIT/ PER YEAR)	QUANTITY (UNITS/ YEARS)	INITIAL COST (SUBTTL)	MAINTENANCE/ REPLACEMENT COST
<i>Development</i>				
BNWR Coordination (1 staff)	\$5,000	1 year	\$5,000	n/a
Content (1 staff)	\$5,000	1 year	\$5,000	n/a
Design (consultant)	\$5,000	1 year	\$5,000	n/a
<i>Fabrication</i>				
Byway Marker	\$12,000	1	\$12,000	\$1,200 (10%)
Byway Marker (6-ft)	\$7,500	1	\$7,500	\$750
Directional Marker	\$1,500	2	\$3,000	\$300
BNWR Trail Markers	\$1,000	13	\$13,000	\$1,300
BNWR Trail Marker (4-ft)	\$1,500	1	\$1,500	\$150
BNWR Trail Brochures	-	25,000	\$5,000	\$500
Phase 4 Totals			\$57,000	\$4,200

Phase 5: Enhancements to Sites

Again, the elements in this phase are not in a chronological order, except that they are enhancements to the sites and should therefore follow the 2nd and 3rd phases. Within Phase 5, there are a few strategies that could be implemented:

1. Push the most important sites to the front by pursuing high-profile enhancements such as sculptures at Poplar Neck and Woolford;
2. Spread enhancements throughout the Byway by installing silhouettes, glass panoramas, interpretive seating, localized audio elements, or site texting;
3. Create Tubman Radio to hold the whole Byway together.

These elements are not mutually exclusive, nor do they have to happen in a particular order, but are here as part of a prioritization of the elements proposed. They are here to enrich the experience, and while important, are part of deepening the experience both to encourage repeat visits and lengthen visits, but also to enrich the Byway as a whole.

Budget for Phase 5

These costs are estimates only, for planning purposes. Final prices will need to be provided by future subcontractors.

ITEM	INITIAL COST (PER UNIT/ PER YEAR)	QUANTITY (UNITS/ YEARS)	INITIAL COST (SUBTTL)	MAINTENANCE/ REPLACEMENT COST
<i>Development</i>				
Site Negotiation (1 staff)	\$7,500	1 year	\$7,500	n/a
Content (1 staff)	\$15,000	1 year	\$15,000	n/a
Design (consultant)	\$30,000	1 year	\$30,000	n/a
Landscaping (consultant)	\$25,000	1 year	\$25,000	n/a
<i>Fabrication</i>				
Landscaping/Renovation	\$5,000 *	26	\$130,000	\$1,300 (10%)
Sculptures	\$50,000	6	\$300,000	\$30,000
Silhouettes	\$5,000	8	\$40,000	\$4,000
Localized Audio	\$3,000	18	\$54,000	\$5,400
Interpretive Seating	\$6,000	17	\$102,000	\$10,200
Historical Panoramas	\$5,000	10	\$50,000	\$5,000
Special Ground Map – Painted	\$15,000	1	\$15,000	\$1,500
Site Texting – Signs	\$500	5	\$2,500	\$250
Site Texting – Service	\$1,000	1 year	\$1,000	n/a
Radio Station – Signs	\$1,000	6	\$6,000	\$600
Radio Station – Service	\$20,000	1 year	\$20,000	\$2,000
Phase 5 Totals			\$798,000	\$60,250

* Average. Assumes major site improvements (i.e. vehicular turnoffs, parking) already completed during installation of site markers in earlier phase.

Phase 6: Widen Recognition

The elements in this phase could also be implemented individually and at any time in the process; however, their potential to increase the Byway's recognition more widely – beyond the immediate region of the Byway – will be maximized if the elements in previous phases are being implemented at the same time or have already been implemented. This timing will allow the development of the GPS Points of Interest, Website, and Driving Booklet to leverage the content and design development of the other elements.

1. Introduce Byway-wide elements, such as the GPS POI and Affinity Program, to generate more wide-spread recognition;
2. Expand and update the Byway website to reflect all the new interpretation;
3. (Optional) Expand and update the Driving Brochure into a booklet form (potentially time the creation of the booklet in tandem with the centennial of Tubman's death, in 2013)

Budget for Phase 6

These costs are estimates only, for planning purposes. Final prices will need to be provided by future subcontractors.

ITEM	INITIAL COST (PER UNIT/ PER YEAR)	QUANTITY (UNITS/ YEARS)	INITIAL COST (SUBTTL)	MAINTENANCE/ REPLACEMENT COST
<i>Development</i>				
Content (1 staff)	\$25,000	1 year	\$2,500	n/a
Design (consultant)	\$25,000	1 year	\$2,500	n/a
<i>Production</i>				
GPS POI	\$20,000	1	\$20,000	\$2,000 (10%)
Affinity Program	\$25,000	1	\$50,000	\$5,000
Website	\$30,000 *	1	\$15,000	\$1,500
(Optional) Driving Tour Brochure – Booklet	-	50,000	\$30,000	\$3,000
Phase 6 Totals			\$120,000	\$11,500

* Assumes local services procured for website design and programming, for media-intensive, substantial, CMS-based web experience and related digital initiatives.

Phase 7: Harriet Tubman Memorial Garden

While this is not necessarily in chronological order, it might be a priority for the Byway to enhance a specific place for the community to be recognized as part of the Byway, and this is the best place to do so. Already established, the garden could be enhanced so that the interpretive content is supported, and it becomes another entry to the Byway itself. Visitors of all types can contextualize the history to the present here, and this experience can be integrated into the whole Byway experience.

- Install Byway and directional markers;
- Clear views to the Byway marker from the road;
- Install interpretive seating and localized audio.

Budget for Phase 7

These costs are estimates only, for planning purposes. Final prices will need to be provided by future subcontractors.

ITEM	INITIAL COST (PER UNIT/ PER YEAR)	QUANTITY (UNITS/ YEARS)	INITIAL COST (SUBTTL)	MAINTENANCE/ REPLACEMENT COST
<i>Development</i>				
Content (1 staff)	\$5,000	1 year	\$5,000	n/a
Design (consultant)	\$5,000	1 year	\$5,000	n/a
Landscaping (consultant)	\$5,000	1 year	\$5,000	n/a
<i>Fabrication</i>				
Landscaping/Improvements	\$25,000 *	1	\$25,000	\$2,500 (10%)
Byway Marker	\$12,000	1	\$12,000	\$1,200
Sculpture (or artwork)	\$50,000	1	\$50,000	\$5,000
Interpretive Seating	\$6,000	2	\$12,000	\$1,200
Localized Audio	\$3,000	1	\$3,000	\$300
Phase 7 Totals			\$117,000	\$10,200

* Allotment, no final design exists yet.

K. Interpretive Plan Acknowledgements

The interpretive planning process was informed and supported by a number of different offices and individuals, whom we would like to thank and acknowledge:

Julian Anderson
Ceres Bainbridge
Suzanne Baird
Rick Barton
Caroline County Commissioners
Christi Camper-Dorsey
Caroline County Public Library
Caroline County Historical Society
Glenn Carowan
Nicole Caudell
Robin M. Caudell
John Creighton
Donna J. Dear
Paula Degen
Dorchester County Council
Dorchester County Public Library
Faith Community Methodist Church
Amanda B. Fenstermaker
Vivian Fuller, Ph. D.
Harriet Tubman Organization
Adrian Holmes
Linda Henry
Paulette P. Green
Patricia Guida
William Jarmon
Herschel Johnson

Anne Kyle
Diana Lapsley
Kate Larson, Ph. D.
Pat Lewis
Christina Lippincott
Kathleen Mackel
Valerie Manokey
Maris Elaine Gallery
Michael McCrea
Steve McCoy
Jay Meredith
Susan Meredith
Ladd Mills, Ph.D.
Donald Pinder
Jim Rapp
Charles E.T. Ross
Marci Ross
Royce Sampson
Donald S. Sydnor
Barbara Tagger
Mary Turner-Dennard
JOK Walsh
Rev. Jonathan Whitney
Kelly Williams
Tonda R. Williams

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The interpretive plan was made possible through generous grants from Maryland Heritage Area Authority and the National Park Service Chesapeake Bay Gateways Network.



APPENDICES

APPENDIX A: Matrix of Sites & Interpretive Elements

During the project, C&G Partners developed and maintained a matrix to organize all of the interpretive data concerning the HTURR Byway. For example, it shows:

- All of the places on the Byway that already have Tubman/UGRR-related interpretive elements
- All of the places on the Byway that *will* have Tubman/UGRR-related interpretive elements
- What form those elements are / which project created them
- What information they contain
- When they were or should be implemented

The resulting Matrix of Sites & Interpretive Elements is the only existing resource that lists all of the Tubman/UGRR-related interpretation on the Byway in a single document. This will prove an invaluable tool as future Byway planning teams embark on later phases of development and implementation; they can use it to create spin-off matrices to track content development, design development, site improvement projects, grants, and so on.

KEY TO INTERPRETIVE CODES:

Existing Elements

Ma	Existing HCCHA Map
Hut	Existing Information Hut
TS	Existing Touchscreen Kiosk
Ex	Existing Exhibit
HM	Existing Historical Marker (vertical cast metal)
Wa1	Existing Wayside (2-post base)

New Elements

BM	New Byway Marker
SM	New Site Marker
DM	New Directional Marker
TM	New BNWR Trail Marker
Wa2	New Wayside (2-post base)
Sc	New Sculpture
Si	New Silhouette
Au	New Localized Audio
IS	New Interpretive Seating
HP	New Historical Panorama
Tx	New Texting
Af	New Affinity Graphic (preselected site)
Spc	New Special Interpretive (one-off)
(AT)	Audio Tour (not in scope)

SITE #	LOCATION	INTERPRETIVE CODE	N(ew)/E(xisting)	DRIVING MAP #	PHASE	Vehicle Accomodation? Y(es)/N(o)	STORY DESCRIPTION	COUNTY	On or about HT/UGRR?	In CMP?	NOTES
i	Hyatt lobby	TS-3	E	(N/A)	0	Y/parking	Tourist info	Dorchester	Yes (partial)	No	Touchscreen content to be updated
i	Hyatt/Choptank waterfront	Wa2-1	N	(N/A)	1	Y/parking	Slavery & Escape/Choptank UGRR	Dorchester	Yes	No	Choptank River wayside
ii	Talbot/Windyhill launch	Wa2-2	N	(N/A)	1	Y/parking	Poplar Neck/Choptank UGRR	Talbot	Yes	No	Choptank River wayside; need to submit to County Commission for approval
iii	Denton/Daniel Crouse Memorial Park	Wa2-3	N	(TBD)?	1	Y/parking	Moses Viney/Choptank UGRR	Caroline	Yes	No	Choptank River wayside
A	301 Welcome Center	BM-1	N	(N/A)	2	Y/parking	Byway orientation (typical)	?	Yes		Possible, but need to ask
B	Queenstown Outlets	BM-2	N	(N/A)	2	Y/parking	Byway orientation (typical)	?	Yes		Possible, but need to ask
C	Wawa 50/16	BM-3	N	(N/A)	2	Y/parking	Byway orientation (typical)	Dorchester	Yes		Possible, but need to ask
1	Dorchester Visitor Center	Ma-1	E	(N/A)	0	Y/parking	HCCHA county map	Dorchester	No	No	
1	Dorchester Visitor Center	TS-1	E	(N/A)	0	Y/parking	Tourist info	Dorchester	Yes (partial)		Touchscreen content to be updated
1	Dorchester Visitor Center	HM-1	E	(N/A)	0	Y/parking	Historical settlement of Cambridge	Dorchester	No	No	State Historical Marker
1	Dorchester Visitor Center	Wa1-1	E	(N/A)	0	Y/parking	Tubman and UGRR background	Dorchester	Yes		Civil War Trails wayside
1	Dorchester Visitor Center	Ex-1	E	1	0	Y/parking	Tubman and UGRR background	Dorchester	Yes		
1	Dorchester Visitor Center	BM-4	N	1	2	Y/parking	Byway orientation (typical)	Dorchester	Yes	No	
1	Dorchester Visitor Center	Au-1	N	1	2	Y/parking	Byway orientation	Dorchester	Yes	No	
(N/A)	Downtown Cambridge	TS-2	E	(N/A)	0	Y/parking	Tourist info	Dorchester	Yes (partial)		Touchscreen content to be updated
2	Dorchester County Courthouse	Wa1-2	E	2	0	Y/parking	Kessiah Ross escape story	Dorchester	Yes	No	Network to Freedom wayside
2	Dorchester County Courthouse	SM-1	N	2	3	Y/parking	Site identification only	Dorchester	Yes	No	
2	Dorchester County Courthouse	HP-1	N	2	3	Y/parking	Kessiah Ross and family escaping from courthouse	Dorchester	Yes	No	

SITE #	LOCATION	INTERPRETIVE CODE	N(ew)/E(xisting)	DRIVING MAP #	PHASE	Vehicle Accommodation? Y(es)/N(o)	STORY DESCRIPTION	COUNTY	On or about HT/UGRR?	In CMP?	NOTES
2	Dorchester County Courthouse	Tx-1	N	2	3	Y/parking	Kessiah Ross escape story factoids	Dorchester	Yes	No	
3	Long Wharf, Cambridge	Wa1-3	E	(N/A)	2	Y/parking	The skipjack, Nathan	Dorchester	No	Yes	CBGN wayside/panel
3	Long Wharf, Cambridge	SM-2	N	3	2	Y/parking	Slavery story, Hugh Hazlett story	Dorchester	Yes	Yes	
3	Long Wharf, Cambridge	HP-2	N	3	3	Y/parking	Slave port, Hugh Hazlett's boat and mob crowd at wharf	Dorchester	Yes	Yes	
3	Long Wharf, Cambridge	Au-2	N	3	3	Y/parking	Hugh Hazlett story	Dorchester	Yes	Yes	
3	Long Wharf, Cambridge	Tx-2	N	3	3	Y/parking	Details of Hugh Hazlett story	Dorchester	Yes	Yes	
4	Harriet Tubman Museum and Education Center (HTO)	Ex-2	E	4	0	Y/parking	Tubman/UGRR exhibits and tours	Dorchester	Yes	No	
4	Harriet Tubman Museum and Education Center (HTO)	SM-3 (flat)	N	4	2	Y/parking	Role of community in telling the story of Tubman and slavery	Dorchester	Yes	No	
4	Harriet Tubman Museum and Education Center (HTO)	Tx-3	N	4	2	Y/parking	Factoids about Tubman	Dorchester	Yes	No	
5	Stanley Institute	HM-2	E	(N/A)	0	N/shoulder parking	Education	Dorchester	Yes	Yes	State Historical Marker
5	Stanley Institute	SM-4	N	5	2	N/shoulder parking	Stampede of Slaves	Dorchester	Yes	Yes	
5	Stanley Institute	HP-3	N	5	3	N/shoulder parking	Stampede of Slaves	Dorchester	Yes	Yes	
5	Stanley Institute	Au-3	N	5	3	N/shoulder parking	Stampede of Slaves	Dorchester	Yes	Yes	
6	Church Creek/Whitehaven	Wa1-4	E	6	0	Y/parking	Tubman and her family's experience in maritime towns Church Creek and Madison	Dorchester	?	No	Network to Freedom wayside
6	Church Creek/Whitehaven	SM-5	N	6	2	Y/parking	Site identification only	Dorchester	?	No	
6	Church Creek/Whitehaven	IS-1	N	6	3	Y/parking	Map of historic areas related to Tubman/UGRR	Dorchester	?	No	Two interpretive tables at this site
6	Church Creek/Whitehaven	IS-2	N	6	3	Y/parking	Map of historic areas related to Tubman/UGRR	Dorchester	?	No	
7	Woolford/Harrisville Road	SM-6	N	7	2	Y/at country store	Likely Tubman birthplace, Ben Ross/Rit Green story	Dorchester	Yes	Yes	
7	Woolford/Harrisville Road	Sc-1	N	7	3	Y/at country store	Statue of Harriet	Dorchester	Yes	Yes	
7	Woolford/Harrisville Road	(AT)	N	(N/A)	3	Y/at country store	Likely Tubman birthplace, Ben Ross/Rit Green story, historic community	Dorchester	Yes	Yes	
8	Madison	DM-1	N	8	2	Y/parking	Directional guidance (typical)	Dorchester	Yes	Yes	
8	Madison	SM-7	N	8	2	Y/parking	Significance of shipbuilding center to Tubman	Dorchester	Yes	Yes	
8	Madison	Spc-1	N	8	3	Y/parking	Map of byway painted on ground	Dorchester	Yes	Yes	
8	Madison	IS-3	N	8	3	Y/parking	Significance of shipbuilding center to Tubman	Dorchester	Yes	Yes	
8	Madison	HP-4	N	8	3	Y/parking	Historic shipyard	Dorchester	Yes	Yes	

SITE #	LOCATION	INTERPRE TIVE CODE	N(ew) /E(xist ing)	DRIVIN G MAP #	PHASE	Vehicle Accomodatio n? Y(es)/N(o)	STORY DESCRIPTION	COUNTY	On or about HT/ UGRR?	In CMP?	NOTES
9	Joseph Stewart's Canal	SM-8 (4-ft)	N	9	2	N/too dangerous	Site identification only	Dorchester	Yes	Yes	Two site markers at this site, one on either side of the bridge
9	Joseph Stewart's Canal	SM-9 (4-ft)	N	9	2	N/too dangerous	Site identification only	Dorchester	Yes	Yes	Two site markers at this site, one on either side of the bridge
9	Joseph Stewart's Canal	Si-1	N	9	3	N/too dangerous	Labor of free/enslaved blacks on canal	Dorchester	Yes	Yes	Two silhouettes at this site
9	Joseph Stewart's Canal	Si-2	N	9	3	N/too dangerous	Labor of free/enslaved blacks on canal	Dorchester	Yes	Yes	
9	Joseph Stewart's Canal	(AT)	N	(N/A)	3	N/too dangerous	Labor of free/enslaved blacks on canal	Dorchester	Yes	Yes	
10	Harriet Tubman Underground Railroad State Park	BM-5	N	10	2	Y/pull-off	Byway orientation	Dorchester			
10	Harriet Tubman Underground Railroad State Park	SM-10	N	10	2	Y/parking	Introduces State Park vision and themes	Dorchester	Yes		
10	Harriet Tubman Underground Railroad State Park	IS-4	N	10	3	Y/parking	Stories, TBD with Park planners, that reinforce State Park exhibit themes	Dorchester	Yes		Two interpretive tables at this site
10	Harriet Tubman Underground Railroad State Park	IS-5	N	10	3	Y/parking	Stories, TBD with Park planners, that reinforce State Park exhibit themes	Dorchester	Yes		
11a	BNWR, Key Wallace Drive	BM-6 (6-ft)	N	11	2	Y/pull-off	Byway orientation; introduces Tubman-BNWR themes	Dorchester			
11a	BNWR, Key Wallace Drive/Visitor Center	Au-4	N	11	3	Y/pull-off	Tubman experiences on BNWR land; and/or shange in crops/farm land use	Dorchester			
11a	BNWR, Visitor Center	IS-6	N	11	3	Y/pull-off	Map of BNWR with Tubman overlay	Dorchester			Two interpretive tables at this site
11a	BNWR, Visitor Center	IS-7	N	11	3	Y/pull-off	Map of BNWR with Tubman overlay	Dorchester			
11b	BNWR, Stapleford Cemetery	DM-2	N	11	2	N/need to create pull- off/parking	Directional guidance (typical)	Dorchester			Site is currently closed to visitors
11b	BNWR, Stapleford Cemetery	TM-1	N	11	2	N/need to create pull- off/parking	James Cook farm	Dorchester			Site is currently closed to visitors
11c	BNWR, Marsh Edge Trail	TM-2	N	11	2	Y/parking	Geography of waterways	Dorchester			
11c	BNWR, Marsh Edge Trail	TM-3	N	11	2	Y/parking	Geography of waterways	Dorchester			
11c	BNWR, Marsh Edge Trail	TM-4	N	11	2	Y/parking	James Cook farm, muskrat trapping	Dorchester			
11c	BNWR, Marsh Edge Trail	Au-5	N	11	3	Y/parking	James Cook farm, muskrat trapping	Dorchester	Yes		
11d	BNWR, Observation Site	TM-5	N	11	2	Y/parking	Navigation of waterways and marshes, and/or muskrat trapping	Dorchester	Yes		
11d	BNWR, Observation Site	IS-8?	N	11	3	Y/parking	Navigation of waterways and marshes, and/or muskrat trapping	Dorchester	Yes		
11e	BNWR, Wildlife Drive	TM-6	N	11	2	Y/pull-off	Navigation of waterways and marshes	Dorchester	Yes		
11e	BNWR, Wildlife Drive (Woods Trail)	TM-7	N	11	2	Y/parking	Opportunies and challenges presented by wooded areas	Dorchester	Yes		
11e	BNWR, Wildlife Drive (Woods Trail)	TM-8	N	11	2	Y/parking	Opportunies and challenges presented by wooded areas	Dorchester	Yes		Marker to be placed on path, at location TBD with BNWR staff
11e	BNWR, Wildlife Drive (Woods Trail)	TM-9	N	11	2	Y/parking	Opportunies and challenges presented by wooded areas	Dorchester	Yes		Marker to be placed on path, at location TBD with BNWR staff

SITE #	LOCATION	INTERPRE TIVE CODE	N(ew) /E(xist ing)	DRIVIN G MAP #	PHASE	Vehicle Accomodatio n? Y(es)/N(o)	STORY DESCRIPTION	COUNTY	On or about HT/ UGRR?	In CMP?	NOTES
11e	BNWR, Wildlife Drive (future hike/bike path)	IS-9?	N	11	3	Y/pull-off?	Navigation of waterways and marshes	Dorchester	Yes		
11f	BNWR, Blackwater Bridge boat launch	TM-10 (4-ft)	N	11	2	Y/parking	Timber industry	Dorchester	Yes		
11g	BNWR, Tubman Trail	DM-3	N	11	2	Y/parking	Directional guidance (typical)	Dorchester	Yes		
11g	BNWR, Tubman Trail	TM-11	N	11	2	Y/parking	Old Tubman Road being the North-South connection	Dorchester	Yes		
11g	BNWR, Tubman Trail	TM-12	N	11	2	Y/parking	Old Tubman Road being the North-South connection	Dorchester	Yes		Marker to be placed on path, at location TBD with BNWR staff
11g	BNWR, Tubman Trail	TM-13	N	11	2	Y/parking	Old Tubman Road being the North-South connection	Dorchester	Yes		Marker to be placed on path, at location TBD with BNWR staff
11h	BNWR, Smithville Road boat launch	TM-14	N	11	2	Y/pull-off	Area as Tubman's home	Dorchester	Yes		
11h	BNWR, Smithville Road boat launch	Af-1	N	11	3	No/paddling	Tubman quotation about home	Dorchester	Yes		
12	Brodess Farm	HM-3	E	12	0	Y/pull-off	Tubman birthplace	Dorchester	Yes		State Historical Marker
12	Brodess Farm	Wa1-5	E	12	0	Y/pull-off	Tubman's early years, and question of birthplace	Dorchester	Yes	No	Network to Freedom wayside
12/ 12b	Brodess Farm / Polish Mills	SM-11	N	12	2	Y/pull-off	Tubman sneaking to Mills Farm; Leonid meteor shower	Dorchester	Yes	No	
12/ 12b	Brodess Farm / Polish Mills	HP-5	N	12	3	Y/pull-off	Leonid meteor shower	Dorchester	Yes	No	
12/ 12b	Brodess Farm / Polish Mills	Au-6	N	12	3	Y/pull-off	Brodess and Mills farms story	Dorchester	Yes	No	
13	Bucktown Village Store	HM-4	E	13	0	Y/pull-off	HT injury story	Dorchester	Yes	No	State Historical Marker
13	Bucktown Village Store	Wa1-6	E	13	0	Y/pull-off	HT injury story	Dorchester	Yes	No	Network to Freedom wayside
13	Bucktown Village Store	SM-12	N	13	2	Y/pull-off	Site identification only	Dorchester	Yes	No	
13	Bucktown Village Store	Au-7	N	13	3	Y/pull-off	HT injury story	Dorchester	Yes	No	
14/ 14b	Bazel Church / Pritchett Meredith House	SM-13	N	14	2	N/pending talks with owner	Places of black religious gathering or Dover Eight Story	Dorchester	Yes	Yes	Site location and interpretive elements pending negotiation talks with owner
14	Bazel Church	Au-8	N	14	3	N/pending talks with owner	Singing, preaching	Dorchester	Yes	Yes	Site location and interpretive elements pending negotiation talks with owner
14b	Pritchett Meredith House	Sc-2	N	14	3	N/pending talks with owner	A person that freedom-seekers leave behind	Dorchester	Yes	Yes	Site location and interpretive elements pending negotiation talks with owner
14/ 14b	Bazel Church / Pritchett Meredith House	(AT)	N	(N/A)	3	N/pending talks with owner	Places of black religious gathering or Dover Eight Story	Dorchester	Yes	Yes	
15	Bestpitch Ferry Bridge	SM-14	N	15	2	Y/parking	Navigation of waterways and marshes	Dorchester	Yes	No	
15	Bestpitch Ferry Bridge	Si-3	N	15	3	Y/parking	Freedom-seekers	Dorchester	Yes	No	Two silhouettes at this site
15	Bestpitch Ferry Bridge	Si-4	N	15	3	Y/parking	Freedom-seekers	Dorchester	Yes	No	
15	Bestpitch Ferry Bridge	IS-10	N	15	3	Y/parking	Antebellum hunting and trapping	Dorchester	Yes	No	Two interpretive tables at this site
15	Bestpitch Ferry Bridge	IS-11	N	15	3	Y/parking	Antebellum hunting and trapping	Dorchester	Yes	No	

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16	Scott's Chapel/Bucktown United Methodist Church	SM-15	N	16	2	Y/church parking	Religion & Slavery, relationships of whites & blacks	Dorchester	Yes	Yes	
16	Scott's Chapel/Bucktown United Methodist Church	Au-9	N	16	3	Y/church parking	Religion & Slavery, relationships of whites & blacks	Dorchester	Yes	Yes	
16	Scott's Chapel/Bucktown United Methodist Church	IS-12?	N	16	3	Y/church parking	Map of area with overlay of antebellum communities	Dorchester	Yes	Yes	
17	Harriet Tubman Memorial Garden	Wa1-7	E	17	0	Y/parking	Background on Tubman and UGRR	Dorchester	Yes	No	The Garden has five or six existing waysides
17	Harriet Tubman Memorial Garden	DM-4	N	17	2	Y/parking	Signage and directional guidance	Dorchester	Yes	No	
17	Harriet Tubman Memorial Garden	BM-7	N	17	2	Y/parking	Descendants of antebellum families	Dorchester	Yes	No	
17	Harriet Tubman Memorial Garden	Sc-3	N	17	2	Y/parking	Tubman-related centerpiece	Dorchester	Yes	No	Sculpture or artwork
17	Harriet Tubman Memorial Garden	Au-10	N	17	3	Y/parking	Testimonies of local descendants	Dorchester	Yes	No	
17	Harriet Tubman Memorial Garden	IS-13	N	17	3	Y/parking	Family trees of local descendants	Dorchester	Yes	No	Two interpretive tables at this site
17	Harriet Tubman Memorial Garden	IS-14	N	17	3	Y/parking	Family trees of local descendants	Dorchester	Yes	No	
18	Mt. Zion United Methodist Church	SM-16	N	18	2	Y/church parking	Background on church's UGRR history, e.g. Rev. Samuel Green, and its present day efforts to reconnect members with their antebellum ancestries	Dorchester	Yes	Yes	
18	Mt. Zion United Methodist Church	Au-11	N	18	3	Y/church parking	Church's UGRR stories told by congregation members	Dorchester	Yes	Yes	
19	Jacob & Hannah Leverton Home	DM-5	N	19	2	N/need to create pull-off	Directional guidance (typical)	Caroline	Yes	No	Owner has already been approached about creating a pull-off, and has marked off a possible area
19	Jacob & Hannah Leverton Home	SM-17	N	19	2	N/need to create pull-off	The Leverton family's UGRR activity	Caroline	Yes	No	
19	Jacob & Hannah Leverton Home	Si-5	N	19	3	N/need to create pull-off	Freedom-seekers running towards the house	Caroline	Yes	No	Two silhouettes at this site
19	Jacob & Hannah Leverton Home	Si-6	N	19	3	N/need to create pull-off	Freedom-seekers running towards the house	Caroline	Yes	No	
20	Linchester Mill	HM-5	E	(N/A)	0	Y/parking	History of the Mill	Dorchester/Caroline	No	No	State Historical Marker
20	Linchester Mill	Wa1-8	E	(N/A)	0	Y/parking	Background on Preston's UGRR network	Dorchester/Caroline	Yes	No	Civil War Trails wayside

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20	Linchester Mill	SM-18	N	20	2	Y/parking	Story of the Mill as a place of interaction between free, enslaved, and possibly escaping blacks	Dorchester/ Caroline	Yes	No	
20	Linchester Mill	HP-6; or Si-7 and Si-8?	N	20	3	Y/parking	Free and enslaved blacks intermingling	Dorchester/ Caroline	Yes	No	Two silhouettes at this site
20	Linchester Mill	IS-15	N	20	3	Y/parking	Map of the Mill's surrounding geography	Dorchester/ Caroline	Yes	No	Two interpretive tables at this site
20	Linchester Mill	IS-16	N	20	3	Y/parking	Map of the Mill's surrounding geography	Dorchester/ Caroline	Yes	No	
21	Choptank Landing and Village	HM-6	E	(N/A)	0	Y/parking		Dorchester	No		State Historical Marker
21	Choptank Landing and Village	SM-19	N	21	2	Y/parking	Tell the Josiah Bailey and Dover Eight stories	Caroline	Yes	Yes	
21	Choptank Landing and Village	HP-7	N	21	3	Y/parking	Josiah Bailey rowing on the Choptank to freedom	Caroline	Yes	Yes	
21	Choptank Landing and Village	IS-17	N	21	3	Y/parking	Satellite image of the 6-mile section of the Choptank that Bailey rowed	Caroline	Yes	Yes	
21	Choptank Landing and Village	Au-12	N	21	3	Y/parking	Josiah Bailey story in more detail	Caroline	Yes	Yes	
22	Poplar Neck	SM-20	N	22	2	N/need to create pull-off	Tubman's rescues of her brothers and parents	Caroline	Yes	Yes	Paulette Green has already agreed to let a plot of her land be used for parking and interpretation
22	Poplar Neck	Sc-4, Sc-5, Sc-6, Sc-7	N	22	3	N/need to create pull-off	The scene of Tubman and her brothers leaving Poplar Neck, with their father, blind-folded, walking with them	Caroline	Yes	Yes	Four sculptures at this site
22	Poplar Neck	Au-13	N	22	3	N/need to create pull-off	The rescue stories in more detail	Caroline	Yes	Yes	
22	Poplar Neck	(AT)	N	(N/A)	3	N/need to create pull-off	Historical uses of the Thompson property	Caroline	Yes	Yes	
23	Mount Pleasant Methodist/Episcopal Cemetery	SM-21	N	23	2	Y/parking	Significance of this site as "sacred ground"; a potential meeting place of Tubman's	Caroline	Yes	Yes	
23	Mount Pleasant Methodist/Episcopal Cemetery	Au-14	N	23	3	Y/parking	Testimonies of locals about the significance of this site; verbalize Tubman's presence	Caroline	Yes	Yes	
24	Webb Cabin	SM-22	N	24	2	Y/parking	Free Black dwelling	Caroline	Yes	Yes	
24	Webb Cabin	HP-8	N	24	3	Y/parking	Antebellum appearance of the cabin and site	Caroline	Yes	Yes	
24	Webb Cabin	Au-15	N	24	3	Y/parking	Perspective of a free black in 19th century Caroline County	Caroline	Yes	Yes	
25	Courthouse Square/Denton	HM-7	E	(N/A)	0	Y/parking	Brief history of the courthouse	Caroline	No	Yes	State Historical Marker
25	Courthouse Square/Denton	Wa1-9	E	(N/A)	0	Y/parking	Caroline County's controversial vote on emancipation	Caroline	Yes	Yes	Civil War Trails wayside
25	Courthouse Square/Denton	SM-23	N	25	2	Y/parking	Old courthouse as slave auction and jail; introduce Hugh Hazlett story	Caroline	Yes	Yes	

SITE #	LOCATION	INTERPRETIVE CODE	N(ew)/E(xisting)	DRIVING MAP #	PHASE	Vehicle Accommodation? Y(es)/N(o)	STORY DESCRIPTION	COUNTY	On or about HT/UGRR?	In CMP?	NOTES
25	Courthouse Square/Denton	HP-9	N	25	3	Y/parking	Depict old courthouse, auction, and jail	Caroline	Yes	Yes	
25	Courthouse Square/Denton	IS-18	N	25	3	Y/parking	Different kinds of justice in the Hazlett story	Caroline	Yes	Yes	Two interpretive tables at this site
25	Courthouse Square/Denton	IS-19	N	25	3	Y/parking	Different kinds of justice in the Hazlett story	Caroline	Yes	Yes	
25	Courthouse Square/Denton	Tx-4	N	25	3	Y/parking	Factoids about the old courthouse	Caroline	Yes	Yes	
25	Courthouse Square/Denton	Au-16	N	25	3	Y/parking	Soundscape of stories about the old courthouse, Hazlett, and information about other sites in neighborhood (e.g. Museum of Rural Life and Denton waterfront)	Caroline	Yes	Yes	
26	Tuckahoe Neck Meeting House	HM-8	E	(N/A)	0	Y/parking	Quakers in Caroline County	Caroline	No	Yes	State Historical Marker
26	Tuckahoe Neck Meeting House	SM-24	N	26	2	Y/parking	Quaker advocacy for abolition and involvement in the UGRR	Caroline	Yes	Yes	
26	Tuckahoe Neck Meeting House	Au-17	N	26	3	Y/parking	More perspectives within Quaker community regarding slavery/abolition	Caroline	Yes	Yes	
26	Tuckahoe Neck Meeting House	Tx-5	N	26	3	Y/parking	Quakers' changing antebellum attitudes towards slavery, in quick facts	Caroline	Yes	Yes	
27	Choptank River Heritage Center	Wa1-10	E	(N/A)	0	Y/parking	The Choptank's steamboat history	Caroline	Yes	Yes	CBGN wayside
27	Choptank River Heritage Center	SM-25	N	27	2	Y/parking	Influence of the steamboat industry on the UGRR	Caroline	Yes	Yes	
27	Choptank River Heritage Center	Au-18	N	27	3	Y/parking	Recreation of the sounds of the old port	Caroline	Yes	Yes	
27	Choptank River Heritage Center	HP-10	N	27	3	Y/parking	Visualization of the old port	Caroline	Yes	Yes	
28	Red Bridges Road/Christian Park	SM-26	N	28	2	Y/parking	The Choptank River here was a crossing point; local UGRR stories	Caroline	Yes	Yes	
28	Red Bridges Road/Christian Park	Au-19	N	28	3	Y/parking	Local UGRR stories	Caroline	Yes	Yes	
29	Sandtown/State Line	SM-27 (4-ft)	N	29	2	N/too dangerous	Site identification only	Caroline	Yes	Yes	
29	Sandtown/State Line	(AT)	N	(N/A)	3	N/too dangerous	Legal and emotional significance of crossing the border into free Delaware	Caroline	Yes	Yes	

APPENDIX B: Audio Programming Ideas

These ideas were developed and presented during the project as possibilities for audio content for the Byway radio, localized audio, and, potentially, the DCT's future audio tour.

Radio Station

1. Goal is to interest visitors who are passing through to stop and spend more time in the region. Provides background information on and promotes the region, with special emphasis on the Byway and other sites and events related to Tubman and the Underground Railroad (such as Blackwater and the State Park).
2. Natural, local soundscape, e.g. songbirds, wind, water, grass, animals (but what?), owls, agricultural (present day farming)?
3. Period music and sound effects
4. The sounds that surrounded slavery life, such as:
<http://www.archive.org/details/TDavidFranklinTheSoundsofSlavery>
5. Spirituals being sung (past and present)
6. Storytelling by local residents, e.g. Valerie, Charles, Donald Pinder, everyone from fireside chats.
7. Reenactment of events, e.g. Tubman character, slaveowner, mom, sister, Frederick Douglass, could be Tubman biography-based, black jacks ==> all to convey the milieu, being in Dorchester/Caroline in that time. Cross reference things that are on the byway, e.g. what is a corncrib; what was Webb cabin (which people can't visit in person yet)?
8. 3rd party readings/interviews, e.g. Kate Larson talking about researching the Tubman biography; NPS ranger to talk about what certain situations would have been like, such as walking through the fields on the sweet gum burrs, or trapping muskrats; reporters and historians, such as Creighton, JOK, Robin.
9. Include voices of all ages, older and younger generations, and all colors, including american indians.
10. History of the region, e.g. John smith to American Indians
11. Anthropological or "scientific" reports, e.g. DNA tracing, excavations of antebellum structures. What are the local farms farming?
12. Announce and describe local events, such as festivals, or recreational opportunities, from kayaking to Tubman visitor center to guided NPS tours.
13. Weather reports, e.g. for sailing and fishing, or general (source from existing feed).

14. Sponsors, by local businesses and beyond.
15. Schedule in a live on-air segment, for example through a local college or university.
16. In general, remember to orient non-locals visiting the area to the region, through its history or other contextual information.
17. "did you know" factoid contest for kids: young child reads pertinent fact from X number of entries, once every hour (totalling 24). Contest to be to find the most unusual, interesting facts about the region, e.g. historical (e.g. it would have taken Tubman __ days to walk __ miles), or current (e.g. there are __ species of birds in Blackwater).
18. In general, try to partner with local schools, whether highschool or college, to create original programming. Could be a competition. Could be scaled.
19. Do a rotating feature on each of the 17 stops on the byway. Give listeners more information on the history and significance of that site. Would be different from the localized audio content; the radio station programming could be more like, "I'm here at Bucktown. blah blah." On a technical note, set software to randomly pick from among the preset audio files.
20. Could be a bird "tweet" recalling wildlife or maybe some other "signal" to be signature sound of the station, maybe with music layered-in.

Localized Audio

21. Similar TYPES of content to radio station -- locals telling stories, radio drama, factoids, sound effects, etc. -- but provides interpretation specific to the site.
22. Keep the loop short, so people don't wait too long to hear the "completion."

Audio Tour

Use similar, community-based strategies for content development and implementation of radio station and localized audio.