

Arnold, Jacqueline

From: Pratt, Jamey <jamey.pratt@montgomeryplanning.org>
Sent: Friday, April 1, 2022 12:21 PM
To: Bob Cissel; Criss, Jeremy; Zawitoski, John; Scheffel, Mike
Cc: Doug Lechliden; Duke, Roberto; Kim Lechliden Smith (mcfarmbureausecretary@gmail.com); Lonnie Luther; Robert Butz (robert@windridgefarm.com); Todd Greenstone; Butler, Patrick; Zeigler, Donnell; mjam0422@yahoo.com; ecspates@yahoo.com
Subject: RE: Rustic Roads Planning Board Briefing Draft
Attachments: Attachment D - Draft Introductory Chapter for RRFMP Update - 2022-04-01.pdf

[EXTERNAL EMAIL]

Jeremy,

I am attaching a revised version of the introductory chapter as mentioned during our meeting today. The only difference between this and the original attachment is the addition of page numbers to make it easier to reference items in the document.

As mentioned in the meeting, the revised deadline for comments on the briefing report and this introductory chapter is the close of business on Friday, April 8th. We will still welcome comments after the 8th, but will probably not have time to respond to them at the briefing. However, the Working Draft of the Master Plan will be introduced six or so weeks after the briefing, and we will be asking for more comments once we have published that draft. It will contain the intro chapter as well as the individual recommendations for each road in or nominated for the program and an implementation chapter that will try to address many of the concerns we have already heard.

We will also discuss who from our team should try to attend the individual meetings from the groups in the Ag community in either April or May. But the more specific feedback we can get in writing, the easier it is for us to respond to and incorporate recommendations into the plan to address the issues that are raised.

Thank you!
Jamey



Jamey Pratt

Planner III, Upcounty Planning

Montgomery County Planning Department

2425 Reedie Drive, Wheaton, MD 20902

jamey.pratt@montgomeryplanning.org

p: 301-495-4588



WE'VE MOVED!

THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT
2425 REEDIE DRIVE, WHEATON, MD 20902

From: Butler, Patrick <patrick.butler@montgomeryplanning.org>
Sent: Thursday, March 31, 2022 10:16 AM
To: Bob Cissel <bobcissel50@gmail.com>
Cc: Doug Lechliden <doug@laytonsvillemontgomeryplanning.org>; Duke, Roberto <Roberto.Duke@montgomeryplanning.org>; Kim Lechliden Smith (mcfarmbureausecretary@gmail.com) <mcfarmbureausecretary@gmail.com>; Lonnie Luther <lonnie.luther@gmail.com>; Pratt, Jamey <jamey.pratt@montgomeryplanning.org>; Robert Butz (robert@windridgefarm.com) <robert@windridgefarm.com>; Scheffel, Mike <Mike.Scheffel@montgomerycountymd.gov>; Todd Greenstone <toddsfarm1@gmail.com>; Zawitoski, John <John.Zawitoski@montgomerycountymd.gov>; Zeigler, Donnell <Donnell.Zeigler@montgomeryplanning.org>; jeremy.criss@montgomerycountymd.gov; mjam0422@yahoo.com; ecspates@yahoo.com
Subject: RE: Rustic Roads Planning Board Briefing Draft

Apologies for one more group email, but I am adding Eric Spates to this string to include in the conversation and meeting.

Thank you,

Patrick

From: Bob Cissel <bobcissel50@gmail.com>
Sent: Thursday, March 31, 2022 8:42 AM
To: Butler, Patrick <patrick.butler@montgomeryplanning.org>
Cc: Doug Lechliden <doug@laytonsvillemontgomeryplanning.org>; Duke, Roberto <Roberto.Duke@montgomeryplanning.org>; Kim Lechliden Smith (mcfarmbureausecretary@gmail.com) <mcfarmbureausecretary@gmail.com>; Lonnie Luther <lonnie.luther@gmail.com>; Pratt, Jamey <jamey.pratt@montgomeryplanning.org>; Robert Butz (robert@windridgefarm.com) <robert@windridgefarm.com>; Scheffel, Mike <Mike.Scheffel@montgomerycountymd.gov>; Todd Greenstone <toddsfarm1@gmail.com>; Zawitoski, John <John.Zawitoski@montgomerycountymd.gov>; Zeigler, Donnell <Donnell.Zeigler@montgomeryplanning.org>; jeremy.criss@montgomerycountymd.gov; mjam0422@yahoo.com
Subject: Re: Rustic Roads Planning Board Briefing Draft

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Patrick

Thank you for the clarity as to the process. I'll give you a call later today to catch up. I'm sure between the interested parties we can work out a work session date.

On Thu, Mar 31, 2022 at 8:33 AM Butler, Patrick <patrick.butler@montgomeryplanning.org> wrote:

Hello Everyone,

Thank you all for your interest in this plan. We truly appreciate that, and we understand these roads are inherently important to the Ag Reserve. Apologies we weren't more clear in our initial message, but as Jamey has indicated, this step is a briefing/check-in with the Planning Board, as it has been quite some time since they have seen anything on Rustic Roads. We want to orient them on the original scope of work, and focus on progress as it relates to what we will likely recommend in terms of additions and subtractions of roads to the program.

Best to discuss in-person, and get more familiar with everyone. Thank you again for your prompt response, and we look forward to discussing the Rustic Roads program with you.

Sincerely,



Patrick Butler
Chief, Upcounty Planning Division

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o: 301-495-4561 c: 240-772-6736



WE'VE MOVED!

THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT
2425 REEDIE DRIVE, WHEATON, MD 20902

From: Pratt, Jamey <jamey.pratt@montgomeryplanning.org>

Sent: Wednesday, March 30, 2022 3:59 PM

To: jeremy.criss@montgomerycountymd.gov; Butler, Patrick <patrick.butler@montgomeryplanning.org>; Bob Cissel <bobcissel50@gmail.com>

Cc: Zeigler, Donnell <Donnell.Zeigler@montgomeryplanning.org>; Duke, Roberto <Roberto.Duke@montgomeryplanning.org>; Lonnie Luther <lonnie.luther@gmail.com>; Todd Greenstone <toddsfarm1@gmail.com>; Kim Lechliden Smith (mcfarmbureausecretary@gmail.com) <mcfarmbureausecretary@gmail.com>; 'Doug Lechliden' <doug@laytonsvillelandscaping.com>; Zawitoski, John <John.Zawitoski@montgomerycountymd.gov>; Robert Butz (robert@windridgefarm.com) <robert@windridgefarm.com>; Scheffel, Mike <Mike.Scheffel@montgomerycountymd.gov>; mjam0422@yahoo.com

Subject: RE: Rustic Roads Planning Board Briefing Draft

Jeremy,

The draft briefing we sent is only intended to update the Planning Board on the progress of the master plan update. It is not an exhaustive review of issues in the plan or of the recommendations for changes listed in the report. We had promised to send a draft of the report to RRAC, MCDOT, Office of Ag, and Montgomery Agricultural Producers prior to

posting just to flag any show-stopper items that might be found in a quick review of the report. We want to show the new road descriptions to the Board and to let them know when to expect us next.

We would love to get input from all of the groups that you have indicated on the recommendations in the plan once we have posted a working draft of the plan with the completed revised road descriptions. Right now I don't think there's enough information in the briefing report to get the kind of feedback that would inform the plan itself.

Due to the cancellation of the Planning Board meeting on April 14th, the briefing has been pushed to April 21st, so there's a little more time for you to provide comments on the briefing, but the deadline of the 4th was already going to be a tight deadline for us. So I propose getting any comments to us by the end of business on Friday, April 8th. I understand that this won't give you time to gather feedback at the April meetings with the agricultural groups, but again, this is only a status briefing for the Planning Board, so we are not expecting a lot of feedback on this report.

Thank you.

Jamey

From: Criss, Jeremy <Jeremy.Criss@montgomerycountymd.gov>

Sent: Wednesday, March 30, 2022 3:34 PM

To: Butler, Patrick <patrick.butler@montgomeryplanning.org>; Bob Cissel <bobcissel50@gmail.com>; Pratt, Jamey <jamey.pratt@montgomeryplanning.org>

Cc: Zeigler, Donnell <Donnell.Zeigler@montgomeryplanning.org>; Duke, Roberto <Roberto.Duke@montgomeryplanning.org>; Lonnie Luther <lonnie.luther@gmail.com>; Todd Greenstone <toddsfarm1@gmail.com>; Kim Lechliden Smith (<mcfarmbureausecretary@gmail.com>) <mcfarmbureausecretary@gmail.com>; 'Doug Lechliden' <doug@laytonsvillemidscaping.com>; Zawitoski, John <John.Zawitoski@montgomerycountymd.gov>; Robert Butz (<robert@windridgefarm.com>) <robert@windridgefarm.com>; Scheffel, Mike <Mike.Scheffel@montgomerycountymd.gov>; mjam0422@yahoo.com

Subject: RE: Rustic Roads Planning Board Briefing Draft

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Hello Everyone,

I am responding to the messages below and the attached Rustic Roads Planning Board Briefing Draft that will be conducted on April 14, 2022.

The time line to provide input from the agricultural community by Monday April 4, 2022 will be difficult.

Here is the schedule of agricultural group meetings for the month of April 2022.

The Montgomery County Farm Bureau Board of Directors will be meeting on Tuesday April 5, 2022.

The Montgomery Soil Conservation District will be meeting on April 8, 2022.

The Agricultural Preservation Advisory Board will be meeting on April 12, 2022.

The Agricultural Advisory Committee will be meeting on April 19, 2022.

We will forward the attached documents to these groups to make sure they have a chance to review it.

We can prepare a summary of comments from these agricultural groups.

During the Planning Board Briefing, the MNCPPC staff can explain what the agricultural groups are doing to provide comments etc.

If you would like to schedule a meeting this week to discuss this strategy further, I would have time on Friday up until 2:30 pm.

Please let us know if you have any questions.

Thanks J

Jeremy V. Criss

Office of Agricultural Services, Director

[18410 Muncaster Road](#)

[Derwood, Maryland 20855](#)

301-590-2830 (Office)

301-943-9766 (Cell)

Please take a moment to answer this quick satisfaction survey about our interaction today:

<https://forms.gle/yXhnxpQLtHgFPtBX6>

jeremy.criss@montgomerycountymd.gov

<http://www.montgomerycountymd.gov/agsservices>

CONNECT WITH The Office of Agriculture



Montgomery County Ag Reserve

93,000 acres

From: Butler, Patrick <patrick.butler@montgomeryplanning.org>
Sent: Wednesday, March 30, 2022 2:21 PM
To: Bob Cissel <bobcissel50@gmail.com>; Pratt, Jamey <jamey.pratt@montgomeryplanning.org>
Cc: Zeigler, Donnell <donnell.zeigler@montgomeryplanning.org>; Duke, Roberto <Roberto.Duke@montgomeryplanning.org>; Criss, Jeremy <Jeremy.Criss@montgomerycountymd.gov>; Scheffel, Mike <Mike.Scheffel@montgomerycountymd.gov>
Subject: RE: Rustic Roads Planning Board Briefing Draft

[EXTERNAL EMAIL]

Hi Bob,

If you like, we can set up a meeting with you, Jeremy and Mike to discuss.

Thank you,

Patrick

From: Bob Cissel <bobcissel50@gmail.com>
Sent: Wednesday, March 30, 2022 2:12 PM
To: Pratt, Jamey <jamey.pratt@montgomeryplanning.org>
Cc: Zeigler, Donnell <Donnell.Zeigler@montgomeryplanning.org>; Duke, Roberto <Roberto.Duke@montgomeryplanning.org>; Butler, Patrick <patrick.butler@montgomeryplanning.org>;

jeremy.criss@montgomerycountymd.gov; Mike Scheffel <Mike.Scheffel@montgomerycountymd.gov>

Subject: Re: Rustic Roads Planning Board Briefing Draft

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Jamey

Yes, we would like to offer some input to the review of this program. Our AG Community has had many challenges with the maintenance of these roads. I'll try and reach out to you tomorrow with some thoughts.

Sincerely,

Bob Cissel

Director Montgomery Agricultural Producers

www.montgomeryagriculturalproducers.com

Face Book: Montgomery Agricultural Producers

email: bobcissel50@gmail.com

Cell: 301-775-8978

"The only thing necessary for the triumph of evil is for good men to do nothing."

On Mon, Mar 28, 2022 at 2:46 PM Pratt, Jamey <jamey.pratt@montgomeryplanning.org> wrote:

Bob,

The Rustic Roads planning team is currently scheduled to present a briefing on the status of the update to the *Rustic Roads Functional Master Plan* to the Planning Board on April 14th. We promised to share the draft of the staff report with the Rustic Roads Advisory Committee, the Montgomery County Department of Transportation, and the Montgomery County Office of Agriculture prior to posting the report, which will need to be online by April 7th.

The briefing highlights the types of recommendations that we will eventually be bringing to the Planning Board and includes example road descriptions from each of seven categories of recommendations. The intent of the briefing is not to discuss specific road recommendations but to show the Board the introductory chapter and new road description format. We welcome your feedback on the report and general direction of the plan based on the staff report, especially if there are any red flag issues you see.

Attached to this email is the briefing report and attachments, although the referenced resource guide has not been attached while we continue to review that document's contents and purpose.

If you would like to discuss any issues that arise from your review of the briefing, don't hesitate to send an email or request a meeting if you think that would work better. Please let us know by next Monday (April 4th) if you have any concerns.

Thank you!

Jamey, Roberto, and Don



Jamey Pratt
Planner III, Upcounty Planning

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2425 REEDIE DRIVE, WHEATON, MD 20902



For more helpful Cybersecurity Resources, visit: <https://www.cisa.gov/be-cyber-smart>

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Sincerely,

Bob Cissel
Director Montgomery Agricultural Producers
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"The only thing necessary for the triumph of evil is for good men to do nothing."

Background

There are many roads throughout Montgomery County which reflect the agricultural origins of the County, provide glimpses of its history, and afford views of scenic beauty and unusual roadside character. Many of these roads will be altered by the continued development of the County and its accompanying roadway construction and improvements unless protective measures are adopted.

*Executive Summary
Proposal for a Rural/Rustic Roads Program
March 1990*

The Agricultural Reserve was created in 1980 when the County Council approved and adopted *the Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County*. That Plan established land conservation policies to protect farmland and agriculture areas encompassing 93,000 acres along the County's northern, western, and eastern borders. However, the Plan did not provide protections for the historic, rural roads within the Agricultural Reserve and adjacent rural areas.

In the late 1980s, the County Council, along with community members, expressed concerns that these historic, rural roads were increasingly disappearing as the result of suburban standards being applied to their maintenance. Consequently, a task force convened to study the creation of a Rustic Roads Program for Montgomery County, and in March 1990, the task force recommended the preservation of all or parts of 82 rural roads.

In 1993, the County Council incorporated the Rustic Roads Program into the County Code (Chapter 49, Article 8). This legislation established the Rustic Roads Advisory Committee (RRAC), which is a citizens advisory committee that advises the Montgomery County Department of Transportation (MCDOT) regarding the significant features of rustic and exceptional rustic roads that must be preserved when the roads are maintained or improved, or when a public utility completes work on or near the roads. The legislation also provided a list of roads that were granted interim protections as rustic or exceptional rustic roads while those roads were being evaluated for their inclusion in the Rustic Roads Program. A sunset date of December 31, 1996 was set to determine the final status for those roads.

In June 1994, the *Clarksburg Master Plan & Hyattstown Special Study Area* was approved and adopted with the first recommendations for rustic roads as part of the comprehensive update of the *Clarksburg and Vicinity Master Plan*. The Clarksburg plan designated six rustic and one exceptional rustic road. In 1996, *the Approved and Adopted Rustic Roads Functional Master Plan* designated an additional set of 66 roads within the program as either rustic or exceptional rustic, although some were extensions of roads designated in the Clarksburg plan. All roads from the 1996 Plan were located within or immediately adjacent to the Agricultural Reserve or in areas adjacent to the locks along the Potomac River.

The 2004 *Rustic Roads Functional Master Plan, Clarksburg Master Plan, Hyattstown Special Study Area, Boyds Master Plan & Gaithersburg Vicinity Master Plan Amendment* added three more roads to the program and reclassified two roads in the program at that time: Piedmont Road, which was classified as

a rustic road in the 1994 *Clarksburg Master Plan and Hyattstown Special Study Area*, was removed from the Rustic Roads Program because it was deemed that the road was “marginally rustic and that the proposed developments would further degrade that character”; White Ground Road was reclassified from rustic to exceptional rustic.

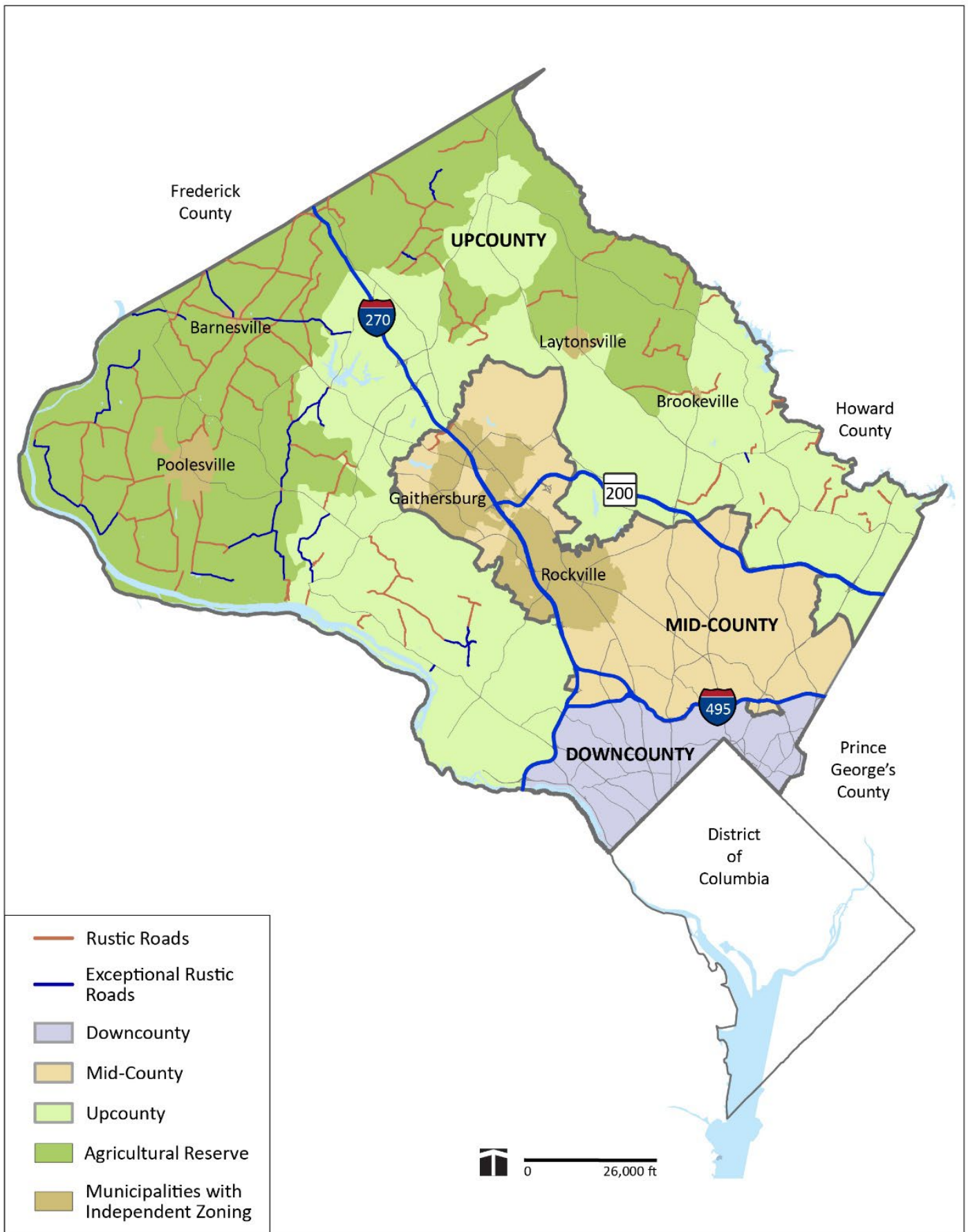
Subsequent Master Plan updates and nominations by stakeholders have further expanded the number and geographic location of roads within the Rustic Roads program. At the outset of writing this plan update, there were 99 roads in the program: 80 rustic roads, 13 exceptional rustic roads, and 6 roads that have segments that are both rustic and exceptional rustic. A further XX nominated roads were evaluated with this plan update.

Boundary

The Montgomery County Planning Department is divided into the following three areas:

- Downcounty: land inside the Capital Beltway
- Midcounty: land outside of the Beltway running on either side of I-270
- Upcounty: covers the Agricultural Reserve and the outer ring of land beyond Mid-county

Except for one road in the northern portion of Midcounty (Game Preserve Road), all roads in the Rustic Roads program are located within Upcounty. Rustic roads also abut, but do not intersect with, portions of three municipalities: Gaithersburg, Poolesville, and Brookeville. These jurisdictions have independent planning and zoning powers are not included within master plans of Montgomery County. Although the municipality of Barnesville also has independent planning and zoning authority, the portion of the roads that run through Barnesville are included in the Rustic Roads program at the request of the Town.



Chapter 49, Article 8. Rustic Roads Program

Chapter 49, Article 8 of the County Code provides the purpose and definitions of rustic roads, plus procedures for their classification, reclassification, maintenance, and improvements: Section 49-76 defines the purpose of the program; Section 49-77 contains definitions; Section 49-78 discusses rustic road classification and reclassification; Section 49-79 deals with maintenance and improvements; and Section 49-80 discusses the composition and duties of the Rustic Roads Advisory Committee.

Section 49-76. Purpose.

This Article authorizes the identification and classification of rustic roads in that part of the County located in the Maryland-Washington Regional District. This Article establishes a program to preserve as rustic roads those historic and scenic roadways that reflect the agricultural character and rural origins of the County. Preservation of rustic roads must be achieved by retaining certain physical features of rustic roads and by certain right-of-way maintenance procedures. (1993 L.M.C., ch. 9, § 1; 2007 L.M.C., ch. 8, § 1.)

Section 49-77. Definitions.

In this Article, the following terms have the meanings indicated:

Committee means the Rustic Roads Advisory Committee.

Exceptional rustic road means an existing public road or road segment which is so classified under Section 49-78.

Master Plan of Highways means the Master Plan of Highways Within Montgomery County, an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District.

Public utility means any private company or public agency that is regulated as a public utility under state law, or otherwise provides water, sewer, electric, gas, telephone, or cable service (as defined in Chapter 8A) in the County.

Rustic road means an existing public road or road segment which is so classified under Section 49-78.

(1993 L.M.C., ch. 9, § 1; 2007 L.M.C., ch. 8, § 1.)

Section 49-78. Rustic Road Classification and Reclassification.

- (a) *Classification.* The County Council may classify, reclassify, or revoke the classification of an existing public road or road segment as a rustic road or an exceptional rustic road by approving an amendment to the Master Plan of Highways and the relevant area Master Plan.
- (b) *Criteria for rustic roads.* Before classifying a road as rustic, the Council must find that an existing public road or road segment:
 - (1) is located in an area where natural, agricultural, or historic features are predominant, and where master planned land use goals and zoning are compatible with a rural/rustic character;
 - (2) is a narrow road intended for predominantly local use;
 - (3) is a low volume road with traffic volumes that do not detract significantly from the rustic character of the road;

- (4) (A) has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys;
- (B) provides outstanding vistas of farm fields and rural landscape or buildings; or
- (C) provides access to historic resources, follows historic alignments, or highlights historic landscapes; and
- (5) the history of vehicle and pedestrian accidents on the road in its current configuration does not suggest unsafe conditions.

The Council must not classify a road as rustic if that classification will significantly impair the function or safety of the road network.

- (c) *Criteria for exceptional rustic road.* The Council may classify an existing public road or road segment as an exceptional rustic road. Before classifying a road as an exceptional rustic road, the Council must find that the road or road segment:
 - (1) qualifies as a rustic road under subsection (b);
 - (2) contributes significantly to the natural, agricultural, or historic characteristics of the County;
 - (3) has unusual features found on few other roads in the County; and
 - (4) would be more negatively affected by improvements or modifications to the physical characteristics of the road than would most other roads in the rustic roads program.
- (d) *Significant features.* When the Council classifies a road as a rustic road or an exceptional rustic road, the Council must identify the significant features of each such road that must be preserved when the road is maintained or improved.

Section 49-79. Maintenance and Improvements.

- (a) *County roads.* Each rustic road and exceptional rustic road must be maintained and improved in a manner that preserves the road's significant features which the Council identified under subsection 49-78(d), but this requirement does not preclude improvements to promote safety or movement of farm equipment. The County Executive must establish guidelines by regulation under method (2) for maintenance and improvement of rustic roads and exceptional rustic roads.
- (b) *State and park roads.* The Executive must encourage the State Highway Administration and the County Parks Department to maintain and improve rustic roads owned by the State or Park Commission in a manner consistent with this Article.
- (c) *Public utilities.* Public utility work on or near a rustic road or exceptional rustic road is limited by this Article only when the work will damage a structure identified as a significant feature of the road which the Council identified under subsection 49-78(d). Each public utility must make all reasonable efforts to limit irreparable damage to any significant feature when working on or near a rustic road or exceptional rustic road.
- (d) If this Article conflicts with Chapter 24A, Chapter 24A prevails. (1993 L.M.C., ch. 9, § 1; 1996 L.M.C., ch. 31, § 1; 2007 L.M.C., ch. 8, § 1.)

Section 49-80. Rustic Roads Advisory Committee.

- (a) *Membership.* The County Executive must appoint, subject to confirmation by the County Council, a Rustic Roads Advisory Committee. The Committee has 7 voting members. Each member must be a resident of the County. The Executive should appoint:

- (1) 3 members who are owner-operators of commercial farmland earning 50 percent or more of their income from farming, one of whom is a representative of the Agricultural Advisory Committee;
- (2) one member who knows rural preservation techniques through practical experience and training;
- (3) one member who knows roadway engineering through practical experience and training;
- (4) one member who represents civic associations located in the Agricultural Reserve; and
- (5) one member who represents civic associations in areas located outside the Agricultural Reserve where there are rustic roads.

The Chairman of the Planning Board must designate a member of the planning staff as a non-voting Committee member.

- (b) *Officers.* The Committee must elect a chair annually. The Committee may select other officers annually as it finds appropriate. A member must not serve as chair for more than 2 consecutive years.
- (c) *Meetings.* The Committee must meet at the call of the chair as often as required to perform its duties, but at least 6 times each year. The Committee must also meet if two-thirds of the voting members request in writing that a meeting be held. The Chair must give reasonable advance notice of all meetings to members of the Committee and the public. A majority of the members are a quorum to transact business.
- (d) *By-laws.* The Committee may adopt by-laws to govern its activities.
- (e) *Duties.* The Committee must:
 - (1) promote public awareness and knowledge of the County rustic roads program;
 - (2) review and comment on classification of rustic roads and exceptional rustic roads;
 - (3) review and comment on Executive Regulations and other County policies and programs that may affect the rustic roads program; and
 - (4) report on June 1 of each even numbered year to the Executive, the Council, and the Planning Board on the status of the rustic roads program.
- (f) *Advocacy.* The Commission must not engage in any advocacy activity at the State or federal levels unless that activity is approved by the Office of Intergovernmental Relations.
- (g) *Staff.* The Chief Administrative Officer must provide the Committee with staff, offices, and supplies as are appropriated for it. (1993 L.M.C., ch. 9, § 1; 1996 L.M.C., ch. 31, § 1; 1998 L.M.C., ch. 1, §1; 2007 L.M.C., ch. 8, § 1; 2016 L.M.C., ch. 15, § 1.)

Rustic Roads Functional Master Plan Purpose

As stated in Chapter 49, Article 8, rustic roads are historic and scenic roadways that reflect the agricultural character and rural origins of the County. Preservation of rustic roads are achieved by retaining certain physical features of rustic roads and by certain right-of-way maintenance procedures. Rustic and Exceptional Rustic roads are preserved under the Rustic Roads program, which provides a system for evaluating, protecting, and enhancing these scenic roadways. The 1996 Rustic Roads Functional Master Plan established the classification of rustic roads as either “rustic” or “exceptional rustic”.

This update to the *1996 Approved and Adopted Rustic Roads Functional Master Plan* provides and/or revises, as necessary, the descriptions of the significant features, history, driving experience and road characteristics of the existing original rustic roads. This plan also provides complete descriptions for those roads that exist within or are nominated to the program but had not been fully documented.

Timeline

1977	Sugarloaf Regional Trails publishes a study, “Scenic Byways, A Study of Scenic Trails in Western Montgomery County,” recommending that scenic roads be preserved.
1980	Sugarloaf Regional Trails, in Cooperation with the Maryland-National Capital Park and Planning Commission (M-NCPPC), published “Circling Historic Landscapes,” which called out many of the historic and scenic trails in the western portion of the county.
1980	<i>The Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County</i> is approved and adopted.
1990	A County Council Task Force publishes <i>A Proposal for a Rural/Rustic Roads Program</i> .
1993	The County Council incorporated the Rustic Roads Program into the County Code. At the same time, MCDOT protected 82 roads under an interim rustic roads status while they were being evaluated for inclusion in the program.
1994	The <i>Clarksburg Master Plan & Hyattstown Special Study Area</i> designated the first set of rustic roads.
1996	The <i>Rustic Roads Functional Master Plan</i> is approved and adopted with the initial set of 66 roads designated within the program.
1997-2002	The 1997 <i>Fairland Master Plan</i> (three roads), the 1997 <i>Cloverly Master Plan</i> (seven roads), the 1998 <i>Sandy Spring/Ashton</i> (three roads), and the 2002 <i>Potomac Subregion Master Plan</i> (nine roads) added roads to the program.
2004	The <i>Rustic Roads Functional Master Plan, Clarksburg Master Plan, Hyattstown Special Study Area, Boyds Master Plan & Gaithersburg Vicinity Master Plan Amendment</i> added three more roads to the program and reclassified two roads in the program.
2005	The <i>Olney Master Plan</i> added three roads to the program.
2006	The <i>Damascus Master Plan</i> added seven roads to the program.
2010	The <i>Great Seneca Science Corridor Master Plan</i> added one road to the program.
2014	The <i>Ten Mile Creek Limited Amendment</i> added to the length of the rustic road designation for Slidell Road.
2015	The <i>Sandy Spring Rural Village Plan</i> added one road to the program and change the designation of one road from a rustic road to an exceptional rustic road.
2019	The <i>MARC Rail Communities Plan</i> added one road to the program.

Related Plans

The Preservation of Agriculture and Rural Open Space in Montgomery County

The Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County (“the AROS plan”) presents a broad range of actions necessary to develop an appropriate combination of incentives and regulations to preserve agriculture and rural open space within an urban fringe area such as Montgomery County. Integral products of this plan were the Rural Cluster Zone,

Rural Density Transfer Zone (Transfer of Development Rights), the Development Rights Bank, and the State Agricultural Land Preservation Program. The Plan also identified an area that contained a critical mass of farmland and rural open space worth protecting in the Agricultural Preservation Study Area.

The AROS plan included guidelines for the transportation network with its plan area. The main purpose of these guidelines was to avoid artificially stimulating the market for the conversion of farmland to residential development while providing for the safety and maintenance needs of the agricultural community. The AROS plan also expressed support of the Master Plan of Bikeways and the Sugarloaf Regional Trails (SRT) system, which represents bicycle touring routes in the Upcounty. The SRT also includes walking tours along some of the county's rustic roads.

Thrive Montgomery 2050

Thrive Montgomery 2050 is the update to Montgomery County's General Plan, its long-range policy framework for guiding future land use and growth for the next 30 years. *Thrive Montgomery 2050* will help guide future land use planning; countywide policies and future initiatives affecting community quality of life; the provision of infrastructure and community amenities; and private development.

The Master Plan of Highways and Transitways

The Master Plan of Highways and Transitways is a functional master plan providing guidance and tools for transportation improvements. The master plan encapsulates all existing and planned transportation facilities, and preserves planned rights-of-way to accommodate future transportation systems, including highways, transitways and pedestrian and bicycle facilities.

The plan's vision is based on the continuing development of the county and supporting transportation infrastructure in accordance with the General Plan. The goal is to develop a fundamentally sound, balanced, and flexible future transportation system that helps to build and maintain livable communities within Montgomery County. Transportation, when planned well, can be an asset to the quality of life in a community. This plan is a multimodal plan and, ultimately, a plan focused on service people, not just vehicle trips. All updates to the Rustic Roads program also update the Master Plan of Highways and Transitways.

The Bicycle Master Plan

The Bicycle Master Plan sets forth a vision for Montgomery County as a world-class bicycling community, where people in all areas of the County have access to a comfortable, safe, and connected bicycle network, and where bicycling is a viable transportation option that improves our quality of life. The plan is a key element in Montgomery County's Vision Zero plan to eliminate traffic-related fatalities and serious injuries by 2030 and create healthy, equitable mobility for all along roads.

Roadway Character

Rustic roads are vastly different from other roads in the County. They are narrow, two lane roads that typically follows the natural topography of the land as they wind through forested areas, near streams and rivers, along historic sites and have views to farm fields and natural features. The distinctive characteristics of rustic roads celebrates the history of the County's past that must be preserved for future generations. One of the most distinctive characteristics of rustic roads is the way drainage is handled. Most rustic roads do not have drainage facilities. The water flows from the road into

vegetation adjacent to the edge of the road. An accompanying feature of the appearance of rustic roads in the Agricultural Reserve area is the way the road flows through the landscape with features coming right to the roadway edge. In most cases, this is a very attractive element to the experience of driving the road and to the interconnectedness of the roadway character and the adjacent land, creating a special feel for the area that is not present elsewhere in the County.

This Master Plan supports providing for adequate drainage but recommends that a roadway design without drainage ditches be retained wherever possible. The presence of wide, man-made drainage ditches interrupts the flow of the land from the road to the adjacent countryside. With very few exceptions, the roads in this Master Plan area do not have these manmade drainage ditches. Generally, stormwater flows across the adjacent land and infiltrates naturally. Adequate drainage is vital; inadequate drainage causes standing water on roadway surfaces, flooding, and erosion.

A few roads have been reviewed as potential rustic roads but were ultimately not designated because of modern drainage ditches. Kempton Church Road, for example, was on the original interim list of rustic roads that was reviewed as part of the 1996 Plan, but it was not recommended because the drainage ditches along its side did not present a rustic appearance. For similar reasons, this Master Plan recommends removing Boswell Lane and Link Road from the program. Boswell Lane has some man-made drainage facilities, and the road section is suburban in nature, like many neighborhoods developed within the County over the last 20 to 30 years with houses of a similar style placed behind well-manicured lawns with regularly spaced street trees along the road. Likewise, Link Road was realigned and rebuilt with modern drainage facilities on both sides of the road during subdivision development and the more rustic looking segment at the end of the road was found to be a private road. Although there is a pleasant farm along the north side of the road, the drainage ditches, the regularly spaced trees, and the modern houses regularly spaced along the south side of the road detract from the road's former rural character.

Landscape elements, including hedgerow and wildflowers, are also important characteristics along rustic roads and are called out as significant features of those roads. These features add beauty and interest to the roads. Preservation of landscape elements along the edges of rustic roads is encouraged by this Master Plan. Invasive plants, such as various types of thistle, Johnson grass, and multiflora roses, some of which are outlawed and required by County or State law or regulation to be controlled, interfere with the significant features along these roads. As these areas are being maintained or serviced, care must be given to preserving the character of the landscape elements along rustic roads. Reduced mowing of roadside edges should not result in impaired driver vision around bends or corners; however, existing plant groupings should be retained.

Bridges

The bridges in this Master Plan area are varied and of interesting character and historic value. On the rustic roads, many of the bridges have been identified as significant features. Generally, the design is far more attractive and more appropriate to the type of road than new construction would be. Bridge designs that are aesthetically acceptable are needed along rustic roads.

Federal bridge standards are intended to be applied anywhere in the United States and are not custom-tailored to unusual roads. Additionally, to receive federal funding, bridge design must meet minimum

federal standards for safety. The volume of traffic along rustic roads is less than other designated roads. Great care must be given to the design of bridges as they are rebuilt along rustic roads to ensure that they are both safe and compatible with character of the road. Bridges that are rebuilt should be designed to accommodate the appropriate number of vehicle trips and not be overdesigned and to the extent possible use materials that enhance the rustic quality of the road.

Description of Rustic and Exceptional Rustic Roads

Each road or road segment in this Master Plan is classified as either a rustic or an exceptional rustic road and is described in the following pages. The introductory statement with each road provides the Master Plan that added the road to the program. Usually, the introductory statement will also include one or more photographs of the road and/or significant feature(s) along the road. This is followed by a brief history of the road, and then by a driving experience, which identifies those features along the road that are deemed to be outstanding and worthy of note. These include views, tree canopy, special bridges, and historic resources, as well as highly unusual features such as the ford at West Old Baltimore Road and roadway surfaces of unpaved roads, such as “politician’s roads” and gravel roads. Politician’s roads are concrete ribbon roads installed in the 1930s, reputedly leading to the farms of those having influence in the county. The remaining clearly discernible politician’s roads are Martinsburg Road and Sugarland Road. Other roads have paving that overlays politician’s road. Mount Ephraim Road and Westerly Road, for example, still carry the line of the underlying concrete pavement that shows through the surface overlay.

Each road is also shown on a map which locates and identifies those features relative to its character as a rustic road. No attempt was made to show every detail. The idea is to convey the flavor of the road. The maps are in proportion - that is, the roadway locations are shown in their relative location to each other, but the scale varies from map to map. The location of the road within the county is identified on a key map in the upper left-hand or right-hand corner of each map.

Particularly interesting and beautiful views have been located on the maps and identified in the roadway descriptions. This Master Plan recommends that these views be treated under the Scenic Setback Regulations. These regulations permit a setback greater than 50 feet from the front lot line to conserve the scenic value of a roadway. Further, this Master Plan encourages the preservation of views and vistas when the construction of new buildings occurs. The process leading to approval of such construction should include a review directed towards retaining views whenever possible and practical.

The roads in the eastern part of the County, though more sparsely located, have greater distinguishing character than the roads in the western part of the County. The western part of the County has a denser network, but great similarities among the roads. The unpaved roads include Riggs Road, West Harris Road, River Road (between Whites Ferry Road and Mount Nebo Road), Tschiffely Mill Road, and Hunting Quarter Road. The Hyattstown Mill/Prescott Road loop was paved at one time, but is reverting to an unpaved road.

All roads have the ability, to some extent, to transport one back in time. The road that perhaps does this the best is Hunting Quarter Road, which is a portion of the original River Road and is thought to date back to a Native American trail. Hyattstown Mill/Prescott Road is an example of a road that time has bypassed. It once served a community. The community left and the road is gradually disappearing.

Historic resources located along rustic roads are: (1) buildings, including houses, farmsteads, stores, mills, and churches; (2) structures, including an aqueduct and a viaduct; and (3) historic districts. Some of these resources have been evaluated and are designated on the County's *Master Plan for Historic Preservation*. These resources are identified as historic resources in the individual road descriptions and are indicated by solid stars on the sketch maps. Other historic resources have been identified on the *Locational Atlas and Index of Historic Sites*, an inventory of historic sites, but have not yet been taken through the evaluation process. These *Atlas* resources, which have potential for historical or architectural significance, but have not yet been designated, are indicated by open stars on the sketch maps and are identified as potential historic resources.