

## **Item 7 - Correspondence**

**From:** [Ginny Barnes](#)  
**To:** [MCP-Chair](#)  
**Subject:** Rustic Roads hearing Testimony  
**Date:** Wednesday, November 16, 2022 9:15:04 AM  
**Attachments:** [WMCCA Testimony\\_Final RRFMP 11-17-2022.docx](#)

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

Attached please find testimony for Rustic Roads Master Plan Hearing

thanks,

Ginny Barnes

## **Rustic Roads Functional Master Plan Update – Public Hearing, 11/17/2022**

### **Testimony for the Record**

#### **Submitted by Ginny Barnes on behalf of West Montgomery County Citizens Association**

The West Montgomery County Citizens Association (WMCCA) was founded in 1947 as a forum for local issues. For 75 years WMCCA has held monthly public meetings that feature speakers, citizen concerns, development proposals, and environmental issues relevant to our community. WMCCA's Board of Directors meets monthly year-round, and three committees shape its agenda – Environment, Planning and Zoning, and Roads, Bikeways and Sidewalks. WMCCA's effectiveness comes through learning how government functions, collaborating with other groups, and establishing relationships with planning and permitting agencies and legislative officials.

WMCCA has actively supported the Rustic Roads Program since 1989, when the first Montgomery County Task Force studied the creation of a Rural/Rustic Roads Program. An initial reason for creating the program included strong community support for protecting the 2 bridge crossings in the Glen. We consider the two-lane Rustic Roads in the Potomac Sub-region integral to limiting stormwater run-off and enhancing adjacent forest canopy. The Glen has long been considered the heart of Potomac as it embodies environmental and historical elements of the Subregion: a former grain mill site, extensive wetlands, a narrow wildlife corridor surrounded by steep wooded slopes at the confluence of two streams critical to the public drinking water supply. Here Glen, South Glen, and Glen Mill roads meet. All are part of the County Rustic Roads Program.

I live in a historic log cabin set back off Glen Road, which is an Exceptional Rustic Road in Potomac's historic Glen. Nearby still stands a house once known as the Peters Store in the late 19th century. It sold everything from oranges to nails, had a post office and was known as Glen, Maryland. Two bridges over two streams meet here, a one-lane and two-lane bridge. All the roads leading into and out of the Glen are Exceptional Rustic. Gone is the Glen Mill that stood on the banks of Watts Branch stream, which was dammed to provide water for the mill race. As the bridges were the only way to cross both streams, the area became a fishing spot and gathering place. Though perhaps invisible to today's traveler, scraps of history and folklore live here as they do on every Rustic Road. As in the Glen, many rustic roads follow previous native American Indian trails that gave access to tool making sites or hunting grounds.

Rustic Roads are not intended to be convenient. They are a window into history. A way to preserve and honor it. County Police have reported that here in the Glen, the nature of the tree lined roads and narrow bridges tends to slow traffic and actually prevent accidents. This program has been a profound success and I'm proud that one of our early WMCCA Presidents, Mary Ann Thane and former County Executive Neal Potter pursued this idea and made it a reality. And, that the Potomac Subregion Master Plan gave further protection to these invaluable and scenic roads.

WMCCA strongly supports the Rustic Roads Program and the work of the Rustic Roads Advisory Committee. We endorse the changes requested by the RRAC and presented in the committee's testimony.

Sincerely,

Sincerely,

Ginny Barnes

Vice President, West Montgomery County Citizens Association

10311 Glan Road, Potomac, MD 20854

301-762-6423

GinnyBarnes94@gmail.com

**From:** [carolallen@erols.com](mailto:carolallen@erols.com)  
**To:** [MCP-Chair](#)  
**Subject:** Testimony for the November 17th Planning Board Meeting Rustic Roads Functional Master Plan Update  
**Date:** Wednesday, November 16, 2022 9:47:48 AM  
**Attachments:** [Planning Board 11.22.docx](#)

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

See attached  
Carol Allen, resident  
14320 Poplar Hill Road  
Germantown, MD 20874

240-994-5043

Testimony for the November 17<sup>th</sup> Planning Board Meeting  
Rustic Roads Functional Master Plan Update  
Carol Allen, resident  
14320 Poplar Hill Road  
Germantown, MD 20874

Re: Poplar Hill Road's continuance as part of the Rustic Road Program

I moved to Poplar Hill Road (PHR) in June of 1972. I have lived here for 50 years. In 1972, PHR was a single lane gravel road that originated at Berryville Road, crossed Hooker's Branch, and ended in the Kelly Farm cornfield, a run of about an eighth of a mile. I got the opportunity to talk to the previous generation about the roll of PHR in the local history. When I moved in, the old sawmill was barely standing, but still a landmark. Local hunters told me that PHR was the best bear hunting in the county and we still see a bear every couple of years.

From the elders, I learned that PHR was originally a path used by indigenous people as a route to Seneca Creek and then was widened to allow Frederick County farmers to cart their goods to the C& O canal for transportation to Georgetown. Its first appearance in recorded history is on a map dated 1908.

Today PHR is a beautiful, narrow, winding tree lined road that enjoys its proximity to Seneca Creek State Park. The properties on the west side of PHR abut Seneca Creek State Park and we enjoy seeing flocks of turkeys and the occasional, elusive woodcock. PHR sees daily use by cyclists, dog walkers, and joggers. In previous years, TROT has maintained a riding path where the private properties meet the state park border.

PHR was nominated as a Rustic Road in 2002. It was scheduled for inclusion for maintenance by DOT, but residents did not see that maintenance occur until 2015. We have enjoyed regular DOT maintenance since then.

Poplar Hill Road is not only my home but a place I love. I am grateful that Montgomery County recognizes the importance of rustic roads as living symbols of its history and a part of open space preservation. I enthusiastically support the continuance of Poplar Hill Road as a part of the Rustic Road Program.

Carol Allen

International Society of Arboriculture Certified arborist  
Professional Horticulturist  
University of Maryland professor and extension agent.



**From:** [M.Schoenbaum](#)  
**To:** [MCP-Chair](#)  
**Subject:** written testimony on Rustic Roads Functional Master Plan update  
**Date:** Wednesday, November 16, 2022 10:02:50 AM  
**Attachments:** [BHS Rustic Roads testimony.pdf](#)

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

Please see the attached written testimony from the Boyds Historical Society on the Rustic Roads Functional Master Plan update.

Thank you,

Miriam Schoenbaum  
President, Boyds Historical Society  
PO Box 161  
Boyds MD 20841

November 16, 2022

Dear Planning Board Commissioners,

The Boyds Historical Society strongly supports the continuation, strengthening, and expansion of the Rustic Roads program in Montgomery County. The Rustic Roads represent the county's diverse history in the landscape, preserved from post-World War II sprawling car-oriented suburbanization and homogenization. The Rustic Roads program is intended to maintain these roads as slow, narrow, and safe roads for everyone to be able to use. Please act to safeguard these unique roads.

In addition, in particular, please

- Designate Bucklodge Road/MD117 as Rustic
- Designate Old Bucklodge Lane as Exceptional Rustic
- Maintain the current extent of Rustic Schaeffer Road between White Ground Road and Central Park Circle/Germantown Park Drive

Sincerely,

Miriam Schoenbaum  
President, Boyds Historical Society  
PO Box 161  
Boyds, Maryland 20841



The historic Boyds Negro School (1896-1936), owned by the Boyds Historical Society, in the historic African-American community of White Grounds, on Exceptional Rustic White Ground Road in Boyds.





The historic Edward U. Taylor School in the historic African-American community of White Grounds on Exceptional Rustic White Ground Road in Boyds.



Historic St. Mark's United Methodist Church in the historic African-American community of White Grounds on Exceptional Rustic White Ground Road near Rustic Hoyles Mill Road in Boyds.





Neighbors walking and riding on Rustic Clopper Road in Boyds.





The historic one-lane bridge on Rustic Schaeffer Road.



Exceptional Rustic White Ground Road after a snow.





Byzantine gladiolus from an old home place on Rustic Hoyles Mill Road.



Bottomland forest on Exceptional Rustic White Ground Road.





Rustic Black Rock Road in the historic African-American community of Brownstown.



Eastern box turtle on Rustic (nominated Exceptional Rustic) Old Bucklodge Lane.





Turner/Talley family home place in the historic African-American community of Turnertown on Rustic (nominated Exceptional Rustic) Old Bucklodge Lane in Boyds.



Bucklodge Road (nominated Rustic) with a view of a historic 1930s bridge and the former Horine feed store in Boyds.





The historic B&O Metropolitan Branch on Bucklodge Road (nominated Rustic) in Boyds.



Osage orange from an old fencepost tree on Rustic Schaeffer Road.

**From:** [Barbara Hoover](#)  
**To:** [MCP-Chair](#)  
**Subject:** Testimony Regarding the Rustic Roads Functional Master Plan Update 11-17-2022  
**Date:** Wednesday, November 16, 2022 10:42:37 AM  
**Attachments:** [Barbara Hoover Slides-Rustic Roads Testimony.pptx](#)  
[Barbara Hoover Written Testimony for Rustic Roads 11-17-2022.pdf](#)

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

To the Members of the Montgomery County Planning Board,

Please find the attached testimony which I am submitting for the Nov. 17 Public Hearing on the update to the Rustic Roads Functional Master Plan. I am also including Power Point slides that I would like projected during my testimony.

Thank you,

Barbara Hoover

Committee Member, Rustic Roads Advisory Committee

West Montgomery County Civic Association

7841 Whiterim Ter

Potomac, MD 20854

240-281-5147



## Every Road Has a Story

Testimony from Barbara Hoover, Potomac, MD

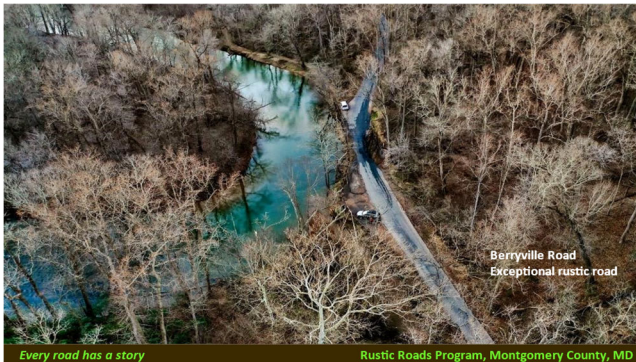
Member of the Rustic Roads Advisory Committee

*All Photos are of Montgomery County Rustic and Exceptional Rustic Roads*

My name is Barbara Hoover and I'm a volunteer member of the Rustic Roads Advisory Committee. I represent the West Montgomery County Citizens Association which is a Citizens Association outside of the Ag. Reserve.

### Why are rustic roads important?<sup>1</sup>

Across the United States historic roads are being lost through demolition, neglect and poor management. This can be due to policy, external pressures and ignorance. These losses can be swift and devastating or slow and incremental – hardly noticed until it is too late.

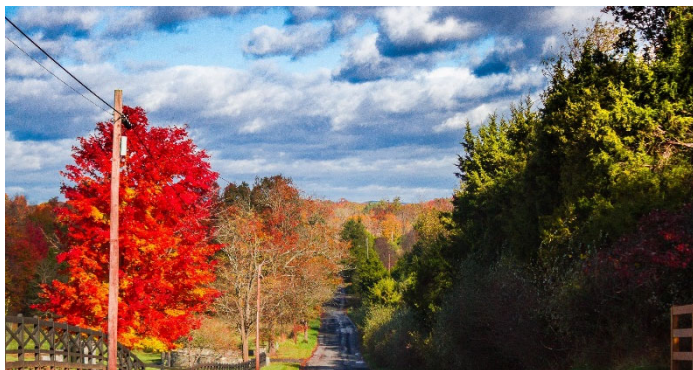
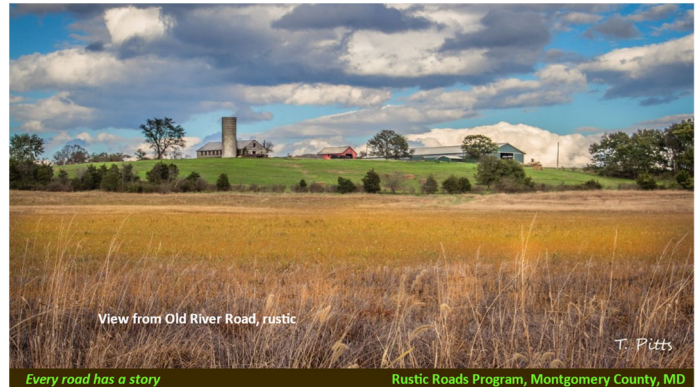


It is important to recognize and preserve historic roads. One need only consider the lost resources of earlier transportation eras now lamented. Canals, railroad stations and the pony express route. We have already lost long stretches of Route 66 and segments of the Historic Columbia River Highway – losses lamented as much by historic preservationists as travel promoters now seeing the value of these resources for tourism marketing.

While it is fair to say that no one organization or group is responsible for these losses, it is also fair to say that the basic “idea” of a historic road, much less the preservation of historic roads, is not well understood in the United States. In some instances state transportation offices, historically charged with the safety and efficient movement of the traveling public, may not consider the historic aspects of a road during their planning process or may even consider historic preservation an impediment to progress.

While it is fair to say that no one organization or group is responsible for these losses, it is also fair to say that the basic “idea” of a historic road, much less the preservation of historic roads, is not well

The benefits of preserving and managing a historic road are significant and diverse. They may include opportunities for heritage tourism and economic development, improved safety and efficiency, restoration of historic structures and features, and the civic pride associated with a better and more comprehensive understanding of a community's transportation heritage.



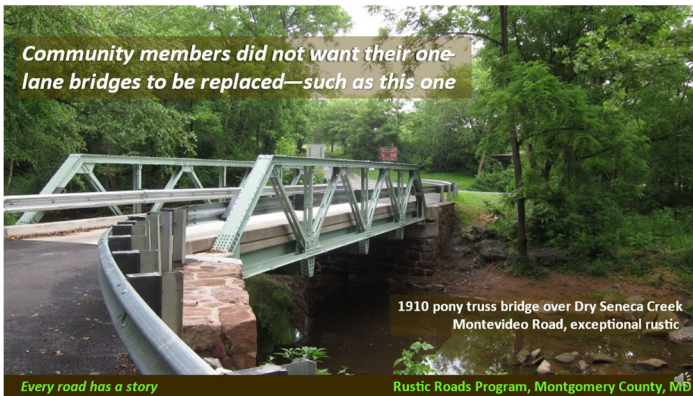
Increasingly, communities across the United States and beyond are beginning to recognize that their roads are historic. Historic freeways, transcontinental highways, parkways, farm-to-market roads and traffic circles are being studied, inventoried, debated and discussed in the newest movement in the historic preservation world. Our nation's historic roads, while appreciated and admired for the technology, craftsmanship and beauty of another era, must also function as a part of the modern transportation network. While some historic roads present challenges in meeting modern safety expectations, many historic roads throughout the nation continue to provide

<sup>1</sup> Mariott, Paul Daniel, The Preservation Office Guide to Historic Roads, June 2010, Underwritten by The James Marston Fitch Charitable Foundation, New York, New York, pp 4-5.

reliable and safe transportation. The fact that so many historic roads are still in use is a testament to their good design and logical location.

**About Montgomery County's Rustic Roads Program:** Montgomery County's Rustic and Exceptional Rustic roads are preserved under the Rustic Roads Program, established in 1993, which provides a system for evaluating, protecting, and enhancing our scenic roadways.

Rustic Roads are historic, scenic, 2-lane roads that wind their way through woodlands, alongside historical sites, and past farms. Exceptional Rustic Roads "have such unusual and pleasing character that preservation of the road in its current state is highly desirable. Exceptional Rustic Roads have special characteristics that would be lost if improved or widened." Rustic roads are historic and scenic roadways that reflect the agricultural character and rural origins of the County. In fact, they are integral to



this county's agricultural and rural areas. Preserving Rustic Roads is an important way for us to transmit our past history to future generations. Here are some numbers that help us understand the size of Montgomery County's Rustic Roads Program. Most of the 99 roads are located in or near the Ag Reserve in what we call the 'up county' area. →

Many rustic roads are located near rivers and streams. The easiest, and most direct way to preserve water quality and wildlife habitats near rustic roads is to minimize impervious surfaces (paving) and tree/shrub removal. This is also the easiest, and most direct way to preserve the rustic nature of rustic roads. Because these roads frequently lay next to streams

and other sensitive wildlife habitats they must not be widened. The act of widening these roads not only changes the essence of the road, but also increases the impact of storm water run-off pollution, and destroys environmentally important roadside trees and shrubs. Trees improve water quality by filtering sediment and pollutants from soil runoff and providing shade to keep water and roads cool. They combat erosion by stabilizing banks and regulating stream flow, and they offer habitats to many plant and wildlife species. Any activities that involve widening the pavement and removing trees and shrubs must be avoided on rustic and exceptional rustic roads.

Rustic Roads still face challenges from incremental widening, loss of roadside habitat and ongoing development sprawl. Yet in 20 years, the Rustic Roads program has yielded many benefits.



Many rustic roads have one- and two-lane bridges that cross the rivers and streams of Montgomery County.

Some of these historic and unique bridges have already been lost. Those that have survived continue to perform their basic function, and preserve the rustic nature of the rustic roads that pass over them. Without consistent protection, many existing scenic bridges will be lost to modern replacements that are wide, strong, efficient, but lacking in character.



**Rustic Roads Brown signs:** In 2012, the Rustic Roads Advisory Committee and Montgomery County Department of Transportation created a special street sign with a brown background to distinguish Rustic Roads from the green road signs we usually see. Eventually, all rustic roads will be easily identifiable. Not only does this help travelers, but it also aids the many farm businesses aiming to attract day visitors who seek fresh local food and a connection with farming and open spaces. The recent interest in agri-tourism, common in countries like Italy, offer a way to enrich and extend the experience of visiting local farms.





**West Old Baltimore Road:** One of the oldest roads in the County, West Old Baltimore Road was certified and improved in 1793, though it was already in use by 1747 when the town of Barnesville was established. Barnesville lies today on land first surveyed for Jeremiah Hays in 1749. Hays served in the Revolutionary Army Militia before his death in 1783. Jeremiah's son, Abraham Simmons Hays, opened one of the first schools in the area in 1819. Use of this road eventually decreased when the C&O Canal and railroads changed market patterns. West Old Baltimore Road contains some of the last sections of unpaved road in the County. The road goes through Ten Mile Creek, which is easily forded most of the time. The road travels through forests and farm

fields with long views towards Sugarloaf Mountain.

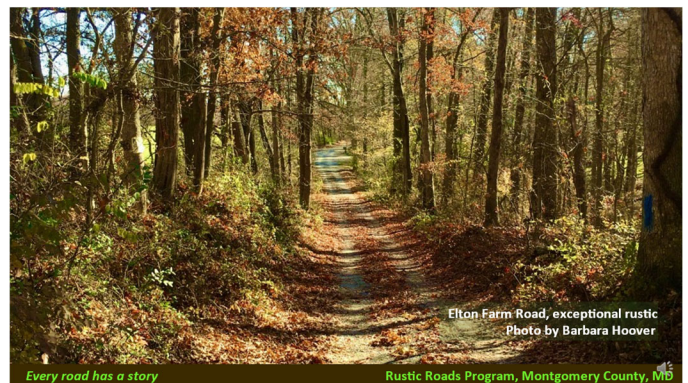
**Oakley Cabin:** An African American roadside community lived and worked on this historic site located on Brookeville Road from emancipation well into the 20th century. Their culture and traditions heavily influenced those of surrounding communities, and their story is deeply woven into Montgomery County's rich history. At the center of this site is Oakley Cabin, which was inhabited until 1976 and now serves as a living history museum.



**Martinsburg Road** is the only road with a section designated in the Master Plan for Historic Preservation, with a one-mile section that is one of the few surviving one-lane paved roads in Maryland. The road was established in 1838 following a petition of local farmers and businessmen for access to local mills and to the C&O Canal. Soon afterward, stone walls were built on both sides of the road, according to custom. The road was named for the black community, established around 1866, located at the intersection with Whites Ferry Road, which is also a rustic road. In 1931, a one-mile stretch of Martinsburg Road was paved with concrete 20 feet across, which is typical of the first roads paved for automobile use. Known as politicians' pig paths, these roads nearly always led to the gate of a person with political influence, and ended there

**Elton Farm Road:** At the end of Elton Farm Road lies the Howard Family African-American Heritage Trail. When the trail opens this year, it will bring visitors into the world of George and Harriet Howard, prominent Black citizens of Maryland.

George Howard was born into slavery, and in 1851, at the age of 37, purchased his own freedom. Then, in 1853 he purchased the freedom of his wife. Seven years later, together, they bought the freedom of their four children. In 1862, in the midst of the Civil War, George and Harriet purchased the old 1790 plantation house, Locust Villa (not the house in the picture), along with 289 acres of land from Harriet's previous owners. Harriet and George now owned the very land on which she had been enslaved, and moved into her former enslavers' home and made it their own. This is a unique story in our Country for that time





Rustic roads take you to some very interesting places in Montgomery County.

There is poetry in rustic roads – a sense of peace in an often clamorous world and a deeply spiritual connection to our history on the land. I hope that this presentation will inspire you to visit a rustic road in Montgomery County.



*Thank you!*

Barbara Hoover  
7841 Whiterim Terrace  
Potomac, MD 20854  
240-281-5147  
hooverb@msn.com





**Berryville Road**  
**Exceptional rustic road**

*Every road has a story*

**Rustic Roads Program, Montgomery County, MD**





***Rustic roads are narrow, slow,  
shared roads***

- Discuss outreach
- Approve the Scope of Work

**Martinsburg Road, exceptional rustic  
The only road designated in the  
Master Plan for Historic Preservation**

***Every road has a story***

**Rustic Roads Program, Montgomery County, MD**





Elton Farm Road, exceptional rustic  
Photo by Barbara Hoover

*Every road has a story*

Rustic Roads Program, Montgomery County, MD





Oakley Cabin  
Brookeville Road, rustic

*Every road has a story*

**Rustic Roads Program, Montgomery County, MD**





Hughes Road, rustic

T. Pitty



From: [Carole Bergmann](#)  
To: [MPC Staff](#)  
Subject: Testimony for Rustic Roads Functional Master Plan Update, Nov 17 hearing date  
Date: Wednesday, November 16, 2022 11:17:57 AM

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

Dear Planning Board,

This is just a short but heart-felt letter in total support of the Rustic Roads Program.

My husband and I have lived on "our" rustic road, Prices Distillery Road in Clarksburg, for the past 46 years.

Our children grew up here, and we commuted daily during our working lives on numerous Rustic Roads including Prices Distillery Rd., Burrell Hill Rd., Mountain View Rd., Johnson, Stringtown, and Lewisdale. After working "down county" for years, it was always such a joy to get back HOME to the rural rustic roads, and to be able to slow down and "take a deep breath" again, look out at the corn crops or the meadows or the stunning views of Sugarloaf...

Now that we are retired, we've chosen to stay here, at our same home in Montgomery County in big part because of our rural setting--and a huge factor in the preservation of that setting has been the network of historic, scenic, safe, quiet Rustic Roads in our area.

I actively choose to drive on rustic roads whenever I have a choice.

And I am certain I am not the only person who prefers to take a route with a stunning view, or past a farm field, or by an historic home, or through a wooded stretch.

Today, as more and more of the county is being developed, these roads are especially important for people.

Please, do preserve and strengthen this important Program!

Carole and Paul Bergmann  
12931 Prices Distillery Rd.  
Clarksburg, Maryland 20871



Prices Distillery, almost sunset in August 2022.



Standing on Prices Distillery, looking towards Sugarloaf, August 2022.

Sent from my iPhone