

Email

Rustic Roads Functional M...

Owner

 MCP...



Email

From

 chmarston29@gmail.com

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Rustic Roads Functional Master Plan Update, November 17, 2022 Hearing

Date Sent

Date Received

11/16/2022 12:02 PM

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

Dear Montgomery County Planning Board,

Re: Rustic Roads Functional Master Plan Update, November 17, 2022 Hearing

I urge you to pass the proposed Update to the Rustic Roads Functional Master Plan. It's the first update to this critical master plan since 1996 and will put in place a framework to preserve these historic roads and scenic landscape for the next twenty-five years.

I first learned about these historic rustic roads when I co-chaired the Preserving the Historic Roads International Conference in Washington, DC, in 2010. Some members of the Rustic Roads Advisory Committee were on our planning team, and we put on a full day tour of rustic roads from Loudoun County, Virginia to the Montgomery Agricultural Reserve, highlighted by a ferry crossing of the Potomac at White's Ferry. Once in the Poolesville area, we took the busload of delegates from across the country to visit iconic Martinsburg Road where representatives from both RRAC and Montgomery DOT explained the unique history and opportunity of this resource, as well as the challenges to maintaining this historic stretch of pavement and associated features like stone fences and agricultural landscape.



Another favorite historic road feature is the Montevideo Road Bridge near Rocklands Farm & Winery, which recently won the Michael Dwyer Award for Rehabilitation from Montgomery Preservation, Inc. This is another example of the unique partnership between the RRAC and Montgomery DOT.

These historic, scenic roads continue to be valuable and irreplaceable, and are integral to our working landscapes, rural areas and villages, and the functioning of the Agricultural Reserve. They strengthen our rural businesses including our farms, markets, orchards, stables, wineries, breweries and art studios along them. These roads are safely shared by all users, and their narrow pavements protect the water quality in our streams and reservoirs. Heritage tourism along these roads is an enormous economic asset for our rural economy.

Please join together to approve the comprehensive master plan. We need to strengthen the program for the next 25 years.

**Christopher H. Marston
RRAC member emeritus 2012-2018
National Park Service, Historic American Engineering Record
9500 Seminole St
Silver Spring, MD 20901**

Attachments

File Name	File Size (Bytes)	
		
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Email

Testimony for 11/17/22 He...

Owner

MCP...



Email

From lwwmc@erols.com

To <MCP-Chair MCP-Chair>; MCP-Chair #; MCP-Chair@mncppc-mc.org

Cc nabliss44@aol.com; strella@verizon.net

Bcc

Subject Testimony for 11/17/22 Hearing, Item 7 (6pm)in Support of the Rustic Roads Functional Master Plan Update

Date Sent **Date Received** 11/16/2022 12:54 PM

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



To the Montgomery County Planning Board,

Attached is our testimony for the hearing on Thursday, November 17 at 6pm in support of the Rustic Roads Functional Master Plan Update.

Sincerely,
Cindy Snow, Office Manager

--
League of Women Voters of Montgomery County, MD
 15800 Crabbs Branch Way, Suite 300
 Rockville, MD 20855
 Tel: 301-984-9585
lwwmc@erols.com lwwmocomd.org
vote411.org



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Rustic Roads Functional Master Plan Update

M-NCPPC Public Hearing
Public Hearing, November 17, 2022

Re: Support Update to Rustic Roads Functional Master Plan

The League of Women Voters of Montgomery County (LWVMC) supports the update to the Rustic Roads Functional Master Plan because LWVMC values the preservation of the Agricultural Reserve through its management of roads and land use, and we view roads and transportation as being important features to maintain the county's diversity of use.

Our positions clearly state that (1) "preservation of productive farmland [is] a primary design consideration for development... and (that the county should) maintain the program of designated Rustic Roads" and (2) the county should "develop regional visions and frameworks for transportation which reflect local concerns and which incorporate relevant LWV positions on land use, economic development, and environmental protection."

LWVMC views an update to this document to be important as both land use patterns and roads change over time in their uses. There are some roads that should be included in the plan that were not previously included, and this plan includes a more complete description of numerous roads.

We congratulate the staff who spent much time updating the description of roads with thorough, specific, information.

We therefore ask M-NCPPC to support the update to the Rustic Roads Plan.

Nancy Bliss and Vicky Strella, co-presidents
Bee Ditzler, chair, Transportation & Land Use Committee

Email

Fwd: Classification of Hols...

Owner

 MCP...



Email

From

 Gloria Lyles

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Fwd: Classification of Holsey Road as a Rustic Rual Road

Date Sent

Date Received

11/16/2022 4:30 PM

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

To Whom It May Concern,

Dear Sir/Madam,

I am submitting my request in reference to the Classification of Holsey Road, as a Rustic Rual Road,p to be heard on November 17, 2022.

Designating this road as such, would be a terrible injustice, AND disadvantage, to the community, residing on that road.

Given this Classification it would rob the residents of essential resources, such as run-offs, lights, widening of the road, etc.

Why place these residents, residing within this community, in such a disadvantaged position?

Especially, with Montgomery County, being one of the richest counties, (I dare say the richest), in the state of Maryland.

As a native, (born and raised), on Holsey Road, I

may desire, at some point, to return. Certainly, I would expect the road to be upgraded, as other areas and roads, of Damascus, have been. WHY the discrepancy?

Given what I have stated above, I ask that my request be given every consideration, as I am in complete compliance with all who are of the same persuasion, that Holsey Road NOT be classified as a "Rustic Rual Road."

Thank you very much.

Sincerely,

Rev. Gloria Lyles

Email


Fwd: Rustic Roads Public H...




Owner

 MCP...



Email

From  director@heritagemontgomery.org

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject Fwd: Rustic Roads Public Hearing Draft comments HM SRogers

Date Sent **Date Received** 11/16/2022 2:01 PM

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

Please see attached.

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Sarah L. Rogers
Executive Director, Heritage Montgomery
(301) 515-0753 | director@heritagemontgomery.org
www.heritagemontgomery.org

P.O.Box 10237, Gaithersburg, MD 20898



The Impact of Maryland Heritage Areas

\$19.8 million in state and local taxes generated

\$4.45 Return on Investment for Every Dollar of State Grant Funds

3,146 Jobs Created

\$7.78 Leveraged by Every Dollar of State Grant Funds (\$6.78 of which is non-state support)

Source - *The Economic Impact of Maryland Heritage Areas, FY 2018*

Attachments



11/15/2022

Chair, Montgomery County Planning Board
2425 Reddie Drive, 14th Floor
Wheaton, MD 20902

RE: November 17 Item 7, Public Hearing, Rustic Roads Functional Master Plan Update

Dear Chairman Zyontz and Planning Commissioners,

First, I'd like to congratulate all of you on your appointments, and thank you for your service.

My name is Sarah Rogers. I'm the executive director of Heritage Montgomery, which was established in 2003 by state legislation as part of the Maryland Heritage Areas Authority, and became a Certified Heritage Area in 2004. Our mission is to promote local history, culture and natural areas, and foster stewardship and connection to our heritage.

Heritage Tourism is vital to Montgomery County rural economic development efforts – it brings over \$376 million in revenue annually and supports over 5,327 jobs. The Rustic Roads play a major role in the success of these efforts. They are the envy of other Counties in Maryland because of the extensive network of roads, their unique qualities and beauty.

Montgomery County's Rustic Roads are valuable, irreplaceable heritage resources, and were specifically identified as heritage resources in our original Heritage Montgomery Management Plan in 2002. These roads give us the experience of being carried back in time, and they set the stage for the numerous historic, cultural and natural sites along the roads.

To give a recent project example, rustic Whites Ferry Road and exceptional rustic Martinsburg Road take us to the Warren Historic Site in the center of the early post-Civil War freedmen's community of Martinsburg. Black residents, trustees of the Colored Methodist Episcopal Church, purchased the one-acre property in 1876 for fifty dollars. The community grew to 30-40 homes, with the Warren site at its center. A one-room schoolhouse (built in 1886), the church (the second on the site, built in 1903) and a benefit society lodge hall, Loving Charity Hall (built in 1914), provided places to worship, learn and gather. Warren is a unique site that retains all three of these community cornerstones.

Today, all three are being rehabilitated through grants and donations. Arriving at this site from historic Martinsburg Road and Whites Ferry Road provides the rare and wonderful experience of traveling to the Warren Historic Site along these original routes that

Martinsburg residents would have traveled in the 1870s, and others from a century or more earlier would have traveled, as they passed by from Poolesville to get to White's Ferry, Leesburg, and beyond.

We applaud staff's work in adding new histories to the roads, especially where they include our County's previously under told stories, such as those of African American communities and women's history. The new color maps and photos help readers visualize the roads. We very much look forward

We support and appreciate the description of Heritage Montgomery and the role we play with Rustic Roads, included on page 12. Link here: <https://montgomeryplanning.org/wp-content/uploads/2022/10/Rustic-Roads-Functional-Master-Plan-Update-Introduction-Recommendations-and-Implementation-Public-Hearing-Draft.pdf> .

For the rural economic development purposes of Heritage Tourism, the preservation of our historic bridges is key. The recent, award-winning rehabilitation project on the Montevideo Road bridge is an outstanding example. The Bridge section of the Draft Plan beginning on page 17 should have its language greatly strengthened to echo the language in the County Code, that these historic bridges and Significant Features must be preserved. These structures, even more so than the roads themselves, are invaluable and irreplaceable elements, critical to the stories the roads tell, and the most memorable aspect of many of these roads to travelers. Visitors screech to a stop to take photos of them, artists paint pictures of them, and wineries name wines after these special structures. As with the Montevideo Road bridge, some bridges may require rehabilitation. Reconstruction may be appropriate on non-historic bridges.

The 2022 Infrastructure Investment and Jobs Act includes provisions for funding for historic bridge preservation and rehabilitation projects; such projects have been supported by Federal Highway Administration policies for many years. The comments currently in the Draft Plan about the older Maryland Department of Transportation interpretations should be removed and replaced with language about the federal guidance and funding. We are on the cusp of inaugurating a new governor who is unlikely to continue some of the older highway-focused policies we have seen in the recent past. Outdated policies that are inconsistent with federal funding guidelines should not be in this master plan.

For both bridges and designated roads such as Martinsburg Road and other roads that fall within designated National or Montgomery County historic districts, it is important to reference the Secretary of the Interior definitions for Preservation, Rehabilitation, Restoration and Reconstruction. This distinction was brought to staff's attention at a session with the Planning Board in October, and we support the inclusion of these definitions in the Master Plan. As noted above regarding bridges, all historic features and Significant Features designated in the plan should be preserved and rehabilitated.

The recommendations under the header Historic Preservation beginning on page 90 are especially welcomed. I believe they should be highlighted by moving them to the top of the recommendations list to reflect their importance to the Rustic Roads Program.

Last, we welcome the new roads added to the program.

Thank you for providing us with the opportunity to comment on this Draft Master Plan. We partner with agencies such as the Parks Dept, the Planning Dept and Visit Montgomery, and we work with and provide grant funding to multiple Montgomery County non-profits and volunteer groups, including the Rustic Roads Advisory Committee and to historic sites along many Rustic Roads. We look forward to working with you, also, as this Master Plan moves forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Sarah L. Rogers", followed by a long horizontal line that ends in a period.

Sarah L. Rogers

Executive Director

Heritage Montgomery

Email

Rustic Roads !

Owner

 MCP...



Email

From

 Steven Findlay

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Rustic Roads !

Date Sent

Date Received

11/16/2022 1:10 PM

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

Dear Planning Board Members,

On behalf of Sugarloaf Citizens Association (SCA), I write to urge you to do everything you can to protect roads designated as “rustic” in Montgomery county and especially in the Ag Reserve. These roads are a significant part of the heritage and ambience of the county’s rural areas. Their importance is easy to overlook amid so many pressing issues in the county. But you just have to recall the last time you were driving on a rustic country road, with little or no traffic, and how nice it felt. Similar to taking a hike in the woods or on Sugarloaf Mountain....but in your car.

These scenic but still very useful routes must be preserved—and with intention. Intention to maintain them adequately and continue to monitor traffic patterns and changes over time. Rustic roads are a connection to the past, yes. But they are very much a part of our lives today, and must be preserved for future generations as well.

SCA’s 100-acre Linden Farm is on historic Martinsburg Rd in Dickerson. Our members and the many people who visit our farm and barns for events deeply


appreciate the location on this truly rustic road. We help maintain the areas along the road, including an 100-year old stone wall. Martinsburg Road is frequently used as a bike route. But's it also still used by local farmers.

We would also urge you to pay especially close attention to and preserve West Old Baltimore Rd, Peachtree Rd, White Ground Rd, Mt Ephraim Rd, and Comus Rd.—key bucolic pathways in the Ag Reserve.

We would be pleased to help in any way we can to provide further information to help preserve the county's network of rural and rustic roads. Thanks for your consideration.

Steven Findlay
President, Sugarloaf Citizens Association
Dickerson, MD

Attachments

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Email

Rustic Roads Functional M...

Owner

 MCP...



Email

From

 Tina Thieme Brown

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Rustic Roads Functional Master Plan Update: Testimony for public hearing.

Date Sent

Date Received

11/16/2022 12:03 PM

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

November 16, 2022

Montgomery County Planning Board
Rustic Roads Functional Master Plan Update
November 17 Public Hearing

Greetings Planning Board Members,

I am writing to ask for your support for preserving and protecting Montgomery County's Rustic Roads. They are a connection to our cultural heritage dating back to the early 18th century, when these dirt roads were laid out for farmers and traders transporting goods from the Potomac in upper Montgomery County to the markets in Baltimore and Georgetown. Today these winding routes connect farmers, rural communities and urban residents with the orchards, horse farms, wineries, recreational and historic sites in our nationally recognized agricultural Reserve.

My husband and I moved from Chevy Chase to Barnesville in 1999. We live on Barnesville Road and we walk and bike throughout the seasons on West Harris Road.

I coauthored and illustrated two books with Melanie Choukas-Bradley on Sugarloaf Mountain. I was living down county when we started in 1992, our books were published in 2004 and 2007 by UVA Press. As I traveled to the mountain from Somerset, I experienced these winding routes for the first time. They offered a chance to slow down after exiting I270 and take in the adjacent fields and forested landscape. White Ground Road, Barnesville Road, Old Hundred Road, Comus Road and Mt. Ephraim Road introduced me to the Agricultural Reserve.

Today, we love to drive on Peach Tree Road to Kingsbury and Lewis Orchards for peaches, apples and pumpkins. We bike along West Old Baltimore Road, Peachtree Road to White Store Road. We both serve as board members for Sugarloaf Citizens Association, with monthly meetings and events held on the historic Martinsburg Road at Linden Farm.

The Town of Barnesville recently celebrated our 275th anniversary. I joined the history committee, searching for our town on 18th and 19th century maps and land patents. We found 'Barnesville Road' on historic maps, but it was named 'Baltimore Road, then in the early 19th century it was 'Main Street.' The name had changed over time, but this historic path still follows the same route, our earliest traders, farmers and taverns followed to the bustling markets down county, DC and Baltimore.

These rustic roads are a vital link connecting rural and urban communities, they provide a forested edge that supports wildlife. Visitors and residents in the DC region often search for a day trip to a historical site, often they are drawn to settlement of early residents. The Rustic Roads in Montgomery County are a connective tissue that takes us back to the past and by their nature- slows us down. Please protect our cultural heritage and preserve this unique experience for families throughout the region.

We look forward to working with you, please take a drive up to the Agricultural Reserve.


Tina Thieme Brown
18201 Barnesville Road, Barnesville, MD 20838

Tina Thieme Brown
Morningstar Studio
18201 Barnesville Road
Barnesville, MD 20838
301-651-1188

<https://nam11.safelinks.protection.outlook.com/?>

[url=http%3A%2F%2Fwww.tinathiemebrown.com%2F&data=05%7C01%7CMCP-Chair%40mncppc-mc.org%7Ccacdb49d19d84e17deac08dac7f43334%7Ca9061e0c24ca4c1cbeff039bb8c05816%7C0%7C0%7C638042148922226296%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=9h%2F1BaNezfcNfk4De02EIHf8YS%2FEu6Pb17hQbXy08q0%3D&reserved=0](http%3A%2F%2Fwww.tinathiemebrown.com%2F&data=05%7C01%7CMCP-Chair%40mncppc-mc.org%7Ccacdb49d19d84e17deac08dac7f43334%7Ca9061e0c24ca4c1cbeff039bb8c05816%7C0%7C0%7C638042148922226296%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=9h%2F1BaNezfcNfk4De02EIHf8YS%2FEu6Pb17hQbXy08q0%3D&reserved=0)

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Email


FW: Testimony for the Clas...




Owner

 MCP...



Email

From  wkfleming@qst-inc.com

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject FW: Testimony for the Classification of Holsey Road to Rustic

Date Sent **Date Received** 11/16/2022 2:32 PM

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From: wkfleming@qst-inc.com
Sent: Wednesday, November 16, 2022 2:27 PM
To: mcp-char@mncppc-mc.org
Subject: Testimony for the Classification of Holsey Road to Rustic

Good day,
My name is Warren Fleming and I'm a prior Historical Preservation Commissioner and I have signed up to testify against the classification of Holsey Road to Rustic in Damascus Maryland. Attached is my testimony.

Thanks

Warren Fleming
9909 Founders Way
Damascus, Maryland 20872
Prior Commissioner for Montgomery County HPC Commission

Attachments

File Name	File Size (Bytes)	
Signed Holsey Road Testimony 11-17-2022.pdf	750,846	

Warren Fleming
Testimony



TO
Park and Planning Commission
11-17-2022

Park and Planning Commission

My name is **Warren Fleming**, and I am a Prior Commissioner for Montgomery County Historic Preservation Commission. I am a relative of the Holsey Family that once thrived on Holsey Road in Damascus Maryland. The historic significance of Holsey Road is that this road was once used as a cow path to gain access to the Mullinax Plantation. After the **Emancipation Proclamation** was executed, slaves from the **Mullinax Plantation** were placed on this site. In the late 1960 Inez McAbee and Harvey Zeigler convenience Park and Planning that this road should be renamed to **Holsey Road** in honor of their great grandfather **John Holsey** who was a slave on the Mullinax Plantation. Ron Holsey, who is the great, great grandson of John Holsey is viewing this session via streaming tonight.

Please be advised that my testimony tonight is not about the historic significance of this road, but to inform the Commission that the residents of Holsey Road, Damascus community organizations and the Holsey Family are not in favor of the **Rustic Road Reclassification**. I would have had more members here tonight, but I did not have time to coordinate everyone due to schedules and the time I was informed of this reclassification recommendation. In 2005 my uncle Harvey Zeigler and I led the efforts in creating a community organization called "**The Damascus Heritage Society**" in which we installed and operate a successful museum. This organization was formed to allow the Black and White residents of Damascus Maryland to come together for a common goal and work together in unity. This is the first organization of its kind in Damascus and the museum is extremely popular and active in the community. I urge each of you to visit our museum to see and hear the rich history of Damascus. The site is located next to the Library in Damascus Maryland.

The museum displays historical significance of Damacus each month and for the month of November 2022, we are highlighting Holsey Road. One of our members was doing some research on Holsey Road for the exhibit and this is when we found out about Park

and Planning plan to classify Holsey road which was about ten days ago. The members of the **Heritage Society** were taken back on this finding. I then visited every resident on Holsey Road and informed them of this reclassification recommendation and they were taken back as well. I have the names of residents that I interviewed, and I am collaborating with each resident to coordinate a meeting to provide more information about this classification. Once the meeting date is set, I will invite anyone from Park and Planning to come to this meeting. The purpose of this meeting is to allow Park and Planning and the residents of Holsey Road along with the members of the Heritage Society and the Damascus Connection Committee to talk more about this classification.

The classification of Rustic Rual Roads limits the upgrades that this road needs. The road and area have attracted new residents with young families and the road is highly utilized with UPS, US Mail, Amazon trucks, visitors just to name a few. The main problem we foresee is in the case of a fire. The fire truck will not have enough room to enter and return if other motorists are in the area at the same time. Another risk is the steep curves on a one lane road that do not allow a motorist to see around the corner. We have a huge problem with snow removal when the county plows the snow and leaves the plowed snow along the streets, this causes runoff during the melting process.

I am also the President for the **Damascus Connection Committee** and I have worked with Park and Planning on many projects. These projects include the **Josiah Henson Museum Project**, the **Rily Farm renovation** and the **Partnership between Goshen Church and Park and Planning Stewartown Day Celebration** just to name a few. We are also working with the State of Maryland in Posting a Historic sign on R27 to identify the significance of Holsey Road. I am also working with Park and Planning and the county in placing historic markers between **Harvey Zeigler and Inez McAbee Home**.

The home of Inez McAbee has been designated as one of Montgomery County Historic Site and the home was built by slaves on from the Mullinix Plantation. The house was given to John Holsey after the Emancipation Proclamation was executed and the Mullinix family had the home moved from the Plantation to Holsey Road.

Harvey Zeigler passed on March 2022 at the age of 102 and the family now uses his home for summer gatherings and social events. We now host our monthly meetings for the Damascus Connection Committee at his home. The road needs many upgrades and improvements, and this is why we do not want the Rustic Road classification to go into effect.



Warren Fleming

President The Damascus Connection Committee and Prior Commissioner for Park and Planning Historic Preservation Commission

Email


Testimony for RRFPM from...




Owner






 MCP...



Email

From  Scheffel, Mike

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc  Bob Cissel;  Jeremy.Criss@montgomerycountymd.gov;  Mike@jamisonagandturf.com;  Patrick Butler;  patrick.butler@montgomeryplanning.org

Bcc

Subject Testimony for RRFPM from Bob Cissel and Michael Jamison 11/17/2022 Public Hearing Item 7

Date Sent	Date Received	
		11/17/2022 7:18 AM

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

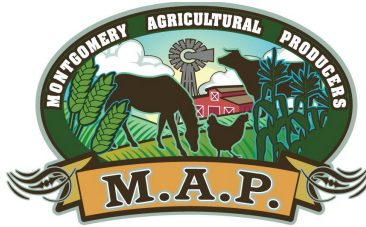
Good morning,

I am submitting two pieces of testimony on behalf of Bob Cissel and Michael Jamison. Bob is the executive director of the Montgomery Agricultural Producers and Michael is a farmer from Poolesville. Bob's testimony is "Park and Planning Rustic Road Master Plan", and Michael's is "Rural Roads Reflections NCPP Testimony". Please accept these for item 7 – Public Hearing on the RRFMP Update.

Thank you,

Mike

Mike Scheffel
Office of Agricultural Services, Agricultural Land Preservation Program Administrator
[18410 Muncaster Road](https://www.montgomerycountymd.gov/agservices)
[Derwood, Maryland 20855](https://www.montgomerycountymd.gov/agservices)
301-590-2856 (Office)
443-487-2971 (Cell)
mike.scheffel@montgomerycountymd.gov
<http://www.montgomerycountymd.gov/agservices>
CONNECT WITH The Office of Agriculture
Montgomery County Ag Reserve
93,000 acres



“Representing the Agricultural Producers of Montgomery County”

November 15, 2022

The Honorable Jeffrey Zyontz, Chair
The Maryland-National Capital Park and Planning Commission
2425 Reddie Drive
Wheaton, MD 20902

Re: Rustic Road Advisory Committee Proposed Amendments to the Rustic Roads Functional Master Plan – Committee membership make up and income requirements

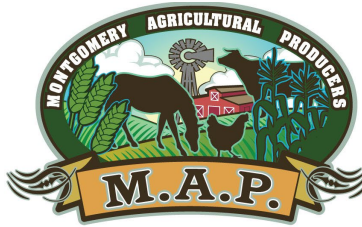
Dear Mr. Zyontz,

Please accept the following written testimony from The Montgomery Agricultural Producers on the review of the Rural and Rustic Roads Master Plan

The agricultural community continues to be concerned about the lack of maintenance of the roads under the Rustic Roads program. Somehow over time there seems to be a disconnect between The Rustic Roads Advisory Committee, the Montgomery County Department of Transportation-MCDOT and the Agricultural Community about following the executive regulations that require that these roads first and foremost be maintained for the safe movement of agricultural equipment and the products we produce. Our Ag Producers are confused about what role the RRAC plays in this ongoing maintenance problem. It’s our understanding that this type of routine maintenance does not come under the committee area of responsibility.

It is our understanding that the proper trimming of vegetation, shoulder and water flow through functioning culverts, and the surface area of these roads is the responsibility of the MCDOT. They have the expertise and knowledge to do this maintenance. It has become apparent that this work only gets done on these roads when directed by the RRAC or by individual requests from the Office of Ag. We have requested many times over the years the MCDOT do this much needed work as a planned maintenance as opposed to only on request for a specific problem road.

Our agricultural producers use these roads daily to move their equipment from field to field during the planting and harvest seasons. Since this program was put together, farmers have invested in more efficient equipment that has grown in size over time. We have concerns that left untrimmed and not properly maintained, many of these roads are dangerous to travel on. Not just for us but for the citizens of the county. This system of roads is our transportation network for moving the food and fiber that we work so hard to produce for the citizens.



“Representing the Agricultural Producers of Montgomery County”

We have been told on different occasions that it’s also a budget issue. This begs the question of if the current roads in this program can’t be maintained, how in good conscience can the committee ask to add 19 more roads to the program. Common sense would dictate that if you can’t maintain the current roads how can you add more?

The committee has asked to increase their membership to nine members. We believe this request is because the committee may be exceeding their area of responsibility. If performing the maintenance is left to the MCDOT, we believe the committee can return to their primary area of responsibility and not have to travel and make lists of roads that need maintenance. That really shouldn’t be their focus.

We also understand that they would like to remove the financial requirement that 50% of a farmer member of the committee must come from farming. Although it’s never easy to get people to volunteer for the many county committees, we can assure you that there are many farmers that would be happy to serve on this committee as farmer members. There is no reason to remove this requirement. This feels like an attempt to cut farmers out of this committee. Who better to serve on this committee than the people that use these roads daily. If anything, we would suggest a requirement that there should be four farmer members. They know and understand these roads better than anyone.

In summary we ask the planning board to not increase the board size or reduce the income requirement for farmer members. We also request that you suggest in your report to the County Council that the MCDOT return to a planned routine maintenance program for all of these roads. We think it would be productive if the MCDOT met with farmers to discuss the current size of their equipment so their trimming standard would reflect the needs of the farm community.

Sincerely

Bob Cissel
Director Montgomery Agricultural Producers, Inc.
P.O. Box 457
Poolesville, Maryland 20837
Cell: 301-775-8978

Introduction:

I am Michael Jamison of Jamison Ag and Turf located in Poolesville, MD. I farm alongside my parents and two brothers. We grow corn, wheat, soybeans and sod in upper western Montgomery county. The following testimony represent myself and my family.

The Agricultural Reserve in Montgomery County is one of the most cherished pieces of land throughout the county. It serves as the breadbasket for the county and local regions.

Overtime there have been county programs that have enabled agriculture to progress with the times to stay viable. There however, have been some regulations and policies that have proven to be an encumbrance to the operations of the agricultural businesses. Rural Rustic Roads has become one of those programs.

A lack of maintenance on these rural rustic roads have proven to be hazardous for us farmers and residents of the Ag Reserve to navigate. Take into consideration what has changed in our county Since the rural rustic roads program was established, almost 30 years ago:

- the size of our equipment has only grown.
- Some types of agriculture have changed since then.
- Agritourism in unison with wineries and breweries has become a large growing sector in this county.
- More houses have been built and more families have moved to these rural communities in the Ag Reserve.
- The onslaught of the pandemic has resulted many to discover the federal and local parks throughout.
- More cyclist on the road

More and more people are visiting the Ag Reserve while the maintenance to our roads has virtually ceased to exist. The vegetative overgrowth alongside the roads constantly impedes our ability to safely transport from field to market. The side drains along the roads have silted in creating hazardous driving conditions. When we try to address these issues with MCDOT or RRAC, it seems to fall on deaf ears. We are given the impression that the aesthetics of the overgrown tree canopies and roadsides takes precedent over a safe and navigable transportation network. We feel the individuals serving on the Rural Roads Advisory Committee do not fully understand the challenges farmers deal with on a daily basis when traveling these roads.

It has come to my attention through Bill 24-22 Streets and Roads, that the RRAC has recently submitted amendments to the structure of the advisory committee including:

- to remove the income requirements for the 3 farmer members
- and to add 2 non-farmer members from 7 to 9 members total.

The farming community needs a voice on the RRAC that advocates and understands their unique industry. The County Code Section 49-80 specifically calls that the three farmer members must earn 50% or more of income from farming.

When code is exercised and upheld as it is written, it allows for this representation. It is our fear that rescinding the farming income requirement may empower the committee to suggest individuals to the County Executive to nominate who do not possess the expertise and background of a commercial farmer.

In unison with rescinding the farming income requirement, increasing the committee membership would only diminish agricultures voice. It has recently come to my attention, according to RRAC, that a main reason for increasing the membership is to alleviate the workload that the committee is currently performing. I question whether some of these duties adopted by the RRAC fall under the prevue of the MCDOT or other agencies with-in the county. Why is it the responsibility of an Advisory committee to be implementing and_enforcing code?

Furthermore, adding 19 additional Rural Rustic Roads is counterintuitive for a committee who claims they do not have the time or resources. It is plain to see that the current rural roads neglect maintenance. Adding more to the list would seem to inhibit the ability of the committee to effectively manage the current list of roads.

We ask that prudent discernment is given to the future of the Rural Roads program that works WITH agriculture and not against.

Sincerely,

Michael Jamison

Jamison Ag and Turf, LLC

Email

Please protect our rural ro...

Owner

MCP...



Email

From

Geralyn Drymalski

To

<MCP-Chair MCP-Chair>; MCP-Chair #; MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Please protect our rural roads from development

Date Sent

Date Received

11/18/2022 10:39 PM

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

To the Montgomery County Planning Board,

One of the best aspects of living in Germantown is accessibility to the Agricultural Reserve. I have lived upcountry now for the last 22 years and have seen development run rampant in Germantown, Clarksburg and parts of Damascus. But, because of zoning restrictions and a commitment to preserving the county's agricultural integrity, there remain country roads that are pleasant to drive, walk and bike on.

Please protect these rural roads (Old Bucklodge, White Ground, White's Store, Peach Tree, West Old Baltimore, to name a few). They are avenues of relative quiet, serenity, and beauty.

These roads are integral to our working landscapes, rural areas and villages, and the functioning of the Agricultural Reserve. They strengthen our rural businesses including the farms, markets, orchards, stables, wineries, breweries and art studios along them. Heritage tourism along these roads is an enormous economic asset for our rural economy. Additionally, their narrow pavements protect the water quality in our streams and reservoirs.

It may seem that narrow roads such as these limit access to the county and hinder economic growth, but they are the reason many people come to Montgomery County. They offer more than relaxing scenery and history. They connect us with things more essential than money - fresh air, wildlife, beauty and health.

Please protect these roads from development. Be commissioners who set an inspiring example to the rest of the country by saving the countryside.

Geri Drymalski

Attachments

File Name	File Size (Bytes)	
0 - 0 of 0 (0 selected)		

Email

Save The Montgomery Co...

Owner

 MCP...



Email

From

 Jim Quinn

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Save The Montgomery County Rustic Roads

Date Sent

Date Received

11/18/2022 5:07 PM

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

Rustic, my a__! Our county roads in the northern and western parts of the county are CRAP! Just cross the county line into Frederick County on any remote road, especially in the eastern part of the county, and you will see a decently paved road even on the roads that are not much wider than a driveway. I bike 100-200 miles a week so I know the roads in MoCo. FrCo, HoCo, & CaCo all the way from Laytonsville to Point of Rocks & Brunswick north into PA. Our roads suck, Yes, I said "our" since I have been a tax paying resident of Montgomery Co since 1971. I was on one of the most recently transitioned roads from packed dirt to pavement in western Carroll Co recently (i.e. Sam's Creek Rd east of Buffalo Rd) . I had been on it earlier in the fall and seen several potholes. However, the potholes had been patched and a roadcrew was doing additional maintenance including more paving of the road. This is the lowest quality paved road that I have seen in Carroll Co and is still in far better condition than many of our roads in MoCo.

Why is that? Surely, we pay enough income and property tax in MoCo to maintain our roads even at a minimal standard.

Now this is NOT a new complaint from me. I have submitted it before. I even discussed how bad Howard Chapel was a couple of years ago. Unfortunately, I did not say Howard Chapel ROAD and got a comment that Howard Chapel DRIVE was in good condition.

That said, I do like the concept of the Ag Reserve and wish it were not slowly being shrunk (e.g. Peachtree Rd development). I am not asking that we have the same quality of roads as Frederick Co. But I do wish that we could have roads that were not the absolute worst of any county in the area. I live off Founders Way and get to drive over one of the worst patch jobs possible coming into my development from Watkins Rd. I know that better large rectangular patches are possible because I've seen them on some of our roads (e.g. Hipsley Mill Rd).

Sent from [Mail](#) for Windows

Email

Rustic Road Masterplan up...

Owner

 MCP...



Email

From

 Peter Eeg

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

 Peter Eeg

Bcc

Subject

Rustic Road Masterplan update

Date Sent

Date Received

11/18/2022 10:38 AM

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

Dear MCP Chair and MCP Board,

I am Peter H Eeg DVM. I have spent my entire veterinary's career (35 years) traveling Montgomery Counties rustic roads. This amazing road networks ability to provide a respite for hiker, bicyclists, horse riders and agricultural activities continues to set Montgomery County apart from all our neighboring counties. Frederick county is loosing their rustic regions at an alarming rate. As a steward of West Old Baltimore Rd (I live on this road) I respectfully request you continue to support and protect Montgomery counties' Rustic Roads and Nationally recognized Agricultural Reserve.

Sincerely,

Peter H Eeg DVM

16400 West Old Baltimore Rd

Boys, MD 20841

240-876-3562

Poolesville veterinary Clinic


19621 Fisher Avenue

Poolesville, MD 20837

301-972-7705

Dr Peter Eeg's iphone

Attachments

File Name	File Size (Bytes)	







Email

Keep or Expand Montgom...

Owner

 MCP...



Email

From

 David Berman

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Keep or Expand Montgomery County Rustic Roads

Date Sent

Date Received

11/19/2022 10:23 AM

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


Good morning.

i live in Potomac - which can hardly be described as rustic. Its a great place to live which is why there are so many of us living here. However, the current Rustic Roads in Montgomery County are a true treasure to the county. it is so fantastic and refreshing that 20 minutes from my house, I can take long bicycle rides through beautiful, safe roads. I love that Montgomery County has set aside parts of the county to help preserve part of what makes this county unique and special. God forbid we end up like some of the sprawling counties in Virginia that seem to continuously get paved over.

Please. Lets retain some of the charm and diversity that make Montgomery County special. I know that I, along with many friends, will continue to enjoy and treasure this part of the county as we bicycle our way on all the beautiful parts of the county. Please keep or expand the Rustic Roads program. Once we pave over the county, we cannot unpave it. And a true treasure will be lost.

David Berman
9009 Willow Valley Dr
Potomac, MD 20854

Attachments

File Name	File Size (Bytes)	
0 - 0 of 0 (0 selected)		

Page 1

Email

Rustic Roads Master Plan

Owner

 MCP...



Email

From

 Dwayne Haines

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Rustic Roads Master Plan

Date Sent

Date Received

11/19/2022 5:06 PM

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

MC Planning Board

I am a resident of northern Montgomery County & a recreational cyclist, I understand the county is reviewing the current master plan for the rustic roads program. I regularly use the roads for recreational riding (bicycle) & thoroughly enjoy the "back roads". (peace, solitude & safety) The county preserving the current level or adding additional designated roads is quality of life & good for our environment.

I ask you to consider my use & opinion in the upcoming process.

Thank You in Advance

Dwayne Haines

21616 Ripplemead Dr. Brookeville Md. 20882

Attachments

File Name	File Size (Bytes)	
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There are no Attachments to show in this view. To get started, create one or more Attachments.

Email

Rustic Roads Master Plan

Owner

 MCP...



Email

From

 joe.durishin@yahoo.com

To

 <[MCP-Chair MCP-Chair](mailto:MCP-Chair)>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

 communications@potomacpedalers.org

Bcc

Subject

Rustic Roads Master Plan

Date Sent

Date Received

11/20/2022 7:57 AM

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

MCP-Chair,

I have been cycling through the beautiful and scenic roads of Upper Montgomery County roads for over thirty years. In that time I have grown to appreciate not only the natural beauty of these roads but how the rustic , quite nature of these roads supports and enables farms, wineries, parks and local residents. I urge you to help maintain the rustic , peaceful character of these roads by limiting the already expanding development going on around the Poolesville area.


Please ensure these roads remain rural for us to enjoy now and for future generations to come.

Sincerely,

Joe Durishin

Sent from my iPhone

Attachments

File Name	File Size (Bytes)	
0 - 0 of 0 (0 selected)		

Page 1

Email

Rustic Roads Preservation

Owner

 MCP...



Email

From

 Patricia Douville

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Rustic Roads Preservation

Date Sent

Date Received


11/20/2022 8:18 AM

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

I frequently ride the rustic roads in Montgomery County even though I don't live there. These roads are such a welcome relief from the congested roads I have to ride to get to them. They are valuable and irreplaceable and are integral to our working landscapes, rural areas and villages, and the functioning of the Agricultural Reserve. They strengthen our rural businesses including our farms, markets, orchards, stables, wineries, breweries and art studios along them. These roads are safely shared by all users, and their narrow pavements protect the water quality in our streams and reservoirs. Heritage tourism along these roads is an enormous economic asset for our rural economy.

Sincerely,
Tricia Douville

Attachments

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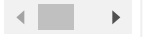
Page 1

Email

Save Scenic roads in the A...

Owner

 MCP...



Email

From

 Ed Comer

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Save Scenic roads in the Agricultural Reserve

Date Sent

Date Received

11/22/2022 7:25 PM

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

Sirs:

I have lived in Bethesda for over 25 years and am an avid bicyclist even though I am 72 years old. One of my favorite places to ride is the Agricultural Reserve and the many little used scenic roads in the Preserve. Virtually all roads north and west of I-270 and Seneca Creek fit into my balliwick. I am amazed and pleased that so much agricultural area remains within close distance of Washington DC and its inner suburbs. I ride there often and often think I could be in Iowa or a land of farms, rather than close to our Nation's Capital.

Of course I would like to see the pavement improved, but other than this, the best you can do is to preserve the entire Ag Reserve from the kinds of suburban and urban encroachment that we see in Loudon County.

Montomery County was very smart years ago to adopt a Wedge and spokes land use system with development focused on several corridors. I hope the County continues this by preserving the scenic roads in the Ag Reserve.

Sincerely,

Edward Comer

Attachments

File Name	File Size (Bytes)	
		

Email

Rustic Road Input

Owner

 MCP...



Email

From

 Bruce Clarke

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Rustic Road Input

Date Sent

Date Received

11/23/2022 12:29 PM

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


Hello,

I received your email regarding the above, and as a rustic road resident—living on Tucker Lane in Montgomery, I write to suggest that someone from the County tell the MPD that it is ok for them to patrol on Rustic Roads — they are indeed part of the County, and are often rustic speedways used as shortcuts to avoid busy intersections. But while folks like me on Tucker have asked to have at least some police presence, it looks like policing of rusting roads, which would at the very least yield lots of speeding tickets, is not very high on the MPD agenda. If it were, that would make the experience of living on a country Rustic Road much safer. We can do without curbs and sidewalks, and the remaining rustic aspects of these roads, but some police presence would make us less of a speedway. You will not often find pedestrians walking along Tucker Lane, and for good reason.

Best regards,

Bruce Clarke
901 Tucker Lane
Ashton, M

Attachments

File Name	File Size (Bytes)	

Email

Rustic Roads Functional M...

Owner

 MCP...



Email

From

 Jack Goldman

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Rustic Roads Functional Master Plan

Date Sent

Date Received

11/23/2022 5:57 PM

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


Dear Members of the Montgomery County Planning Board,

I wanted to urge you to maintain the quality of rustic roads in Montgomery County as you review the master plan. I am an avid cyclist, riding up to 4000 miles each year, mostly on the county's roads. I could list many, but I ride north of developed areas, primarily in the northern and northwestern parts of the county. One of the advantages of living in the county is that most of these roads are not developed and have little traffic – which is safer for cyclists but also preserves the rustic character of parts of the county. I am in favor of infilling development in the already-developed parts of the county, which are also closer to jobs in and beyond the county. We need to maintain parts of the county that display its rustic roots, provide safer cycling locations, and keep development where it's needed.

Thank you.

Sincerely,
Jack Goldman
7405 Cliffbourne Court
Derwood, MD 20855

Attachments

File Name	File Size (Bytes)	

Email

Preserve the AgReserve

Owner

 MCP...



Email

From

 Steve Friedman

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Preserve the AgReserve

Date Sent

Date Received

11/25/2022 10:09 AM

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

Dear Parks Chair,


Just a quick note to indicate my support for ongoing protection of the AgReserve and keeping the developers out. The AgReserve is a special place within Montgomery County and should be protected to minimize the level of development there. I enjoy riding the rustic roads knowing that traffic is low and the views are clear of high-rises and/or major housing tracts. Thanks for considering.

Regards,

Steve Friedman
Chevy Chase, MD

Share the Road! Look out for Pedestrians and Bicyclists

Attachments

File Name	File Size (Bytes)	
0 - 0 of 0 (0 selected)		

Page 1

Email

Rustic Road program in Cl...

Owner

 MCP...



Email

From

 elandonmann@verizon.net

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Rustic Road program in Cloverly

Date Sent

Date Received

12/2/2022 12:46 PM

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

Planning Board Chair,


We are in favor of adding Awkard Lane and Holly Grove Road (west of Norwood) to the Rustic Road program in Cloverly.

Thank you,

Ellen and Endel Mann
2016 Mayflower Drive
Silver Spring, MD 20905

Ellen Mann
elandonmann@verizon.net

Attachments

File Name	File Size (Bytes)	
0 - 0 of 0 (0 selected)		

Page 1

Email

Rustic Roads Functional M...

Owner

 MCP...



Email

From

 Dave

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Rustic Roads Functional Master Plan

Date Sent

Date Received

12/5/2022 9:48 PM


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

Members of the Planning Board:

I have lived in Montgomery County for fifty years. It was a great place to grow up and remains a comfortable place in which to live and enjoy the benefits of the proximity to Washington, DC as well as the proximity to nature. Therefore, I truly appreciate the county's rustic roads, especially as an avid bicyclist. These roads offer not only an escape from the ever increasing congestion within the county, but a safer environment for my daily ride. I live in Gaithersburg and my typical ride of thirty miles traverses the Agricultural Reserve and includes many of the roads designated as rustic. When my friends from Northern Virginia join me on these rides, usually with a stop at the general store at Whites Ferry or an eatery (including the new brewery) in Poolesville, they are amazed by the extent of countryside and nature which still exists so close to Washington and the rustic roads on which we ride. The peacefulness and relaxation associated with riding on these rustic roads is impossible to overvalue. I hope that the county continues to support their protection. Thank you.

David Cammarota

Attachments

File Name	File Size (Bytes)	
0 - 0 of 0 (0 selected)		

Page 1

Email

Rustic Roads Designation

Owner

 MCP...



Email

From

 Thomas, Patricia

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Rustic Roads Designation

Date Sent

Date Received

12/6/2022 11:55 AM


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

Please see attachments to be included in the public record for designation of Holly Grove Road (south) and Awkard Lane in the Rustic Roads program.

Thank you.

Patricia Thomas
15510 Holly Grove Road
Silver Spring, MD 20905
pathomas110@yahoo.com

Attachments

File Name	File Size (Bytes)	
African-American-Historical-Map.(002).jpg	1,916,263	
Holly Grove Rustic Road designation letter.docx	15,314	

1 - 2 of 2 (0 selected) Page 1

December 6, 2022

Mr. Jeff Zyontz, Chair
Montgomery County Planning Board
2425 Reedie Drive
14th Floor
Wheaton, Maryland 20902

Re: Rustic Roads Functional Master Plan Update – Inclusion of Holly Grove Road and Awkard Lane

I serve as one of the Directors of the Holly Grove Historical Preservation Association, Inc., and request that Holly Grove Road (south from Norwood Road), and Awkard Lane are included in the Montgomery County Rustic Road Program. Consistent with the vision of the rustic roads program, Holly Grove is a significant historic community. Holly Grove was featured in *The Washington Post, Where We Live*, as part of a feature on Cloverly on December 9, 2006. The road was described as a country lane featuring mature holly trees and red-berried bitter sweet, native vegetation that still exists on many properties in the neighborhood today.

Resident Judy Mauldin worked diligently to create the Holly Grove website which tells the story of the origin of the community established in the 1880's when Quakers sold land to former slaves. Specifically, the first property was acquired in 1879. Today, several descendants of the patriarchs who founded Holly Grove still live on both Holly Grove Road and Awkard Lane.

Holly Grove (south) and Awkard Lane are narrow, dead end roads with no shoulder intended for residential use. The majority of properties on the west side of Holly Grove Road abut the Johnson Run tributary located in the special protection area of the Northwest Branch. Changes in the Holly Grove community have been incremental; most properties maintain their natural and physical features.

The Maryland Inventory of Historic Places Addendum related to the Good Hope Union United Methodist Church and Cemetery summarizes rural African American settlements such as Good Hope, Mt. Zion, Sandy Spring and Holly Grove. Attached is a map illustrating these communities; Holly Grove is included.

I am a descendant of Susanna Howard Nugent Addison who acquired land in Holly Grove (deed dated October 15, 1880); other descendants of Susanna still live on that property. This information and more can be found on the website Ms. Mauldin developed – www.hghpa.org.

The purpose of the Holly Grove Historical Preservation Association, Inc. is “to protect the historical black significance and heritage of the community and provide a sense of place in the history of Montgomery County, Maryland.” The organization’s goals are consistent with county’s Racial Equity and Social Justice Act (Bill 27-19) purpose by preserving this historic African American community.

Holly Grove and Awkard Lane have no drainage, include forested and open areas and other natural resources; these roads are located in the RE-2 zone compatible with the rural and green wedge character of the area. Particularly because of the historical significance of the community both Holly Grove Road and Awkard Lane meet the criteria for rustic designation. Unfortunately, several historic African American communities in Montgomery County have disappeared. While Holly Grove has become increasingly diverse in recent years, designation of the two roads serving the neighborhood is an opportunity to preserve the foundation and fabric of the historic African American community. Inclusion of both Holly Grove Road and Awkard Lane in the Rustic Road program is extremely important to so many of us who have roots here, is needed, and is greatly appreciated.

Sincerely,

Patricia Thomas

Patricia A. Thomas
15510 Holly Grove Road
Silver Spring, Maryland 20905
301-384-1584
pthomas110@yahoo.com
visit www.hghpa.org

attachment

Montgomery County, Maryland

African American Historical Map



A Historical Guide to African American Attractions

Historic community	Church	Tours	By appointment only
Historic lost community	Church with Cemeteries	Public parks	Non significant sites
Historic pocket	Historic sites	Schools still standing	Tracking the Footprints of African Americans in Montgomery County

Major cities and towns

1 Derwood	10 Muncaster Mill/Mt. Pleasant	19 Spencerville	28 Barnesville
2 Potomac	11 Sandy Spring	20 White Oak	29 Gaithersburg
3 Clarksburg	12 Brighton	21 Silver Spring	30 Damascus
4 Hyattstown	13 Cincinnati/Brinklow	22 Kensington	31 Laytonsville
5 Boyds	14 Ebenezer/Ashton	23 Burtonsville	32 Brookeville
6 Dickerson	15 Layhill	24 Rockville	33 Wheaton
7 Washington Grove	16 Good Hope	25 Bethesda	34 Takoma Park
8 Olney	17 Holly Grove	26 Germantown	35 Chevy Chase
9 Norbeck	18 Smithville	27 Poolesville	36 Hillandale

From: [MCP-Chair](#)
To: [Pratt, Jamey](#)
Subject: FW: Rustic Roads Preservation in the Ag Reserve
Date: Wednesday, December 7, 2022 4:09:54 PM

From: Branson, Bill (NIH/OD/ORS) [V] <bransonb@ors.od.nih.gov>
Sent: Tuesday, December 6, 2022 2:45 PM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: Rustic Roads Preservation in the Ag Reserve

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

Please try to preserve the little bit of country charm that we here in Montgomery County still have.

I bicycle these roads quite often and now finding a lot of Virginia riders do the same. Unfortunately, in Northern Virginia with massive development, there is no longer any save riding.

They build bike lanes next to highways and think this will attract riders.. Just the opposite occurs...

We all love the Agricultural Preserve for a variety of reasons and hopefully it will remain that way..

On a separate note, I am presently writing this with my arm in a sling with a broken collar bone.

I had my first serious bike accident several weeks ago and crashed after tangling with a speed bump here in Montgomery County.

After cycling every day to work for the past 35 years, I found the old roads safer than a lot of the new roads with all sorts of Obstacles to deal with.

Mainly a variety of creative concrete curbing around intersections and sidewalks.

I find myself very distracted trying to navigate this gauntlet of high curbs, and small hidden curbs, instead I would rather concentrate on traffic patterns, turning vehicles, etc.

If only there was some form of consistency and simplicity. Why the huge variety.

Please spend less with more common sense and less creativity.

Thanks for letting me vent...

Bill Branson (Last of the true Bike Nerds)

Email

Keep the Rustic Rods and r...

Owner

 MCP...



Email

From

 L Rubey

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Keep the Rustic Rods and rural character of the Ag Reserve!

Date Sent

Date Received

12/7/2022 1:01 PM

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

I understand that you are updating the Rustic Roads Functional Master Plan.

I am a cyclist and these are some of my absolute favorite roads for riding on a weekly basis. I wish to add my voice to those calling for you to maintain the rustic and rural character of these roads and keep them free of the heavy traffic that dominates so much of Montgomery County.

There are so few places to safely ride a bike in Montgomery COunty (witness the recent deaths of 3 cyclists in just the past two months), so please do not give in to those interests and plans that will worsen the sprawl northwards.

I love these Rustic Roads and they are a huge reason we settled in Maryland and not Virginia. Please save them.

Thank you,
Lawrence Rubey

Attachments

Email

Rustic Roads Functional M...

Owner

 MCP...



Email

From

 Rohn, Kacy

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

 Ballo, Rebeccah;  Patrick Butler;  patrick.butler@montgomeryplanning.org;
 Rebeccah Ballo;  Stern, Tanya;  Tanya Stern

Bcc

Subject

Rustic Roads Functional Master Plan - HPC Comments

Date Sent

Date Received

12/7/2022 2:03 PM

Good afternoon,

Please find attached a letter from Bob Sutton, Chair of the Historic Preservation Commission, summarizing the HPC's comments on the Rustic Roads Public Hearing Draft that was heard by the Board as Item #7 on November 17.

Thank you,



Kacy Rohn

Cultural Resources Planner II

Montgomery County Planning Department
2425 Reddie Drive, Wheaton, MD 20902
Kacy.Rohn@montgomeryplanning.org
(301) 563-3407 | Pronouns: she/her/hers



Attachments



HISTORIC PRESERVATION COMMISSION

Marc Elrich
County Executive

Robert K. Sutton
Chair

December 7, 2022

Montgomery County Planning Board
2425 Reedie Drive, 14th Floor
Wheaton, Maryland 20902

Dear Chair Zyontz and Members of the Planning Board,

On November 16, 2022, the Historic Preservation Commission received a briefing from Planning Department staff on the update to the *Rustic Roads Functional Master Plan*. The Historic Preservation Commission (HPC) regularly provides comments to the Planning Board on master plan updates which impact historic resources or include significant historical elements

The Rustic Roads plan is of great interest to the Historic Preservation Commission. Rustic roads connect many of the county's historic sites and districts, and one exceptional rustic road, Martinsburg Road, is a site designated in the *Master Plan for Historic Preservation*. In other cases, designated historic resources, or views of these resources, are identified as significant features which define the roads' rustic character.

The Historic Preservation Commission strongly supports the Rustic Roads program as a means of protecting Montgomery County's historic rural landscapes and as an important asset for heritage tourism and historic and cultural programming. We affirm the historic preservation recommendations outlined in the Public Hearing Draft and the suggested opportunities to expand upon the work begun with this update.

As you consider revisions to the draft plan, the HPC encourages the Planning Board to strengthen the plan's call for inclusive and equitable access to these resources for those without personal vehicles (Recommendation #29). Local historical societies would be valuable partners for planning inclusive programming and coordinating bus tours.

In addition to the tools for awareness promotion and heritage tourism already identified in Recommendation #25, the HPC supports the production of an audio-tour version of the road descriptions which would be more accessible than the plan document for anyone driving.

Finally, we are concerned for the many historic bridges found along the rustic roads. These bridges contribute significantly to the historic character of these roadways and should be protected wherever safety and agricultural needs allow. We support the plan's call for bridges with identified historic value to be formally documented in the Maryland Inventory of Historic Properties and to be considered for potential designation in the *Master Plan for Historic Preservation* or nomination to the National Register of Historic Places (Recommendation #27).

Thank you for the opportunity to comment on this important update.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert K. Sutton". The signature is fluid and cursive, with a long horizontal stroke at the end.

Robert K. Sutton, Chair

cc: Members of the Historic Preservation Commission
Tanya Stern, Acting Planning Director
Patrick Butler, Upcounty Planning Chief

December 7, 2022

Via E-mail Only

Mr. Jeff Zyontz, Chair
Ms. Amy L. Presley, Vice Chair
Ms. Cherri Branson, Board Member
Mr. David Hill, Board Member
Mr. Robert R. Pinero, Board Member
Montgomery County Planning Board, M-NCPPC
2425 Reedie Drive, 14th Floor
Wheaton, Maryland 20902
(MCP-Chair@mncppc-mc.org)

Re: Rustic Roads Nomination for Holly Grove Road-South and Awkard Lane

Dear Chair and Board Members,

Please accept this request to nominate Holly Grove Road-South and Awkard Lane for designation as a Rustic Road together with the ongoing update to the 1996 Rustic Roads Functional Master Plan. This letter is intended as a formal request to revise the working draft to include these roads as Rustic Roads designated in the definitive version of the Master Plan delivered to the County Council for adoption on November 17th, 2022.

This request for nomination is made by the Holly Grove Historical Preservation Association, Judy Moore Mauldin and Jean Thomas Moore, property owner and life long resident of the Holly Grove Community. This request is also to establish for the record the impactful corrected historical significance and description of this 143 year old community located in East Montgomery County.

Holly Grove Road is a 14 foot wide No Outlet/Dead End Road with no shoulders, now paved and no centerline that serves as access to the residential community. Bryants Nursery Road and Johnson Road surround it and are both designated as Rustic Roads in the initial Cloverly Master Plan 1997. The Master Plan contains the misstatement that both Holly Grove and Awkard Lane a 13 foot road had no historical significance or rustic characteristics. At that time Holly Grove Road and Awkard Lane were not given this designation.

Both Holly Grove and Awkard Lane features undisturbed streams and creeks which are part of the Johnson Run Watershed that feeds the Northwest Branch which provide a natural habitat to a protected speckled brown fish. In 1929, avid anglers dumped buckets of imported German trout into our streams, stocking the clear waters that flow to the Anacostia River. Today the Northwest Branch is the most pristine stream in the entire Anacostia River Basin, according to conservation groups where the fish spawn naturally.

Norwood Road is the 20-foot Road referenced in each Deed that served as access to the lots from 1879 until the 1957 when later a narrow 14 foot wide dirt country lane that the owners used to get to and from their property from Norwood was named Holly Grove Road. The original deed language of 1879, states, ***“and running thence N 46 ½ W 26 2/10 pt., to the center of 20-foot road, now laid out for the use of the lots. I Philip T Stabler as attorney as foresaid, do further declare that the said Roads, as now laid out, and to be left for and unobstructed by authority as vested in this Deed, the founding in the center of said Road S 43 ½ W 26 7/10 pt. Hence still bounding in the center of a 20-foot Road recorded for the use of the lots”***

The Holly Grove Freeman Community was established **December 28, 1879**, by a survey of Deeded Lots that included parts of Anna Snowden-Hopkins Land and parts of Snowden Manor Enlarged granted to her sister Rachel Snowden Tyson and to her children upon her death (**EBP 3 Folio 392 dated January 8, 1866**). **The original community consisting of 85 acres** of land was uniquely situated between **Samuel E Powell’s 100-acre trac** of land and **Charles T. Hill’s 150-acre farm**. Many of the original settlers’ descendants still live on this land. (www.hghpa.org)

Samuel E. Powel was born March 1843 to Samuel Powell (B.1819) and Charlotte Budd (B. 1815). Samuel was one of the original Trustees of Sharp Street Methodist Episcopal Church along with Remus Q. Hill and Levi Hall in 1886. He had nine children. He lived in both New York, and Montgomery County Maryland throughout his life. At the age of twenty-one he was drafted into service according to the U.S. Civil War Draft Registration Records and served in the military during the Civil War in 1864.

In 1874 Samuel E. Powell purchased one hundred acres of land for \$1,750.00 from the Tysons. This vast tract of land ran along what is now Norwood Road bounded on the east by what is now Holly Grove Road and included what is now Johnson Road to Layhill Road. Samuel E. Powell provided the financing and held the Mortgage Notes for some of the owners of Lots which are recorded in the Maryland Land Records Archives. Samuel E. Powell was buried in Brooklyn, New York on December 9th, 1912. His granddaughter, Caroline Awkard lives on a parcel of his land today with her family on Norwood Road.

Charles Thomas Hill was born February 3, 1861. His parents Edward and Sophia Hill were married in 1856 in Washington, D.C., and were the parents of seven children. Remus Q. Hill, Edward’s brother was Charles’s uncle. In 1880 Charles lived and worked on Asa Stabler’s farm. In 1903 Charles Thomas Hill and Lucy Virginia Hill purchased 150 acres for \$7,500.00 from Robert H Miller and his wife Mariana Miller within a short walking distance of Holly Grove. The Charles T Hill farm was located on both sides of what is now Norwood Road near Cloverly. Large events like the Annual Horse Show of Colored Farmer’s Club of Howard and Montgomery Counties, Maryland were held at his farm. His descendants Octavia Hill, great granddaughter resides on a portion of this ancestral land today.

Maryland-National Capital Park & Planning Commission
Montgomery County Planning Board, M-NCPPC
December 7, 2022
Page 3

This is Quaker country, and after the Civil War, Quakers were among the few who would sell land to Black people. Powerful and prominent Quaker families like Tyson, Stabler, Miller and Snowden were instrumental in the access of this land that our ancestors purchased. I invite you to read the overview of the historical families that helped establish our community. (www.hghpa.org)

The preservation of our natural resources including the protective streams and creeks that are a part of Johnson Run which contributes to the Northwest Branch and the Anacostia Watershed along with the historical significance is paramount to protect this one of a few remaining intact historical Black enclaves from commercialization and over development which has gone unnoticed by the Montgomery County Planning Board especially when considering land and Conditional Use applicants in the Holly Grove Community. Specifically, CU-19-04 FM Group d/b/a Francisco Landscaping, January 10, 2019.

The Rustic Road designation will also serve as a protective measure in the future and further document our historical significance. For these reasons, and additional testimony submitted and presented, we request that the Planning Board include both Holly Grove Road and Awkard Lane in the updated 2022 Rustic Roads Functional Master Plan. Thank you for your time and consideration.

Respectfully Submitted,

Judy Mauldin
Founder, Holly Grove Historical Preservation Association
www.hghpa.org

Jean Thomas Moore
15520 Holly Grove Road
Silver Spring, Maryland 20905

Email

Rustic Roads in the Ag Res...

Owner

 MCP...



Email

From

 Pat Hermans

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

 Montgomery Countryside Alliance

Bcc

Subject

Rustic Roads in the Ag Reserve

Date Sent

Date Received

12/8/2022 1:19 PM

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

I wanted to extend my thoughts to you about the importance of the Rustic Roads program, especially in the Ag Reserve. I live in Poolesville and have for over 30 years. The atmosphere of the area is supported by the Rustic Roads that exist all around the area. It is a place of peace and pleasure. It is a drive along roads that reflect current changes in seasons and reminisce of the times when long-ago people rode horses or walked the back roads. It is Cattail coming into Poolesville. It is Elmer School Rd down to the old part of River Rd. It is Edwards Ferry Rd to the C&O Canal. It is West Willard past the newly being built Winery and Grape Crushing facility. It is the farms for horses, goats, cows and chickens, etc. It is a sense of well-being as you watch for deer and turkey and ground hogs, etc. It is the eagles and hawks and buzzards and all the small birds that fly around in peace. It is the roads that lead to the farms who supply fruits and vegetables to the local area and further on. These Rustic Roads are generally sponsored and therefore kept clean and free of debris by the companies sponsoring or by the people whose property face the road. It makes a slow-paced drive a pleasure. The Rustic Roads program is an enhancement to the area that should always remain so that there is a place for people to breathe and be peaceful.

If there is any reason doubt the benefit of the Rustic Roads program, then spend some time in the area. It is an amazing place to be.

Thank you for letting me express my thoughts.

Pat Hermans

19622 Bruner Way

Poolesville, MD 20837-2405

Attachments

From: scott.plumer@verizon.net
To: [MCP-Chair](#)
Cc: [Duke, Roberto](#); [Pratt, Jamey](#)
Subject: Rustic Roads Functional Master Plan Update - Public Hearing
Date: Thursday, December 8, 2022 10:03:15 AM
Attachments: [DCA RRMP 221208.pdf](#)

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

Please enter into the record the attached Darnestown Civic Association testimony. Thank you.

For the record, Scott Plumer, Darnestown Civic Association.

Thank you for the opportunity to introduce you to the rural community of Darnestown and our rustic roads.

The DCA, as we are known, has been involved in the rustic roads program since its inception. We have 6 rustic roads in Darnestown and 11 more in the immediate area. Darnestown residents have often served on the RRAC, including the role of Chair and Engineer.

In 2019, the DCA formed a Roads Task Force and in 2020 the Roads Task Force began a project called Vision Zero Darnestown. We are dedicated to eliminate vehicle involved death and severe injury while increasing safe, healthy, equitable mobility for all. We have contributed to the Complete Streets Design Guide, Vision Zero programs, Growth and Infrastructure Plan, and other transportation planning initiatives. During a Transportation Summit in January 2020 I had the pleasure to sit at a work group table with Acting Director Stern. As you have seen in reviewing the Public Hearing Draft, the Darnestown community worked with Planning in 2020 on rustic road initiatives.

Darnestown has four state roads: MD-190, MD-112, MD-28, and MD-118. Three of those state roads terminate in Darnestown, each terminating at an intersection with another state road. Our main junction is at the termination of MD-112 on MD-28. Many of our Rustic roads terminate on those state roads.

Just outside of Darnestown on the eastern and western edges, four additional state roads, MD-107 and MD-117 are to our west, and MD-124 and MD-119 to the east, all terminate on MD-28.

The Seneca Historic District, Maryland's largest, starts in Darnestown and extends west into the Agricultural Reserve. Darnestown has nine historic sites named in "Places of the Past 10th Anniversary Edition, "The Tradition of Gardez Bien in Montgomery County, Maryland". Our original post office was founded in 1803.

Darnestown Places Noted in
“Places of the Past 10th Anniversary Edition”
“The Tradition of **Gardez Bien** in Montgomery County, Maryland”

- o Pleasant Hills
- o Montanverde
- o Rileys Lock House
- o Seneca Aqueduct
- o Samuel Thomas Magruder Farm
- o Dufief Mill Site
- o Darnestown Presbyterian Church
- o Black Rock Mill
- o Seneca Baptist Church

Darnestown’s perimeter is approximately eight-five percent defined by waterways. Those waterways are inside of some of the nine county, state, and federal parks in Darnestown. Our main junction is said to be near where two indigenous trails met. We span Thrive Montgomery 2050’s newly defined Rural Areas and Agricultural Reserve area, and the too large, Limited Growth area.

Darnestown Public Parks

- o Seneca Landing Special Park
- o Callithea Farm Special Park
- o Blockhouse Point Park and Conservation Area
- o Berryville Neighborhood Conservation Area
- o Darnestown Local Park
- o Darnestown Heritage Park
- o Muddy Branch Park, Seneca State Park, and C&O Canal National Historical Park all have elements in Darnestown

Darnestown is a historic, rustic, rural, heritage, heirloom community precariously positioned across two of Thrive’s areas, on the outside edge of the sewer envelope, and surrounded by delicate green spaces. Our three main complete

census block groups have population densities of around five-hundred people per square mile, that is lower than one person per acre.

Respecting the heritage of our place and people, along with a strong sense of stewardship for the land, is a hallmark of our community.

We wholeheartedly support the rustic roads program and are dedicated to working with you to continue to broaden and strengthen the program.

It's a pleasure to be with you today. In 1979 and 1980 I interned in the Planning Department's Special Projects Division, led by a man named Drew Detrick and among the people who were working there were two planners who were instrumental in the Preservation of Agriculture and Rural Open Space functional master plan approved in October 1980. Those planners were Robert Hnat and Jeff Zyontz.

The DCA has a long history of collaborating with the Planning Board and the Planning staff. We look forward to working with the new leadership. The staff we have worked with are exceptionally caring, highly skilled, and responsive. We would like to thank each, and all of the staff for the work they do, to make our lives better each and every day.

We ran into some challenges these past few months, and our civics work was consumed by a couple of imperatives. First was the addition to the water and sewer plan aka the Ten Year Water Supply and Sewage Systems Plan (TYCWSSSP), of a county-wide policy, which would allow a sewer extension to a proposed one hundred and thirty-five seat dining facility, on a two-acre residential lot, with access via a rustic road. These actions were done against the recommendations of the County Executive, executive staff, planning staff, the Planning Board, and the County Council central staff. The second major imperative was the new general plan. We were also challenged by a few family related imperatives.

We have a few Darnestown specific items we would like to submit. Those items may point to language changes in the plan regarding things like bicycle safety and our MCPS elementary school which is located on one of our rustic roads.

We hope to submit more detailed public testimony and urge the Board to accept the staff suggestion of keeping the formal record open, and ask for that extension to carry into December, and are now delighted to have the new December 9th date. Thank you for your time and attention.

Supplemental Testimony

The section of River Road from just west of the bridge over Seneca Creek to the junction of MD-190 River Road and MD-112 Seneca Road needs bikeable shoulders. During fair weather days the heavy bicycle traffic faces steady conflicts with vehicles along the steep grades and blind corners. We have these issues throughout Darnestown but especially so along roads with long stretches of no shoulders and higher posted speed limits. The heritage area between the MD-190 and MD-112 junction and over the creek into the heart of the Seneca Historic District is one such area and definitely needs a safer, more comfortable bicycle experience.

The walk and bicycle experience on many of our rustic roads can suddenly change from peaceful openness to dangerous close-in conflict by unprepared vehicle operators. Perhaps better and standardized signage at major ingress and egress points on all our rustic roads needs to be more emphatic than the standard bicycle “right to use the full lane” signage. Perhaps: “Blind Spots, Pedestrians, Bicycles, beautiful vistas, and rustic interests ahead – please drive slowly and enjoy!” <Fines and points tripled.>

We are concerned about our Rustic Roads that terminate on state roads, especially those with high speed limits. The transitions can be difficult, sight limited, and often on grade. One of those terminations is Turkey Foot Road and MD-28 Darnestown Road. Although the speed limit on MD-28 is 30 mph at that point, our elementary school is on Turkey Foot Road adjacent with the operating historic Darnestown Presbyterian Church which occupies a corner of the termination intersection. Turkey Foot Road at the elementary school begins the eastern edge of our rural community civic and commercial core walkshed and

needs reduced conflicts along Turkey Foot through to its termination on MD-28 Darnestown Road including safe egress onto MD-28.

In the summer of 2021, the Darnestown Civic Association's Roads Task Force performed a community survey. Two questions were about rustic roads. The questions and the responses are attached.

To summarize, we offer three points of concern we would like to see addressed and queued for follow up work.

- 1) Walk and bicycle safety
- 2) Rustic road terminations on higher speed and volume state roads
- 3) Safe routes to school on rustic roads

Our community character is centered on rural, rustic, heritage, natural green open space. Rustic Roads are an integral part of our community.

Thank you.

9. 9. What do you enjoy most about the Rustic Roads in Darnestown? Please choose no more than 3. *



Check all that apply.

- Access to a destination, farmlands or hunting
- Biking
- Birdwatching
- Horseback riding
- Hiking
- Inspiration for painting, writing, music, and art
- Leisurely drive
- Observing historical land and natural scenery
- Walking & jogging

Other: _____

10. 10. What concerns do you have for our Rustic Roads? *

Check all that apply.

- Need more "Share The Road" signage
- Clean up of debris and fallen trees
- Restoration of bridges & pedestrian pathways
- Road surface repairs and pavement markings
- Protecting the agricultural reserve
- Safeguards for historical areas
- Parking near recreational areas
- No concerns

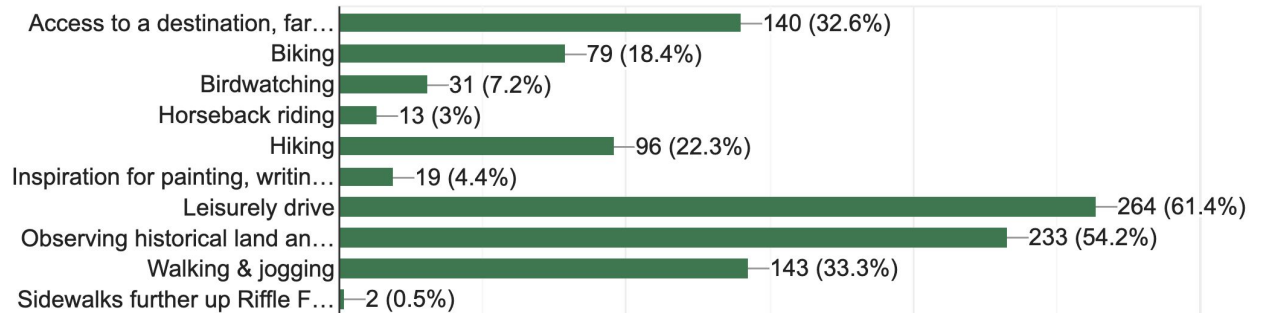
Other: _____

9. What do you enjoy most about the Rustic Roads?

61.4% - Leisurely drive

54.2% - Observing historical land and natural scenery

33.3% - Walking and jogging

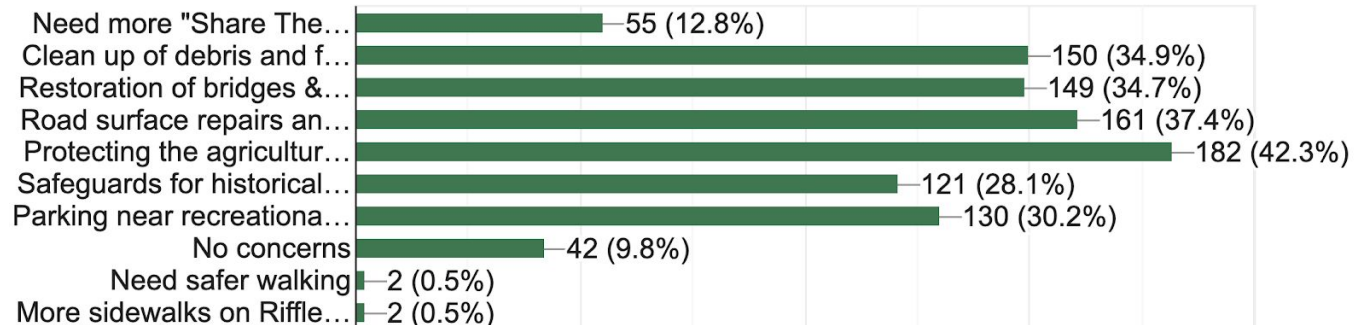


10. What concerns do you have for our Rustic Roads?

42.3% - Protecting the agricultural reserve

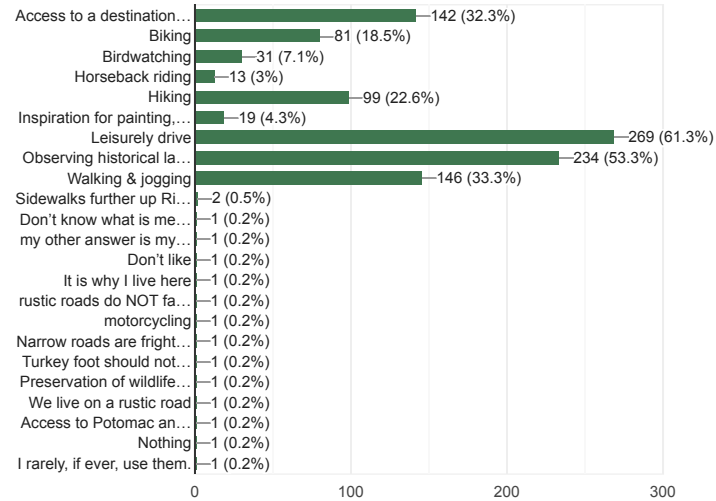
37.4% - Road surface repair and pavement markings

34.9% - Clean up debris from fallen trees



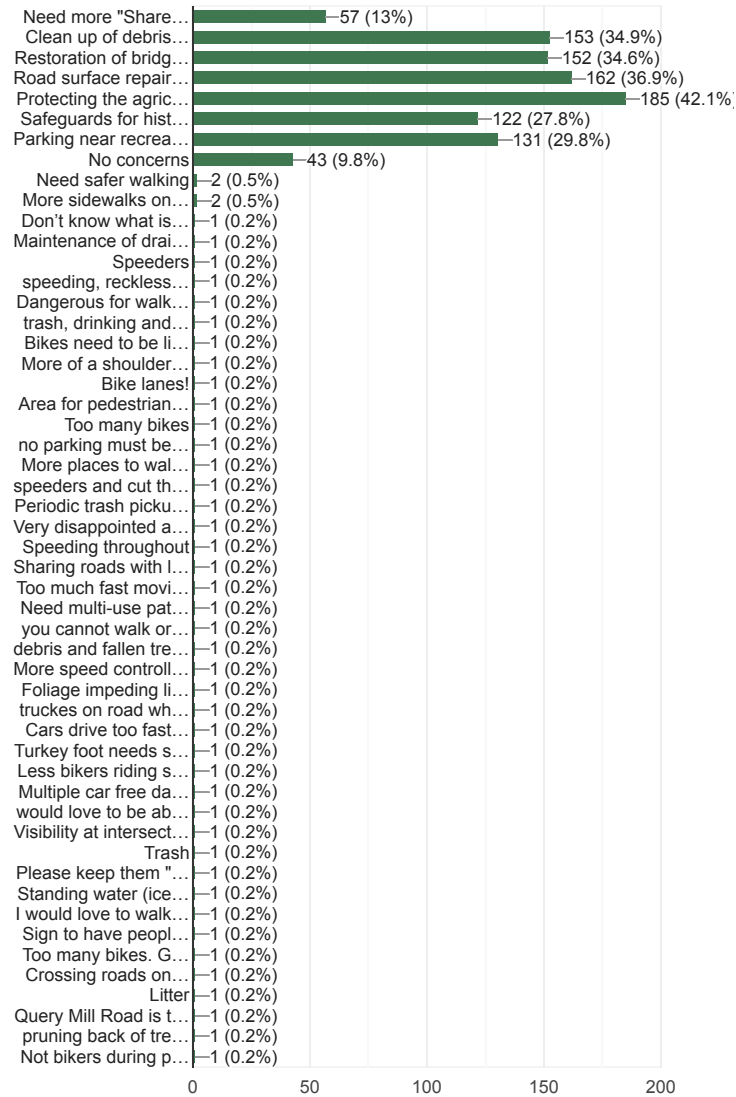
9. What do you enjoy most about the Rustic Roads in Darnestown? Please choose no more than 3.

439 responses

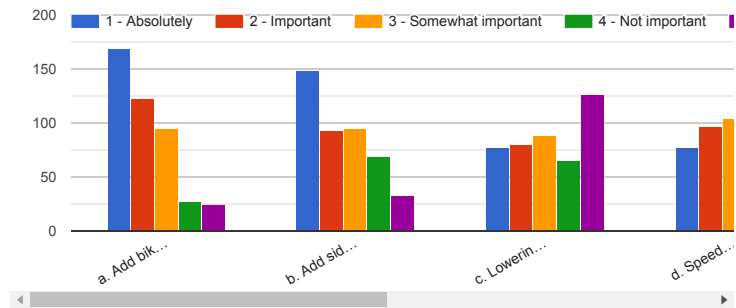


10. What concerns do you have for our Rustic Roads?

439 responses



11. How would you rank these items concerning roads?



From: [Dan Seamans](#)
To: [MCP-Chair; Pratt, Jamey](#)
Subject: RRFMP-Dan Seamans Testimony- post 11/17/22 Public Hearing
Date: Thursday, December 8, 2022 5:05:00 PM
Attachments: [Dan Seamans Testimony.PlanningBoard.postRRFMPHearing11.17.22.docx](#)

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

Attached please find my testimony.

Jamey, I have been unable to access all written testimony submitted up to 11/17/22 and thereafter. Please assist.

Thanks, Dan

Any problems, please call Dan Seamans, 240-274-1709

Dan Seamans Testimony - Rustic Roads Functional Master Plan, subsequent to Planning Board Public Hearing, November 17, 2022

My name is Dan Seamans. I am currently a member of the Rustic Roads Advisory Committee (Committee) serving since my appointment on 5/15/2018. I am the “member who knows rural preservation techniques through practical experience and training” among 6 other voting members.

This testimony is in response to 3 specific but related Resolutions by the Rustic Roads Advisory Committee and provided as its testimony to the Planning Board for its Public Hearing 11/17/2022:

- A) to increase the number of Committee members from seven to nine
- B) to eliminate the requirement that the farmer members on the Committee earn 50% or more of their income from farming.
- C) to have the additional member (s?*) qualifications “representing the geographical, social, economic, recreational and cultural concerns of the residents of the County”
*unspecified

These changes are ill advised. The Committee did not have adequate time to fully review, research or understand the long-term effects of the changes. The meeting at which these resolutions were made was held 9/19/22. The deadline for the Hearing testimony was 9/20/22.

The changes directly diminish the influence of farmers on the Committee.

Farmers are the occupational group who can be most affected by decisions of the Committee. When RRAC was formed, significant sway was provided to farmers so that they were not under-represented. The current formula provides for 3 farmers of 7 voting members. The remaining 4 members have specified expertise (2) or are members found in local civic associations (2).

- 1.) Changing the number of members from 7 to 9 dilutes the influence of the 3 farmers, unless the number of farmers is increased to 4 of 9 members (unspecified in the Resolutions).
- 2.) Eliminating the 50% farming income requirement of farmers will tend to eliminate the farmers most likely to move large equipment on Rustic Roads.
- 3.) Are both additional members to be qualified as “representing the geographical, social, economic, recreational and cultural concerns of the residents of the County?” If so, this prevents one of the additional members from being the 4th farmer.

The RRAC has necessary interactions with Planning, MCDOT and DPS. Lack of cooperation can be counter-productive or debilitating. RRAC needs to focus on its defined mission. This will still require the very hard work of negotiating strongly held opposing views. Other entities should be cooperative with RRAC and RRAC with other entities. A more predictable format with some guidelines should be developed between entities.

Respectfully submitted,
Dan Seamans

----- Original Message -----

From: Michael Weigand <mweigand62@icloud.com>;

Received: Wed Dec 07 2022 22:43:44 GMT-0500 (Eastern Standard Time)

To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>; MCP-Chair # <mcp-chair@mncppc-mc.org>; <mcp-chair@mncppc-mc.org>;

Subject: Feedback for Rustic Roads Master Plan Update - West Harris Road

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

Hello, my name is Michael Weigand. I live at 22821 West Harris Road, Dickerson, MD. I am also a professional engineer with more than 35 years of experience in the design of sustainable environmentally friendly projects. While I advocate for historic preservation, this needs to be considered in context of both life safety and environmental impact. To that end, I am advising that MNCPPC and Montgomery County initiate a study of how to mitigate the following current problems on West Harris Road.

Problem #1: Health Impact of Stone Dust: Anyone who lives and regularly travels along West Harris Road understands that clouds of fine stone dust are generated by each and every car traveling along this road. People walking along the road, people traveling in cars, and people living in close proximity to the road regularly breath in this dust. The dust is so fine that it migrates past gasketed seals on car doors. Respirable Crystalline Silica (RCS) is found in stone dust and causes silicosis, cancer and chronic obstructive pulmonary disease (COPD). Chronic Silicosis is the most common form of silicosis and usually occurs after a long period of exposure; typically 15 to 20 years of low to moderate dust exposure to RCS as the silica dust causes lungs and the lymph nodes to swell.

The symptoms of Chronic Silicosis may not be evident without a chest x-ray but as the disease progresses, those suffering will experience shortness of breath; later stages may lead to fatigue, extreme shortness of breath, chest pain and ultimately respiratory failure. Accelerated or acute Silicosis can occur after shorter periods of high exposure to silica dust. Silicosis can also increase the risk of other serious conditions developing such as: Lung Cancer, Tuberculosis and other Chest Infections, Chronic Obstructive Pulmonary Disease, Pulmonary Hypertension, Kidney Diseases, Heart Failure, and Arthritis. Ideally a means to prevent dusting while maintaining the historic appearance of West Harris Road can be found. However, health concerns must be the first priority.

Problem #2: Safety Concern - Stone Dust Impairing Vision: While the source of this problem (and possibly the solution) is the same as problem #1, the concern and risk is different and immediate. During dry spells it is not uncommon that the amount of dust created by a car travelling down West Harris Road can be so great that it impairs the drivers visibility. Your ability to see out your car's windows is greatly diminished and the ability of other drivers to see you, is diminished. The risk of striking a pedestrian, going off the road, or being hit by

another car is so great that one often needs to stop in the road and wait for the car in front of you to get a 1/4 mile down the road and for the dust to migrate off the road, before one can proceed safely.

Problem #3: Erosion and Surface Water Contamination: West Harris Road has a very steep elevation decline at both sides of the bridge crossing of Little Monocacy River. The roadway heavily erodes during each and every heavy rainfall event. As water accumulates and accelerates down the slope it washes roadway crushed stone, stone dust, and sediment into the Little Monocacy River. In addition, to the roadway material washing into the river, the banks along each side of road erode. Long term residents notice the changes to the banks. While the County regularly regrades the roadway and lays down new crushed stone to make repairs, these measures simply provide new material to be washed into the river during the next rainfall. Furthermore, this repair process tends to widen the roadway.

Problem #4: Excessive and Frequent Potholes: While I must commend the level of effort that the County puts into attempting to maintain West Harris Road, the fact of the matter is that given the current roadway's cross-sectional profile, material make-up, and maintenance methods, many dozens of relatively deep potholes are created during the course of just a few rainfall events. Portions of the road do not drain. While the County runs a grader down the road every few weeks, the roadway is not compacted and it has no crown.

In summary, I am requesting that Health, Life Safety, and Environmental Concerns, along with the means to provide a smooth driving surface be studied, so that solutions can be implemented in a manner that is sensitive to the desire for historic preservation, to the extent possible without compromising these paramount concerns.

Sincerely,

Michael A. Weigand, PE
PO Box 413, Barnesville, Maryland 20838
Resident of 22821 West Harris Road, Dickerson, MD

From: [Caroline Taylor](#)
To: [MCA Chair](#)
Cc: [Pratt, Jamey](#)
Subject: MCA Additional Comments- Rustic Roads Functional Master Plan Update
Date: Friday, December 9, 2022 1:47:02 PM

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



Dear Chair Zyonst and Board Members,

I appreciate the opportunity to share additional comments to those I presented at the public hearing on the update to the Rustic Roads Master Plan. While I provide these on behalf of MCA, board and membership, I will remind you that I am a Reserve resident whose property is directly served by two rustic roads, one of which is pictured here - Budd Road. Moreover, I have worked to steward area rustic roads since before the public hearing for the 1996 master plan.

Our county's rustic roads are invaluable to farmers with markets and CSAs who have customers visit their farms--as well as the orchards, wineries, breweries and agritourism venues along them. The Reserve's agricultural demographics are shifting toward more diverse, smaller, sustainable, consumer visited businesses. These businesses benefit from the rustic byways, the getting there and back experience.

This program was created to protect our remaining gravel and politician's roads, and to prevent the unnecessary replacement and widening of the small bridges on Montevideo Road and on Glen Road in the Potomac Glen. The draft update risks turning its back on that history, especially in the bridge descriptions. First, remove the sentence on page 18, "However, all bridges must eventually be replaced." During the life of this plan? No. Cities all over the world have retained their beautiful, historic bridges, and they draw visitors daily. London is rife with bridges dating to the 1700s and 1800s. Venice has bridges dating to the 1500s. Frederick County to our immediate north is preserving over 100 historic bridges, and they actively promote their three historic covered bridges as tourism sites. Write this section to protect and celebrate the unique bridges on these beautiful roads.

This is a hugely popular and economically important plan. Keep it. Make it stronger. Celebrate it.

Additional asks:

- Please put the road profiles in the plan. This is the part of the plan that will be referred to by everyone for the next 25 years.
- Remove reference to maintenance complaints from the plan. We have had very good success utilizing the 311 resource, very recently in fact when contacted about signage and vegetation issues on a stretch of rustic Mt. Nebo. Very efficiently resolved.
- Do not remove roads from the program, including segments of Old Hundred Road, Brookeville Road and Schaeffer Road.
 - The crashes on Old Hundred Road are in the vicinity of the I-270 interchange which is master planned to close. Add language indicating support for changes to the interchange area to improve safety and reduce crashes.
 - Brookeville Road is a very, very early road, and should remain in the program. The fact that MCDOT and SHA are making changes to this historic road does not constitute a reason to remove it from the program. These changes, it should be noted, were taken in defiance of staff recommendations and the rustic roads program's clear requirements.
 - Schaeffer Road was designated as rustic from the future entrance to the Soccerplex to White Ground Road. Removing the designation from the first block, between the Soccerplex entrance and rustic Burdette Lane because the road segment was widened and drainage added should not be done. The road continues to meet the required criteria, and retaining this section helps to protect Burdette Lane and the nearby historic African American community of Brownstown.

Respectfully submitted,

C

Caroline Taylor, Executive Director
Montgomery Countryside Alliance
P.O. Box 24, Poolesville, Maryland 20837
301-461-9831
<http://mocoalliance.org/>

"Whether we and our politicians know it or not, Nature is party to all our deals and designs, and she has more votes, a larger memory, and a sterner sense of justice than we do." -- Wendell Berry



----- Original Message -----

From: Dolores Milmoe <milmoe@mac.com>;

Received: Fri Dec 09 2022 16:49:22 GMT-0500 (Eastern Standard Time)

To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>; MCP-Chair # <mcp-chair@mncppc-mc.org>; <mcp-chair@mncppc-mc.org>;

Subject: Comments: Rural Roads Master Plan Updates

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

From:

Dolores Milmoe

Bounty Farm

18801 River Rd.

Poolesville, Md. 20837

To:

Montgomery County Planning Chair Jeff Zyons
and Planning Board members

Re: Post Hearing Comments on the Rustic Roads Functional Master Plan Update

For over twelve years, I was the Maryland Conservation Advocate for the Audubon Naturalist Society often appearing before the Planning Board, County Council and Maryland State legislature. I also am co-founder of the Montgomery Countryside Alliance established in 2001.

In the mid 1990's, I worked with County Councilwoman Nancy Dacek's office on a task force to craft the very first Rustic Roads Master Plan in order to better protect the network of historic rural and rustic roads in our nationally recognized Agricultural Reserve.

On our "Bounty Farm," we hosted an organic farmer for five years and our son grows native perennials for market.

Farming in Montgomery County has changed significantly and will continue to do so.

Over the years, statistics from the Office of Agriculture have chronicled the trend away from industrial, commodity farming and the significant emergence of table crop food production in Montgomery County. The 2017 Census of Agriculture indicates that we have 558 farms, but there were only 34 farms growing commodity crops like grains and soy beans, and using just 43 combine farming machines. That's more than a 55% drop in the number of farms growing commodities since the 1987 census when there were 78 farms. The latest stats also indicate that the County ranks number one in the State for total acres planted in berries and that **454 farms of our 558 farms, a whopping 81%, are producing table food crops/products for direct human consumption.**

These numbers illustrate a 21st century sea change in Montgomery's farming practices, and they are a welcomed development in our time of increased food insecurity.

The 34 or so farms still growing corn wheat and soy are certainly long time stakeholders, deserving to be heard.

But at times in the past, theirs has been the predominant voice dictating Rural and Rustic Road policy.

Now, in 2022, roadway changes to serve the 35 farmers with combines (2017 Census of Ag for Mo Co) is not forward looking and not a democratic representation of all stakeholders

It is important that the Planning Board now recognize and listen to other stakeholder voices as well. Along with food producers, there are 328 horse farms, 113 with poultry, 88 with beef, and 59 with sheep- er. The future of MoCo farming is not for us to compete with Iowa for commodity crops, but rather to serve the large and lucrative local markets and Metro regions with table crops. When you include other stakeholders, like those who recreate, have an interest in heritage tourism or visiting countryside artisans, wineries, breweries and those who reside in the community, the overwhelming support for preservation of our rural road network is loud and clear. I would add that in terms of environmental stewardship, this change in farming bodes well. Corn, soy and wheat shipped out of Maryland and sometimes to Europe, with its dependence on chemical herbicides, pesticides and fertilizer, is not the future of sustainable farming.

Additionally, there are new players like the non-profit Community Farm Share, CommunityFarmShare.org. During 2022, they provided fresh farm produce each week of the agricultural season to **130 families** in Montgomery County through their partnerships with schools, health clinics and community based organizations that serve our local communities. They purchase all produce from many Montgomery County small scale vegetable farms, so CFS also supports our local farmers, and is a key player in helping to build a resilient local food system in the regions. Through purchasing fresh produce from small scale table crop farmers, they invested over \$135,000 in 2022 into building a resilient local food system. This is the future.

Environmental Issues and DoT Maintenance/Stewardship

DoT must do a better job of maintenance with an emphasis on stewardship. In fact, I would suggest they exchange the word “maintenance” for “stewardship” in their job description.

I echo others who call on DoT road staff to take the Penn State training on how to sustainably address roadside drainage and erosion.

I wonder if DoT is familiar with the Federal Highway Administration’s "Roadside Revegetation, An Integrated Approach to Establishing Native Plants"

handbook? <https://flh.fhwa.dot.gov/resources/design/library/roadside-revegetation-manual.pdf>

It asserts that native plants are a foundation of ecological function, affecting soil conservation, wildlife habitat, plant communities, invasive species, and water quality. Establishing locally-adapted, self-sustaining plant communities FHWA says, can also support transportation goals for safety and efficiency.

However, all too often we have witnessed hedgerow vegetation and native trees aggressively cleared with a vertical bush hog (photo below) that has sometime created a “war zone look” along our roads. Virginia has banned these vertical bush hogs for roadside clearing. We should too!

Everyone agrees that a clear line of site for road safety and movement of farm equipment is a priority, but there are many instances of clearing well beyond the roadway edges.

The photo below shows the clearing of low growing vegetation down to bare earth right above a stream valley allowing for rain water to carry sediment into that stream. This sometimes “scorched earth over-clearing” also impacts important wildlife habitats and species which frequent our hedgerows.

On White Ground Road, just east of Suzannah Farm, a repaving effort led to asphalt sliding down the stream bank, surrounding tree trunks and effectively creating a direct, swift water runoff from the roadway into the stream just feet away.

vertical bush hog and shredder



scraped vegetation allowing for runoff above a stream



asphalted stream bank and asphalt encased tree



||

In closing, I felt the need to set the record straight after the public hearing so that misperceptions might be clarified, and statistics submitted to make the case for better protecting the network of rural and rustic roads that are an important supportive asset of our treasured Agricultural Reserve.

Dolores Milmo

From: [MCP-Chair](#)
To: [Pratt, Jamey](#)
Subject: FW: Updated Testimony material from Francoise Andre for item 7 (Public Hearing For Rustic rds) on Nov 17th - new attachment
Date: Friday, December 9, 2022 10:14:29 AM
Attachments: [RusticRdTestimony_FrancoiseAndre_and_ApostolVassilev.pdf](#)

Please see attached (regarding the case in MC Tracker with attachment form Francoise Andre).

Thanks,
Catherine

From: Francoise Andre <francoise.andre@sbcglobal.net>
Sent: Friday, December 9, 2022 9:52 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Cc: Apostol Vassilev <apostol.vassilev@gmail.com>
Subject: Re: Updated Testimony material from Francoise Andre for item 7 (Public Hearing For Rustic rds) on Nov 17th - new attachment

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

Good morning,
Please find my updated testimony.
There is one more summary slide at the end. This pdf file should replace the one that I sent on November 15th.
My understanding is that today is the deadline for submitting any material, so hopefully I am sending it on time.
Thank you very much.

Francoise

From: Francoise Andre <francoise.andre@sbcglobal.net>
Sent: Friday, December 9, 2022 10:04 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: Fw: Updated Testimony material from Francoise Andre for item 7 (Public Hearing For Rustic rds) on Nov 17th - new attachment

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

And in case you still need it, my address is

Francoise Andre
14020 Berryville Rd
Darnestown, MD 20874.
Thanks again



Berryville Rd

Testimony by Francoise Andre and Apostol Vassilev

Residents of Berryville Rd – a designated exceptional rustic road

Berryville Road

Exceptional Rustic Rd



**Berryville Rd crossing
Seneca Creek State Park**



Seneca Creek at the intersection with Berryville Rd



Views
from
Berryville Rd



Takeaways

- We love and strongly support the Montgomery County's Rustic Road Program
- Rustic roads are a treasure for our community that needs to be preserved for future generations

Email

RRFMP Update submission...

Owner

 MCP...



Email

From

 [Laura Van Etten](#)

To

 <[MCP-Chair MCP-Chair](#)>;  [MCP-Chair #](#);  [MCP-Chair@mncppc-mc.org](#)

Cc

Bcc

Subject

RRFMP Update submission for hearing record

Date Sent

Date Received

12/9/2022 2:31 PM

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


Dear Chair Zyontz and Planning Board Commissioners:

Attached are three documents which the Rustic Roads Advisory Committee would like to have included in the Hearing Record for the hearing held on Nov. 17 regarding this master plan update.

Thank you,

Laura Van Etten
Chair, Rustic Roads Advisory Committee
19735 Mouth of Monocacy Road
Dickerson, MD 20842

Attachments

File Name	File Size (Bytes)	
COMMENTS FROM RUSTIC ROADS ADVISORY C...	255,401	
RRAC COMMENTS on MCDOT LETTER.pdf	408,796	

1 - 2 of 2 (0 selected) Page 1



RUSTIC ROADS ADVISORY COMMITTEE



RUSTIC ROADS ADVISORY COMMITTEE
RESPONSE TO COMMENTS FROM
MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION
on the
Rustic Roads Functional Master Plan Public Hearing Draft
December 9, 2022

Over the last four years, the Rustic Roads Advisory Committee has begun working closely and collaboratively with MCDOT on the roads in the Rustic Roads Program. The approach taken by MCDOT in their comments is a step backwards. Their recommendations, if taken, would harm the Rustic Roads Program.

This Program was created because community members and Councilmembers were unhappy with the results of applying engineering standards to all roads and bridges in the County without regard to context, cost, and need. If roadway and bridge standards intended for roads with 20,000 trips per day are applied to roads and bridges which carry only 2,000 trips per day, it is a waste of taxpayer dollars. The Rustic Roads Program is enormously popular, and economically valuable to the County. It supports our rural economy, our farmers, our wineries, breweries, agritourism, and heritage tourism venues.

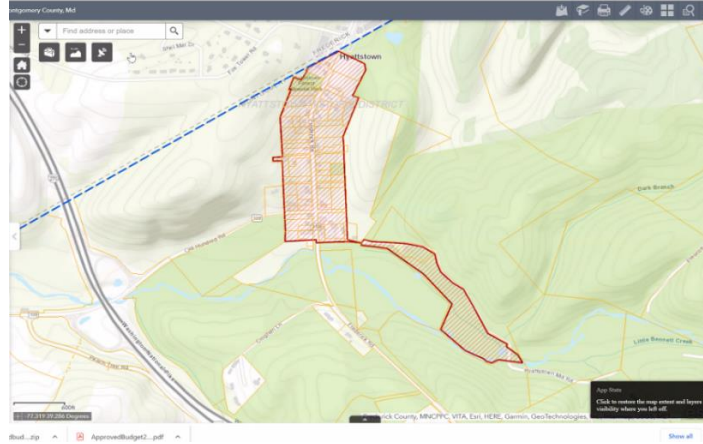
The comments below follow numbering used by MCDOT in their Memorandum for the first 1-7 items. Then the comments follow the numbering used by MCDOT in their Spreadsheet, some of which is duplicative.

ALL THESE ROADS MEET THE LEGAL CRITERIA IN COUNTY CODE AND CLEARLY BELONG IN THE PROGRAM

1. DEDICATED BUT UNMAINTAINED (DBU) ROADS: Four DBU roads are in the program according to MCDOT. (Aitcheson Road is designated up to the point of end-of-county maintenance and thus is not DBU in the rustic program.) The DBU program requires property owners to agree that they will personally bear the cost of road improvements to bring their road up to current Code standards before they can qualify to receive County maintenance. One such DBU road in the Rustic Program, Poplar Hill Road, was upgraded by MCDOT without any such assent by the property owners to pay for this upgrade, and without any assessment of the cost to those property owners as is required by law. Poplar Hill now receives MCDOT maintenance. That road is still in the Rustic Program since it still meets the criteria in the Code. There has been no request by property owners on the other three DBU roads in the Program for the self-assessed road upgrade costs to be added to their annual tax bills. If in the future, owners on a DBU road that is designated rustic wish to take on the expense of upgrading their road, the Committee will meet with them on the road to receive their input and advise on how to proceed. All but two of the DBU roads on the list were rustic roads prior to the creation of the DBU policy. It is understood that rustic roads do not meet MCDOT's roadway standards. Following this logic, all rustic roads would be on the DBU list. These roads should never have been put on the DBU

list. The premise of the DBU list is to state that MCDOT will not provide maintenance on roads that do not meet current standards. Since the creation of the DBU program, no roads have been added to the Rustic Roads Program that are on the DBU list. One road, Bentley Road, was confirmed with Randy Paugh (then-Chief, Pavement Management Section, MCDOT) as “publicly maintained to the last house” prior to being added to the Rustic Roads program.

2. STATE ROADS: Three State roads are in, or nominated to be in, the Rustic Roads Program. County Code clearly states that State roads may be in the Rustic Roads Program. It states: *Ch. 49-79 (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.* Parts of all of these roads are Maryland Scenic Byways, and clearly meet the criteria to be included in the Rustic Roads Program. These programs complement one another, bringing heritage tourism to the roads for multiple purposes. See their maintenance guidelines <https://www.roads.maryland.gov/OED/CSS-3.pdf>. There is no reason to remove these historic roads from the Program.
3. BATCHELLORS FOREST ROAD: This road was evaluated based upon current information regarding crashes and traffic volumes and was well within the criteria for rustic designation. There are restrictions in place for travel by Good Counsel school students which is strictly enforced by the school. Farquhar Middle school busses should be exclusively using Old Vic Blvd. access unless students live on Batchellors Forest Road. Through traffic is limited at the south end at Georgia Avenue which only allows right hand turns traveling northward. According to MCDOT traffic counts, there are 1,000 – 1,500 trips per day on this road, which is well within appropriate levels for a rustic road. Little future development is expected on the road. The Committee has noted that in front of Farquhar Middle School, excess pavement between utility poles may be contributing to automobile crashes into those poles. We recommend removal of the excess pavement.
4. FREDERICK ROAD (MD-355): We support retaining this rustic designation. One of the purposes of designating this road rustic is that it is within the Hyattstown Historic District. The County Council has approved a future bypass that will preserve this Historic District and road. In addition, the interchange at rustic Old Hundred Road (MD-109) at I-270 is approved for eventual closure which will remove cut-through traffic from the Historic District and rustic Frederick Road. Thus, Frederick Road is a very appropriate road for the Rustic Roads Program. Since it is a State Road, MCDOT should not be expressing an opinion. The Rustic Roads Program does not exist to protect buildings, a misunderstanding of MCDOT. Instead, it calls out roads with historic alignments and features that make the road unique and provide heritage tourism interest. Intersecting with this road is the current eastern extent of Old Hundred Road. We note that the Draft proposes removing this segment of Old Hundred Road from the program due to an entrance and exit for I-270. The Committee does not support removing this section of Old Hundred Road from the program as it currently meets the Code criteria for rustic designation. We suggest that Staff consider adding the segment of Frederick Road that intersects rustic Hyattstown Mill Road to the Program.



Hyattstown Historic Districts map showing Old Hundred, Frederick, and Hyattstown Mill Road all within the Historic District. We recommend retaining the eastern extent of Old Hundred Road and considering the addition of the southern extent of Frederick Road to the Program.

5. **GAME PRESERVE ROAD:** This road meets the criteria for a rustic road. The road was under considerable pressure during the construction of Watkins Mill Road extended and its interchange. Traffic volumes and crashes dropped precipitously with the opening of Watkins Mill Road. Traffic volumes and crashes during the time of the construction are not relevant to the road’s current or future volume and crash experience. Possible future development of an assisted living facility at the west end of the road has been considered by the Committee at a recent meeting. It is unclear whether this Conditional Use proposal will proceed for many reasons, but its current plan does not call for excessive traffic on the road as residents will not drive. In no way does a single assisted living facility impair the rustic nature and qualifications of this road. Directly across Game Preserve Road from the proposed facility is State parkland.

6. **MEETING HOUSE ROAD & BENTLEY ROAD**
MEETING HOUSE ROAD: The CRN zoning is located in the Sandy Spring Historic District and the Sandy Spring/Ashton Rural Village Overlay Zone, which assures comprehensive reviews of all changes and compatibility with the exceptional rustic road designation. The buildings at the north end of Meeting House Road are located in the Historic District, are attractive contributing resources to that District, and are not expected to change substantially. The building at the corner was built in 1904 and is of Colonial Revival architecture. The proposed age-restricted (56 and over) affordable housing is to be a repurposing of the Montgomery Mutual Insurance Co. office buildings (the first such institution of its kind in the County, see M; 28-11), a set of buildings with outstanding Georgian architecture; this was reviewed by the Committee in 2021 and enthusiastically supported. MCDOT personnel also gave written recommendations at the time, stating that the developers should coordinate with RRAC, which they did. All of this road meets the criteria for exceptional rustic designation.
BENTLEY ROAD: The CRN zoning covers a commercial operation that was in place at the time of designation and is anticipated to continue. The zoning is not expected to have any additional impact on the road. The driveway access for the Sandy Spring Museum is on Bentley Road. At the time of designation, the Museum wrote in favor of the designation. Pedestrian and bicycle access

comes from the shared use path along Olney Sandy Spring Road (MD-108) and connects to the Museum's front door, which provides ADA access.

7. **BRIDGES:** Under Code, Sec.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.* Per County Regulations: *The Department of Public Works and Transportation must make bridge repairs in a manner that preserves the rural characteristics of the roadway and the bridge structure.* These Code and Regulatory provisions are consistent with the intent of the Program since its inception in 1993. This intent must be reflected and emphasized throughout the Master Plan.

MCDOT and SHA must identify and apply federal design exceptions to the rehabilitation or replacement of rustic bridges that will maintain the rustic character of the road, consistent with County Code and Regulations. Historic and environmental impacts are also factors that can support design exception requests.

A. BACKGROUND

Bridge replacement proposals on Glen Road and Montevideo Road were instrumental to the creation of the Rustic Roads Program. On Glen Road, public outcry at the proposal to replace a one-lane bridge over Watts Branch resulted in review of the project and the ultimate agreement by the Director of the Department of Transportation that the replacement project would not be worth the environmental damage that it would entail. On Montevideo Road, a 1910 one-lane truss bridge over Dry Seneca Creek was proposed for replacement with a standard four-lane highway "flyover" bridge. Public objections resulted in Councilmember Neil Potter reportedly donning waders to inspect the bridge. He convinced his fellow councilmembers that the project was an unnecessary public expense—the public funds would better be used elsewhere.

B. REHABILITATION OF BRIDGES THAT DO NOT HAVE "INTERESTING" STRUCTURES

The Committee supports the Staff language preserving narrow and one-lane bridges as Significant Features. These bridges make significant contributions to the character of their roads. Wider two-lane bridges also do not slow traffic the way the narrower bridges do, and thus they do not serve the safety and "traffic calming" function that the smaller bridges naturally provide. Roadway realignment, leaving an original bridge as a pedestrian bridge, or destroying it after documenting it are not acceptable alternatives. The bridges and roadway alignments are protected by law. The Committee would like to work with MCDOT to find sets of acceptable designs for these narrow bridges rather than have the Master Plan set such objectives. This should be an Implementation step.

SPREADSHEET ITEMS 1-31

1. **STATE ROADS IN THE PROGRAM:** Three State roads are in, or nominated to be in, the Rustic Roads Program. County Code clearly states that State roads may be in the Rustic Roads Program. It states: *Ch. 49-79 (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.* Parts of all of these roads are Maryland Scenic Byways, and clearly meet the criteria to be included in the Rustic Roads Program. These programs complement one another, bringing heritage tourism to the roads for

multiple purposes. See their maintenance guidelines <https://www.roads.maryland.gov/OED/CSS-3.pdf>. There is no reason to remove these historic roads from the Program.

2. **ROADS IN COUNTY PARKS:** Three rustic roads are in County Parks -- Hyattstown Mill Road, Prescott Road, and Hoyles Mill Road. All of these roads are clearly qualified to be included in the Rustic Roads Program. County Code states: *Ch. 49-79 (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.* There is no reason to remove these historic roads from the Program.
3. **DEDICATED BUT UNMAINTAINED (DBU) ROADS:** Four DBU roads are in the program according to MCDOT. (Aitcheson Road is designated up to the point of end-of-county maintenance and thus is not DBU in the rustic program.) The DBU program requires property owners to agree that they will personally bear the cost of road improvements to bring their road up to current Code standards before they can qualify to receive County maintenance. One such DBU road in the Rustic Program, Poplar Hill Road, was upgraded by MCDOT without any such assent by the property owners to pay for this upgrade, and without any assessment of the cost to those property owners as is required by law. Poplar Hill now receives MCDOT maintenance. That road is still in the Rustic Program since it still meets the criteria in the Code. There has been no request by property owners on the other three DBU roads in the Program for the self-assessed road upgrade costs to be added to their annual tax bills. If in the future, owners on a DBU road that is designated rustic wish to take on the expense of upgrading their road, the Committee will meet with them on the road to receive their input and advise on how to proceed.

All but two of the DBU roads on the list were rustic roads prior to the creation of the DBU policy. It is understood that rustic roads do not meet MCDOT's roadway standards. Following this logic, all rustic roads would be on the DBU list. These roads should never have been put on the DBU list. The premise of the DBU list is to state that MCDOT will not provide maintenance on roads that do not meet current standards. Since the creation of the DBU program, no roads have been added to the Rustic Roads Program that are on the DBU list. One road, Bentley Road, was confirmed with Randy Paugh at MCDOT as publicly maintained to the last house prior to being added to the Rustic Roads program.

4. **SPECIAL PROTECTION AREAS:** With regard to SPAs, these policies and impervious surface limitations protect our drinking water, and undermining them is not in the public interest. These policies also help to reduce flooding, which protects our roads and bridges. Planning Staff is correct to say that land-use controls such as limiting imperviousness, planting forest buffers, and requiring enhanced erosion control help ensure that impacts from development activities are mitigated as much as possible. MCDOT states that "Possible is generally unconstrained by physical or fiscal limitations...." Cost constraints are always considered as part of a project's evaluation but this has no place in a master plan. The use of the word "feasible" would allow MCDOT to use improper maintenance procedures at their own discretion. "Feasible" is an inappropriate change in this context for SPAs.

5. DRAINAGE: Per County Regulations, *“Maintenance will be provided at a level no lower than existed at the time of designation, while still preserving the rustic qualities of the road.”* MCDOT’s proposed use of the word “feasible” is not appropriately substituted for “possible.” The Committee supports the staff’s use of the word “possible” which is consistent with County Regulations.

The most important feature of rustic roads is the way drainage is handled, with sheet flow drainage off the roadway edges. MCDOT states that “Possible is generally unconstrained by physical or fiscal limitations....” Cost constraints are always considered as part of a project's evaluation but this has no place in a master plan. Allowing such drainage to be adversely affected by minor costs savings instead of providing what the Code requires is not acceptable.

6. LANDSCAPE ELEMENTS: The Committee supports the Draft Plan language that “existing plant groupings should be retained whenever possible.” The word “possible” should not be replaced with the word “feasible,” as it would allow developers, MCDOT, and any other party to clear cut roadside plantings indiscriminately (as has been done in the past) by claiming cost savings. As above, MCDOT states that “Possible is generally unconstrained by physical or fiscal limitations....” Cost constraints are always considered as part of a project's evaluation but this has no place in a master plan. Experience has shown that improper clearing creates additional costs when the correct maintenance must be done to correct deficiencies. It is more cost effective to use best practices on these and all roads.

7. BRIDGES: Until recent years, MCDOT’s policy was not to apply for federal aid for bridges on rustic roads, so as to preserve the size and character of the bridges consistent with Code and Regulations. The change in MCDOT’s policy has created an inaccurate perception that the County will receive more federal aid if these bridges are brought up to modern standards. Montgomery County has a large number of bridge projects that qualify for federal aid and federal funding is exhausted before all necessary bridge projects are scheduled, resulting in the need to use County funding. MCDOT should go back to the process of assigning federal aid to non-rustic road bridges in order to exhaust federal aid every cycle without impacting rustic road bridges.

There will be occasions when rustic road bridges can use federal aid while maintaining their historic features and small scales. MCDOT and SHA must identify and apply federal design exceptions to the rehabilitation or replacement of rustic bridges that will maintain the rustic character of the road, consistent with County Code and Regulations. Historic and environmental impacts are also factors that can support Design Exception requests.

8. BRIDGES: County Regulations provide extensive guidance on bridge replacements which protects these invaluable and unique elements of the rustic roads as envisioned by County Code. MCDOT’s comments are not fully consistent with these Regulations.

5. Bridge Replacement [rustic roads]

Bridge replacement or rehabilitation must be of a design and material which preserves or enhances the rustic appearance of the road. Bridges must be replaced at a scale and with materials similar to those of the previously existing structure. If a different design is required for environmental, economic, or safety reasons, new bridges must be of a design and material that complements or enhances the rustic appearance of the roadway. Correction of substandard approach road geometries must be made in character with existing unmodified portions of the roadway. All new or rehabilitated structures must be designed with adequate weight bearing capacity and horizontal clearances to accommodate emergency vehicles and agricultural equipment. Actual roadway surfaces on bridge decks must be compatible in width to the width of the unaltered roadway.

3. Bridge Replacement [exceptional rustic roads]

Bridge replacement or rehabilitation must be of a design and material which preserves or enhances the rustic appearance of the road. Bridges must be replaced at a scale and with materials similar to those of the previously existing structure. If a different design is required for environmental or safety reasons, new bridges must be of a design and material that complements or enhances the rustic appearance of the road. On exceptional rustic roads, a new or rehabilitated deck should be no wider than the existing deck unless improvements are specifically needed for the transportation of agriculture related equipment, in which case the new or rehabilitated deck should be no wider than the existing approaches.

Bridge recommendations must be consistent with County Code and Regulations. We support Staff language regarding bridges which are Significant Features. Roadway realignment or destroying bridges after documenting them are not consistent.

A one-page chart at the end of MCDOT's spreadsheet contains a list of these and other bridges with their views on each. We intend to work with MCDOT on each bridge as any bridge project is proposed, and to develop a set of possible design standards for those bridges.

Policy objectives for bridges that are rehabilitated or reconstructed must retain existing widths and historic alignments. With respect to the list of bridges in the MCDOT spreadsheet, all these bridges should remain Significant Features.

- Berryville Road (M-0028, M-0029)
- Burnt Hill Road (M-0157)
- Edwards Ferry Road (M-0181)
- Glen Road (M-0013, M-0014, M-0015)
- Gregg Road (M-0119)
- Haviland Mill Road (M-0098)
- Howard Chapel Road (M-0123)
- Martinsburg Road (M-0042)
- Mouth of Monocacy Road (M-0043)
- Query Mill Road (M-0020, M-0329)
- River Road (M-0038, M-0039, M-0040).
- Sugarland Road (M-0034, M-0035)
- Swains Lock Road (M-0022)

- Sycamore Landing Road (M-0031, M-0032)
- White Ground Road (M-0048)
- Wildcat Road (M-0068)

For heritage tourism and agritourism users, these bridges are extraordinary assets. We understand that Sarah Rogers, Executive Director of Heritage Montgomery, would like to host a meeting about all bridges. We support a discussion such as this.

9. BRIDGES: Mouth of Monocacy Bridge (M-0043) on Exceptional Mouth of Monocacy Road. It would be inconsistent with Regulations to realign the road during the replacement of the bridge. The Committee would like to work with MCDOT to find sets of acceptable designs for these narrow bridges on a site-specific basis.
10. BRIDGES: Draft states “it is possible to design a bridge that retains a road’s character....” We strongly support the current Draft’s use of the word “possible,” and oppose using the word “feasible.” MCDOT states that “Possible is generally unconstrained by physical or fiscal limitations....” Cost constraints are always considered as part of a project's evaluation but this has no place in a master plan. Replacing the word “possible” with “feasible” in this context is changing the meaning of the example and we do not support it.
11. We support changing the word “accident” to “crashes.”
12. Regarding Link Road – The Committee took no position. Have the residents been advised of this proposed change?
13. We support changing the word “accident” to “crash.”
14. Regarding Batchellors Forest Road, changing the word “possible” to “feasible” here has no rationale since the entrance referenced has already been built.
15. We support changing the word “accident” to “crash.”
16. Traveling Experience “permitted” -- No position.
17. SCENIC VISTAS: Regarding scenic vistas as showing on the Maps, the protection of views and vistas is within Chapter 50 of County Code and is not relevant to MCDOT. It is also a very important policy goal of the Master Plan. We strongly support current Staff language and oppose changing the word “possible” to “feasible.”
18. BRIDGES: The comments from MCDOT are inconsistent with County Code and Regulations. Please see No. 8 above.
19. SPECIAL PROTECTION AREAS: With regard to SPAs, these policies and impervious surface limitations protect our drinking water, and undermining them is not in the public interest. These policies also help to reduce flooding, which protects our roads and bridges. Planning Staff is

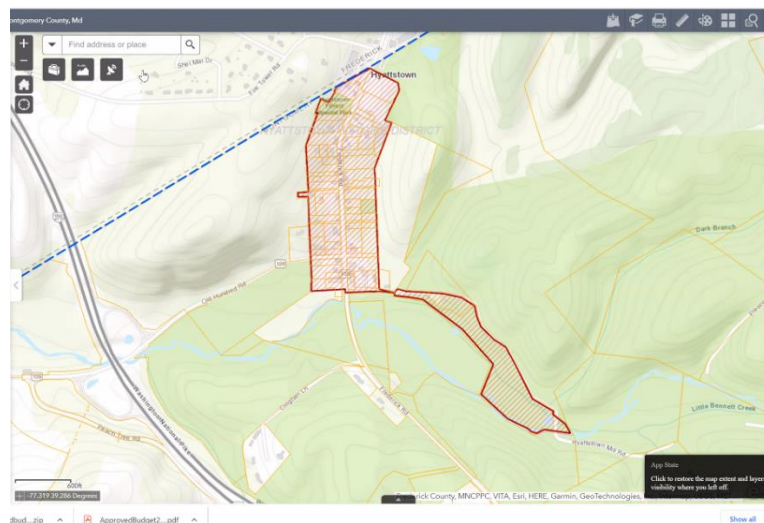
correct to say that land-use controls such as limiting imperviousness, planting forest buffers, and requiring enhanced erosion control help ensure that impacts from development activities are mitigated as much as possible. MCDOT states that “Possible is generally unconstrained by physical or fiscal limitations....” Cost constraints are always considered as part of a project's evaluation but this has no place in a master plan. The use of the word “feasible” would allow MCDOT to use improper maintenance procedures at their own discretion. “Feasible” is an inappropriate change in this context for SPAs.

20. BRIDGES: This comment from MCDOT is the same as No. 8 above; please see our response in No. 8.
21. Typo -- No position.
22. Regarding Traffic and Crash Analysis Report – No position.
23. Typo -- No position.
24. ROAD PROFILES/GENERAL: We request that the calling out of current lane markings be kept in the Master Plan for each road, as it will serve as a reference point going forward. Committee members should not have to be the source of personal recollection regarding this important information about all the roads. That information was contained in the 1996 plan, and should be contained in this Update.
25. ROAD PROFILES/GENERAL: We do not agree that road widths should be referenced as “tentative.” While it may be a snapshot in time, the Committee has worked successfully with MCDOT over the last 3 years to ensure that inadvertent road widening does not occur with patching and paving operations. The references in the Master Plan are very important to the Committee’s work.
26. BARNESVILLE ROAD BRIDGE: We support MCDOT being required to contract with an historic bridge expert to lead any project regarding the bridge on this rustic road. We would look to that expert to advise about retention of existing railings for this bridge. The MDOT Management Plan for Historic Highway Bridges provides guidance for Appropriate Railing Treatments. We recommend that this resource be used. Realigning the road is inconsistent with the Regulations.
27. BATCHELLORS FOREST ROAD: This road was evaluated based upon current information regarding crashes and traffic volumes and was well within the criteria for rustic designation. There are restrictions in place for travel for Good Counsel school students that is strictly enforced by the school. Farquhar Middle school busses should be exclusively using Old Vic Blvd. access unless students live on Batchellors Forest Road. Through traffic is limited at the south end at Georgia Avenue which only allows right hand turns traveling northward. According to MCDOT traffic counts, there are 1,000 – 1,500 trips per day on this road, which is well within appropriate levels for a rustic road. Little future development is expected on the road. The Committee has noted that in front of Farquhar Middle School, excess pavement between utility poles may be

contributing to automobile crashes into those poles. We recommend removal of the excess pavement.

28. **BENTLEY ROAD:** The CRN zoning covers a commercial operation that was in place at the time of designation and is anticipated to continue. The zoning is not expected to have any additional impact on the road. The driveway access for the Sandy Spring Museum is on Bentley Road. At the time of designation, the Museum wrote in favor of the designation. Pedestrian and bicycle access comes from the shared use path along Olney Sandy Spring Road (MD-108) and connects to the Museum's front door, which provides ADA access.

29. **FREDERICK ROAD (MD-355):** We support retaining this rustic designation. One of the purposes of designating this road rustic is that it is within the Hyattstown Historic District. The County Council has approved a future bypass that will preserve this Historic District and road. In addition, the interchange at rustic Old Hundred Road (MD-109) at I-270 is approved for eventual closure which will remove cut-through traffic from the Historic District and rustic Frederick Road. Thus, Frederick Road is a very appropriate road for the Rustic Roads Program. Since it is a State Road, MCDOT should not be expressing an opinion. The Rustic Roads Program does not exist to protect buildings, a misunderstanding of MCDOT. Instead, it calls out roads with historic alignments and features that make the road unique and provide heritage tourism interest. Intersecting with this road is the current eastern extent of Old Hundred Road. We note that the Draft proposes removing this segment of Old Hundred Road from the program due to an entrance and exit for I-270. The Committee does not support removing this section of Old Hundred Road from the program as it currently meets the Code criteria for rustic designation. We suggest that Staff consider adding the segment of Frederick Road that intersects rustic Hyattstown Mill Road to the Program.



Hyattstown Historic Districts map showing Old Hundred, Frederick, and Hyattstown Mill Road all within Historic District. We recommend retaining the eastern extent of Old Hundred Road and considering the addition of the southern extent of Frederick Road to the Program.

30. GAME PRESERVE ROAD: This road meets the criteria for a rustic road. The road was under considerable pressure during the construction of Watkins Mill Road extended and its interchange. Traffic volumes and crashes dropped precipitously with the opening of Watkins Mill Road. Traffic volumes and crashes during the time of the construction are not relevant to the road's current or future volume and crash experience. Possible future development of an assisted living facility at the west end of the road has been considered by the Committee at a recent meeting. It is unclear whether this Conditional Use proposal will proceed for many reasons, but its current plan does not call for excessive traffic on the road as residents will not drive. In no way does a single assisted living facility impair the rustic nature and qualifications of this road. Directly across Game Preserve Road from the proposed facility is State parkland.

31. MEETING HOUSE ROAD: The CRN zoning is located in the Sandy Spring Historic District and the Sandy Spring/Ashton Rural Village Overlay Zone, which assures comprehensive reviews of all changes and compatibility with the exceptional rustic road designation. The buildings at the north end of Meeting House Road are located in the Historic District, are attractive contributing resources to that District, and are not expected to change substantially. The building at the corner was built in 1904 and is of Colonial Revival architecture. The proposed age-restricted (56 and over) affordable housing is to be a repurposing of the Montgomery Mutual Insurance Co. office buildings (the first such institution of its kind in the County, see M; 28-11), a set of buildings with outstanding Georgian architecture; this was reviewed by the Committee in 2021 and enthusiastically supported. MCDOT personnel also gave written recommendations at the time, stating that the developers should coordinate with RRAC, which they did. All of this road meets the criteria for exceptional rustic designation.

MCDOT ADDENDUM ON BRIDGES BY NAME AND NUMBER

The Committee strongly supports the Draft Plan and does not support MCDOT’s view of what bridges are Significant and what bridges are Ordinary. Some that they call “Ordinary” are considered Significant Features due to their narrow width. For example, on Zion Road, a failure to include that 1925 one-lane bridge as a Significant Feature caused this very special bridge in the Rachel Carson Conservation Park to be subjected to inappropriate widening.

Every bridge listed in the MCDOT chart which they view as “Ordinary” should remain as a Significant Feature in the Master Plan as proposed by Staff.

We concur with MCDOT that the two concrete bridges on Comus Road should also be included as Significant Features.

MCDOT supports the B&O Railroad Viaduct bridge on Game Preserve Road as a Significant Feature (as it is in the Draft Plan). We recommend that Staff consider including the B&O Railroad Viaduct bridge on Mouth of Monocacy Road be included as a Significant Feature of that Exceptional Rustic Road.

Committee Members:

Laura Van Etten, Chair

N. Anne Davies, Barbara Hoover, Charles Mess,
Kamran Sadeghi, Dan Seamans, Robert Wilbur

Montgomery
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RUSTIC ROADS ADVISORY COMMITTEE



COMMENTS FROM THE
RUSTIC ROADS ADVISORY COMMITTEE
REGARDING THE PUBLIC HEARING NOV. 17, 2002 ON
RUSTIC ROADS FUNCTIONAL MASTER PLAN
December 9, 2022

The Committee respectfully submits the following information in order to provide additional information and correct the hearing record.

1. OUTSTANDING SUPPORT FOR THE RUSTIC ROADS PROGRAM
 - a) The Rustic Roads Program grew from a grassroots community effort to preserve these irreplaceable historic and scenic roads. The program is enormously popular, and remains at least as popular today as it was when it was created.
 - b) The vast majority of the testimony received is in favor of retaining and strengthening the Rustic Roads Program. As of Dec. 7th, 52 parties provided testimony in support of the Rustic Roads Program. Only 10 parties submitted testimony in opposition, 2 of which were regarding a single road designation, Holsey Road, and another 5 of whom were the MAP lobbyist and his clients.
 - c) Criticisms heard about the Program are actually about the desire for additional routine maintenance rather than the current complaint-driven maintenance process used by MCDOT on all roads.
 - d) These narrow roads and bridges slow traffic speeds, resulting in fewer serious injuries and fatalities. This is consistent with the County's Vision Zero policies.
 - e) There has always been tension within MCDOT about these roads; they are being preserved, and they do not meet modern engineering standards. To address this, from the Program's inception, the roads have been subject to review based upon their crash experience rather than engineering standards.
 - f) There has always been opposition expressed by a small and vocal minority of the farming community, but the roads benefit the vast majority of farmers as well as the significant numbers of recreational users.

2. RURAL ECONOMIC DEVELOPMENT, HERITAGE TOURISM, AGRITOURISM, & RECREATION
 - a) According to Sarah Rogers, Executive Director of Heritage Montgomery, rustic roads play a major role in Heritage Tourism, which is vital to Montgomery County's rural economic development.
 - b) This agricultural and historical tourism brings in over \$376 million in revenue annually and supports over 5,327 jobs. These roads give the experience of being carried back in time, and they set the stage for the numerous historic, cultural and natural sites along the roads.
 - c) Our Rustic Roads Program is the envy of other Counties in Maryland because of the extensive network of roads and their unique qualities and beauty. Frederick County is now planning a Rustic Roads Program similar to ours, as just announced by their County Executive.

- d) In addition, for the rural economic development purposes of Heritage Tourism, the preservation of our historic bridges is key. These structures are invaluable and irreplaceable elements, critical to the stories the roads tell, and are the most memorable aspect of many of these roads to travelers.
- e) Bicyclists and other rustic roads visitors frequently stop at local farm markets, wineries, breweries and restaurants, supporting the local economy.
- f) 328 of the County's 558 farms are horse farms. Riders are frequently seen along our rustic roads. Boarders at local horse farms stop before and after riding to visit restaurants, markets, and equipment shops, purchasing local food and goods.

3. THE FUTURE OF MONTGOMERY COUNTY FARMING

- a) The new face of farming is the local production of food, such as grass-fed animals and a variety of table crops.
- b) According to the most recent Census of Ag, only 34-35 farmers in the County have combines. Of the 558 County farms, 454 farms produce table food. The majority of farmers support the program because it enhances the experience of the customers who frequent their locations on these roads.
- c) These roads address the future of farming. Widening or straightening roads and bridges to accommodate equipment that is large in size but small in number would produce long-lasting destruction to address a short-term problem.
 - i. The complaints from commodities farmers relate to farming that is looking backwards for County agriculture.
 - ii. In 1987, just before the creation of the Rustic Roads Program, there were twice as many farmers with combines in Montgomery County than are listed in the most recent Census of Agriculture (2017).
 - iii. Similarly, in 1987, there were 49 dairy farms in the County, while today there are only three.
 - iv. Commodities farming – growing corn and soy to be shipped to animals in confined feeding operations outside our County, or sending these crops for production of ethanol or biodiesel fuel – does not address the current need for food security here at home.

4. ROAD MAINTENANCE ISSUES

- a) Road maintenance issues are a County-wide problem, not a rustic roads problem. These are operational items that do not belong in a long-range master plan. These issues are addressed in County Code and Regulations.
- b) Testimony presented about road maintenance issues showed “Before” pictures of issues already being addressed. The Rustic Roads Advisory Committee has actively worked to ensure that they were addressed.
- c) Routine road maintenance issues throughout the County such as pothole repairs and tree trimming are addressed through reported complaints. Many residents find this process frustrating.
- d) There are reports that residents and farmers believe that MCDOT cannot fix road problems because the road is rustic. This is completely false. Proper maintenance work is required by law and under County regulations on rustic roads.

- e) Drainage problem complaints were voiced. In the case of the witness who showed photos of Moore Road with water on it, Committee members visited the site months ago with MCDOT and the farmer, and the issue will be resolved by adding new drainage facilities in the spring.
- f) Members of MAP and their lobbyist do not support this program.
 - i. Asbestos on River Road was brought up at the hearing. It is a serious concern, but fortunately only a very minor amount of 0.1% was found in a limited area of 780 feet out of a five-mile gravel roadway. MCDOT has developed a plan to encapsulate the asbestos, and that memorandum is submitted with our statement. It calls for encapsulation with geotextile fabric and gravel.
 - ii. Complaints about tree trimming were expressed. Tree trimming is a County-wide need, not specific to rustic roads. The Committee developed guidelines that call for trimming exactly as these farmers asked for. For the last two years, these roads have been trimmed regularly. The farmers speak as though we are standing in their way, but in fact, we have been getting things done for these farmers. We visited the roads, and provided the specific details MCDOT needed to get these trees trimmed. The farmers in MAP do not submit the information needed to have their trees trimmed, so we are doing it for them.
 - iii. A MAP client submitted photos of River Road showing potholes, standing water and drainage issues. River Road was completely rehabilitated in 2021 and the photos are out of date.
 - iv. Another MAP client wrote that he lived on Cattail Road. He does not live on the rustic section of the road. Roads in the town of Poolesville are not included in the Program.
 - v. A separate MAP client wrote about Clarksburg Road. Clarksburg Road is not rustic.

5. AMEND COUNTY CODE

- a) Add two members to the Committee
 - i. The Committee proposes the following:
We recommend that two new members be added and that these members be considered “at-large,” with language regarding the membership qualifications be stated as “representing the geographical, social, economic, recreational and cultural concerns of the residents of the County.”
 - ii. Representation of our diverse population is needed as a matter of Racial Equity and Social Justice. There has never been a Black or Hispanic voting member of the Committee.
 - iii. Adding two members would provide an opportunity to reach out to the larger County population outside the current narrow membership categories of farmers, civic association members, a preservationist and a roadway engineer. Other rustic roads users such as cyclists, equestrians, agritourism visitors, and those wanting to kayak or boat or hike could be considered.
 - iv. The amount of work is too much for seven members. Other County committees have staff to do research and prepare agendas and all documents. RRAC members prepare agendas, paperwork, letters, position papers, attend roadside visits, and provide outreach to promote the program through public events.

- v. Adding two positions has been criticized by a small number of farmers in testimony, based upon a perception that their proportion of representation on the Committee will be diluted. Farmers have many representative groups providing input such as Office of Agriculture, Ag Advisory Committee, Ag Preservation Advisory Board, Soil Conservation District, Montgomery Ag Producers (private lobbying group) and Montgomery County Farm Bureau (private lobbying group), in addition to their representation on RRAC.
- b) Remove farmer income test
- i. Of the 558 farms in Montgomery County, only 42% are farmed as a primary occupation. (Source: most recent Ag Census data, 2017)
 - ii. Recognizing the new face of farming, the more inclusive bigger tent, would allow farmers who need a second income source to serve on the Committee. New and immigrant farmers are very unlikely to meet a requirement that more than 50% of their income is from farming.
 - iii. This would be in support of the County's Racial Equity and Social Justice goals.
 - iv. On the Ag Advisory Committee, the great majority of farmer-members are not required to meet this income test. Only 3 of this Committee's 12 farmers must meet that test.¹ If the Committee which is established to represent agriculture does not have all farmer-members meeting that test, there is no reason that farmer-members of RRAC should have to meet that test.

6. INCLUSION OF NEW ROADS

- a) Former residents of Holsey Road do not support designation because they seek widening, straightening, and lighting on the road. We respect their position. We consider the history on this road to be exceptional and we are disappointed that the community is not supportive of the designation.
- b) There was a single witness' testimony misinterpreting the criteria for the rustic designation. Roads "located in an area where natural, agricultural, or historic features are predominant" is only part of Criteria 1, and does not mean that all roads in the Ag Reserve can qualify. There are 5 criteria, and No. 1 is mandatory for consideration. It does not allow designation of all roads in the Ag Reserve as a stand-alone criterion.
- c) All roads proposed for addition to the program were vetted through all of the criteria in the Code, including a review for safety purposes. All are qualified.

¹ ARTICLE 6. AGRICULTURAL ADVISORY COMMITTEE.

Sec. 2B-21. Agricultural Advisory Committee.

The Executive should appoint:

(A) 12 members to a 3-year term who are bona fide farmers who represent the total farm community and reflect a variety of farm sizes, geographical locations and agricultural projects, at least 3 of whom must be owner-operators of commercial farm land earning 50% or more of their income from farming....

7. BRIDGES

- a) MCDOT has submitted comments regarding bridges.
- b) Bridges are extremely important elements of the rustic roads, and the communities' wish for the preservation of two bridges was instrumental in the creation of the Program.
- c) The Committee would like to work with Staff to refine these bridge recommendations. Because of the importance of bridges to travelers' experiences, we understand that Heritage Montgomery has proposed to host a meeting. We support this.

Committee Members:

Laura Van Etten, Chair

N. Anne Davies, Barbara Hoover, Charles Mess,
Kamran Sadeghi, Dan Seamans, Elena Shuvalov

Montgomery
Countryside
Alliance 

ROYCE HANSON AWARD

• 2018 WINNER •



MONTGOMERY PRIZE

• 2019 WINNER •

Email

Rustic Roads Functional M...

Owner

 MCP...



Email

From

 lsaville@gmail.com

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Rustic Roads Functional Master Plan Update - testimony

Date Sent

Date Received

12/9/2022 4:59 PM

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


Dear Chair Zyontz,

Please find my comments on the Rustic Roads Functional Master Plan Update attached.

As always, many thanks,

Leslie Saville
9900 Georgia Ave #106
Silver Spring, MD 20902
LSaville@gmail.com

Attachments

File Name	File Size (Bytes)	
LS testimony RRFMP 20221209.docx	22,798	
1 - 1 of 1 (0 selected)		Page 1

Jeff Zyontz, chair
Montgomery County Planning Board
2425 Reedie Drive, 14th floor
Wheaton, MD 20902

Subject: Comments on the Public Hearing Draft, Rustic Roads Function Master Plan Update

Dear Chair Zyontz and Commissioners,

In addition to the testimony provided during the public hearing on November 17, 2022, I have some additional details and resources which I would recommend be referenced in the plan.

General comments:

- Rustic roads are public assets—unique, priceless, outstanding, historic public assets. Access to them is available to everyone. Most historic resources are not public—this is a big deal. State this at the beginning of the plan, and repeat it more than once in appropriate sections. For example, on page 1, an existing sentence might be edited: These public roadways are irreplaceable assets that provide the county, its residents and businesses, with opportunities for recreation, heritage tours, peaceful enjoyment and economic development.
- Astroturf. During the Public Hearing on Nov 17, 2022, a group of farmers and a MAP lobbyist who represents most of the farmers who attended expressed concerns about rustic roads and especially about the poor maintenance of them. Maintenance is worth a conversation about budgets but it is not a master plan issue. But it's perhaps more important for the commissioners and staff to understand that out of our 558 farmers, only a very small group (about 35) is aggrieved; they submitted the same complaints in multiple ways so as to amplify their message.
 - One farmer testified as an individual while also saying he is the chair of a county committee, but he is also represented by MAP whose lobbyist had 8 minutes to speak.
 - A second farmer spoke individually while likewise being represented by MAP, and having yet another person display their photos.
 - And a third farmer, submitting individual written testimony while also identifying as a county committee chair, is yet again represented by MAP.
 - Note that MAP is a 501(c)6 group and does not publicly disclose its membership. These MAP members have been identified by tax filings from 2017-2019, provided upon request.
- On Oct 6, 2022, the previous Planning Board made at least two decisions that don't appear to be fully incorporated in the Public Hearing Draft. Incorporate these changes:
 - the Planning Board noted that the plan's Policy Recommendations are in the Implementation Chapter. They asked that Recommendations 1-24 be moved to a

chapter or section titled Policy Recommendations that would be before the Road Recommendations. → Move all of the recommendations currently in the Implementation chapter to a new chapter titled Policy Recommendations, as directed. Include recommendations that were not specifically identified by the board, so as to keep all policy recommendations in one chapter.

- the Planning Board pointed out that this program is fundamentally a public preservation program for rustic roads, and the bridges and other structures along them. As such, they asked for references to bridge replacements to be removed, and the Secretary of the Interior's words and definitions be used instead--preservation, rehabilitation, restoration and reconstruction. → Modest changes were made to the document, but they will be unlikely to protect the roads and bridges, as the Planning Board sought to accomplish. Therefore, 1) Insert the Secretary of the Interior's definitions and standards into the plan and incorporate them throughout by reference. See <https://www.ecfr.gov/current/title-36/chapter-I/part-68>. 2) Clearly state that these are the definitions used for the Rustic Roads Program. Historic road and bridge references must state that these roads and bridges will be preserved and rehabilitated. 3) Note that reconstruction would only be appropriate in limited circumstances.
- The most-referenced section of the plan, the Road Profiles, have been placed in an appendix. These profiles include the legally-required and legally-protected Significant Feature for each road. For about 25 years, it has been the County Council's practice to treat appendices as unadopted background documents. As such, the Road Profiles must be moved into the master plan. This may result in a 2-volume master plan.

Specific comments

- The Equity section is incomplete. The RRAC has been asking for two new committee members chosen from a broader pool of candidates, in part because they have never had an African American or Latino voting member, going back to the first task force in 1989. (Two African American staffers representing the Planning Board have been appointed, but they advise the committee—they do not vote.) Planning staff opposed this request at Council in October 2022, saying that it should be a matter considered as part of the master plan. I am asking that the issue be discussed in the Equity section, and a recommendation and implementation step be added to assure that the makeup of the RRAC reflects our County residents. Similarly, the RRAC is asking for an income test to be waived. As only 42% of our farmers can meet the income test, it is overly restrictive.
- Revisit the Bridge section. As written, it is in blatant conflict with the County Code and Regulations, with guidance from the State Highway Administration's document, Management Plan for Historic Highways and Bridges, with Federal Highway Administration policies that support the preservation of historic bridges, and very likely with preservation laws. Heritage Montgomery has a special interest in the extraordinarily high heritage tourism value of these assets and has indicated that they wish to discuss those recommendations further.
- Roads and road segments are proposed for removal from the program:
 - Brookeville Road from MD 97 to the under-construction Brookeville Bypass. This section is recommended for removal because of "improvements" made as part of the Brookeville Bypass project. MCDOT staff approved these changes with no referral to the RRAC and was specifically told by Planning staff that they were inappropriate for a road in the Rustic Roads Program. It is disturbing to contemplate that MCDOT may be encouraged to modify other roads in the program as a way to remove roads from a program that some of those staffers have opposed since it was first being studied in

1989. The Public Hearing Draft notes a “slightly revised alignment.” Given this, it appears that the road maintains sufficient integrity of its historic alignment to meet the criteria and remain in the program. Therefore, the entire length of Brookeville Road should remain in the Rustic Roads Program.

- Old Hundred Road (MD 109) from Frederick Road (MD 355) to Peach Tree Road. This section of road is master planned to have the substandard interchange at I-270 closed. Retain this section of road unless that master plan recommendation is removed. As an interim measure, add language to the plan supporting safety improvements in the vicinity of the interchange.
- Schaeffer Road from the entrance to the Soccerplex to Burdette Lane is recommended for removal because it has been “improved” to a suburban street standard. Retain this section as it follows the historic alignment and it protects rustic Burdette Lane from further encroachment from the Soccerplex impacts. The road segment meets the criteria for its rustic designation. Removing the road from the program encourages program detractors to make or require similar “improvements” on other rustic roads as a strategy for removing roads from the program.
- Extend the designated rustic section of Frederick Road (MD 355) from Old Hundred Road (MD 109) to rustic Hyattstown Mill Road. This extension corresponds to the section of Frederick Road that is located in the Hyattstown Historic District.
- The MCDOT referral comments were delivered to the public well after the public hearing, are extensive and cannot be addressed in full. The comments regarding the data tables with road widths and lane markings are important enough to include. Those items protect the roads as is intended and required by County Code. Retain both.

The Rustic Roads Program is a County jewel, beloved by people throughout the region. It deserves to be prized and strengthened.

Thank you, once again, for allowing me to comment on this plan.

Sincerely,

Leslie Saville

----- Original Message -----

From: Cloverly Civic Association <cloverlycivic@cloverly.net>;

Received: Fri Dec 09 2022 17:15:40 GMT-0500 (Eastern Standard Time)

To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>; MCP-Chair # <mcp-chair@mncppc-mc.org>; <mcp-chair@mncppc-mc.org>;

Subject: MCPB Agenda Item 7: Rustic Roads Functional Master Plan Update - Public Hearing November 17, 2022

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

Rustic Roads Functional Master Plan Update

The Cloverly Civic Association supports the Rustic Roads Functional Master Plan Update. We agree that “Rustic and exceptional rustic roads are historic and scenic roadways that reflect the agricultural character and rural origins of the county. The roadways provide the county with opportunities for heritage tours and economic development. The historic and cultural resources near the roads continue to be preserved for county residents and visitors to enjoy and explore. Preserving rustic roads is an important way to relay the county’s history to future generations.” The Cloverly Master Plan Area has seven rustic roads - Avoca Lane, Batson Rd, Bryants Nursery Rd, Link Rd, Johnson Rd, Oak Hill Rd, and Old Orchard Rd. We concur with the Rustic Roads Functional Master Plan to retain these rustic roads on the plan and have no objections to removing Link Road. Avoca Lane is an exceptionally beautiful rural road, and we support the entire length being changed to exceptional rustic. We appreciate the improvement on the existing road profiles, the new maps created, and the addition of an environment section.

Two new rustic roads are being proposed in Cloverly - Awkard Lane and Holly Grove Road (west of Norwood Road). We recommend that both roads be added as rustic roads as the two roads make up the Holly Grove African community. As you concluded, “More recent research has shown that there was a historic African American community in this area at least since the 1880s.” Both roads share similar characteristics of rustic roads. Both struggle even today with discrimination and gentrification. In the past two years, the community repelled attempts to create businesses in their residential area that would have diminished the rustic character of their community. Please include Awkard Lane along with Holly Grove Road as rural rustic roads.

We would like to see a section identifying road maintenance importance. Rustic Roads are like historic homes and often need repairs that are more costly to maintain their appearance as rustic rural roads.

Thank you for your work with rustic roads.

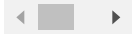
Quentin Remein, President
Cloverly Civic Association
301 421-1152

Email

Rustic Roads Program

Owner

 MCP...



Email

From

 Robert Tworkowski

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Rustic Roads Program

Date Sent

Date Received

12/9/2022 2:56 PM


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

Please review the attached correspondence and enter it into the record.

Thank you

BOB

Attachments

File Name	File Size (Bytes)	
December 9 Rustic Roads.docx	14,263	

1 - 1 of 1 (0 selected) Page 1

December 9, 2022:

To: Chair Jeff Zyontz and Commissioners

Re: Montgomery County Rustic Roads Program

My name is Robert Tworkowski and I live on a Rustic Road and also served on the Rustic Roads Committee for the better part of 5 years which also included chairing the committee for some of that time.

First off, I need to commend all the volunteers that have made this committee possible throughout the years. Their time, energy and unwavering commitment – I believe is underappreciated within the County system. And they should be supported and not be put into an adversarial role.

Their efforts are being directed towards exactly what everyone wants in this county – preserving a quality of life. I am aware that there are many different views on what a quality of life is – everyone has an opinion. But in this case – if our vistas, cultural heritage, farming, tourism are compromised – all of which the rustic roads program supports – these attributes will be lost – and we will have deprived the following generations from these valuable resources/opportunities and choices for the future.

The way I have observed interactions within this program – to simplify it at best – there appears to be a triangulation between - the Farm Community – DOT- and the Rustic Road Committee. In general I have heard the same outstanding items discussed rather consistently for years now – overall they're solutions are not insurmountable and many I believe we are already in agreement on. I think many of these outstanding items can be addressed just with better and more consistent communication.

I believe the direction of the Rustic Road Program would be best handled by paid full time staff (not political however) with the support of volunteers. To run the rustic roads program correctly it is a full-time job for several of its senior members. To coordinate, communicate and come to solutions – takes time, money, and resources to be successful.

I have a vision where we all can win and pass these valuable resources on to our children and live in harmony with our environment. We just need consistent communication and accountability. This is not an us verses them item. We can all be winners. We just need continue to build upon our successes and direct the correct resources to this endeavor. We can build a program that other Counties will aspire to and make Montgomery County an even more desirable place to live and raise our families in.

Thank you

Robert J. Tworkowski

16237 Batchellors Forest Road

Olney MD 20282

240-461-0750

----- Original Message -----

From: robert.wilbur@sdsu.edu <robert.wilbur@sdsu.edu>;

Received: Fri Dec 09 2022 06:22:30 GMT-0500 (Eastern Standard Time)

To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>; MCP-Chair # <mcp-chair@mncppc-mc.org>; <mcp-chair@mncppc-mc.org>;

Subject: Rustic Roads Master Plan Update

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

Mr. Jeff Zyontz, Chair, and Members of Montgomery County Planning Board:

We are writing to express our support for the Rustic Roads Master Plan Update with modifications as outlined in the written submissions and testimony of members of the Rustic Roads Advisory Committee. We also concur with the comments in support of the update offered by Caroline Taylor, Executive Director of Montgomery Countryside Alliance.

We live in the Ag Reserve and travel on rustic roads everyday. Our home is a short distance from West Old Baltimore Road and we use this road regularly for our walks and as a connector to the recently-completed expansion of the local trail system. This road is truly one of the jewels of the rustic roads program. It is historically significant as it has existed since the 1700s when it served as an important link to the western frontier. Its many features include beautiful tree canopies, views of farms and Sugarloaf Mountain, and a gravel section that includes one of the county's very last drive through stream crossings. Regardless of the season, this crossing, surrounded by tall woods, provides an unmatched experience.

One of us, Robert, has had the honor of serving on the Rustic Roads Advisory Committee. Based on that experience, we have to say that many of the statements made to the Planning Board by commodity farmers concerning the advisory committee and the rustic roads program do not ring true. Committee members are quite sensitive to the needs of farmers and recognize their importance and value to the county. Many times during his tenure, attempts by the committee to engage commodity farmers in efforts to understand and address their concerns were rebuffed.

Finally, twelve years ago we moved to Montgomery County from San Diego to be with family. San Diego is an enjoyable place to live, but we have come to love and appreciate Montgomery County for its many wonderful and special attributes, among which are its rustic roads and the program to protect and preserve them. San Diego has nothing comparable. When friends and family visit, one of their strongest and lasting impressions is our rustic roads and the stories they tell. One of our relatives was so impressed that she presented us with a sign playing off John Denver's iconic song that reads, "Take Me Home Rustic Roads." That simple statement says so much about the meaning and importance of the rustic roads program.

Montgomery County has something very special in its rustic roads. We strongly encourage the Planning Board to vote in favor of the Rustic Roads Master Plan Update and the modifications recommended by the Rustic Roads Advisory Committee.

Thank you for this opportunity to make our views known and for your service to our county.

Robert W. Wilbur

Elizabeth R. Wilbur
15428 Conrad Spring Road
Boys, MD 20841

----- Original Message -----

From: Robin Ziek <ziebra9@gmail.com>;

Received: Fri Dec 09 2022 13:32:17 GMT-0500 (Eastern Standard Time)

To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>; MCP-Chair # <mcp-chair@mncppc-mc.org>; <mcp-chair@mncppc-mc.org>;

Subject: Public hearing for the Rustic Roads Functional Master Plan Update

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

December 9, 2022

Dear Chairman Zyontz and Members of the Planning Board:

Thank you, first of all, for stepping up when the County needed you. The Planning Board serves a vital function and Montgomery County residents look to you to balance the varying needs and wishes (sometimes conflicting) of us all.

I am a longtime resident of Montgomery County and I have done my best to provide service to the county in various positions: in Takoma Park managing the construction side of their housing rehab program; in the City of Rockville, as a Historic Preservation Planner supporting owners of historic properties in their stewardship of these private resources that also serve the wider public; and for Montgomery County, as Historic Preservation staff for many years. I have worked alongside several of you through the years, for which I'm grateful.

And I volunteered for, and served on, the Rustic Roads Advisory Board while its guidelines were being drafted. I am therefore familiar with the program, and with its limitations (strictly advisory) and its importance in the county - providing an opportunity for the presentation and discussion of different perspectives. Just from that point of view, the Rustic Roads program is amazing. The program acknowledges the public realm – that our roads have character and affect our daily experiences. Anyone in the county can live history through our public roads and one doesn't actually have to own a particular historic property.

Please know that our community nominated Bentley Road as a rustic road many years ago, including with support from the Sandy Spring Museum. Bentley Road residents worked with our larger community and county staff on the 2015 Sandy Spring Rural Village Master Plan. Both Bentley and Meeting House Roads were fully reviewed for their rustic and exceptional rustic classifications. They meet the criteria.

Sandy Spring is one of the important Rural Villages in the county. Redevelopment that we see along MD 108 has occurred within the framework of the adopted Master Plan while the character of Bentley and Meeting House Roads remains the same. The experience of moving off of the main road onto either road is an experience of moving into the past. It is a public value.

Our community accepts change but not destruction. One's experience on both rustic roads is enhanced by turning off of our busy Main Street and falling deeper and deeper into history. MCDOT may complain that mixed use zoning along 108 at the ends of Bentley and Meeting House Roads isn't rustic, but what are the implications of fragmenting the street for rustic or exceptional reviews? Won't that permit more dislocation of your experience by removing consideration of the historic character of these roads, providing an abrupt line where non-rustic standards will be applied 500' further down these roads? This will further degrade the historic character of both Bentley and Meeting House Roads.

My husband and I live in the oldest house associated with the Bentley family (Bloomfield, ca. 1790). The street has seen the addition of homes to the original 100 acre property, and the magic of turning onto Bentley Road remains. I still remember coming onto Bentley Road for the first time, leaving the traffic behind and passing between open fields and woods before entering the canopy of trees that hangs over the street. Beyond this, we find the three historic properties associated with the Bentleys and the local Quaker history. All this remains intact after the 26 years that we've been here.

Why is MCDOT trying to say that Dedicated But Unmaintained (DBU) roads shouldn't be in the Rustic Roads program? The DBU portions of Bentley Road are still open to the public and provide a sense of the past. These are truly "rustic." I note that MCDOT participated in the master plan process and did not bring up the DBU issue at that time. The council gave its approval and the public has expectations based on that. It's just not appropriate to make these changes in this amendment format.

My biggest fear is that the county might fragment our rustic roads into little designated pieces and therefore put the entire public experience of our history at risk. The Historic Preservation recommendations in the Implementation section of the plan are excellent and should be emphasized more. Perhaps these recommendations should be moved from the Implementation chapter to the body of the plan before the road recommendations as they apply across the board.

Please note that the individual road recommendations that begin on page 41 will not be useful to the plan immediately upon adoption and so, could be moved to an appendix and replaced with the individual road profiles that are currently in an appendix.

Further, I definitely support testimony submitted by Montgomery Preservation Inc that this master plan should include and adopt the Secretary of the Interior definitions for Preservation, Rehabilitation, Restoration and Reconstruction. Include that actual text (<https://www.ecfr.gov/current/title-36/chapter-I/part-68>) in the master plan. This is guidance designed for all professionals and is just plain useful.

Finally, given my experience on the Rustic Roads Advisory Committee, I need to say that the bridge section of the master plan appears to have been written to assure that historic bridges are all replaced with standard highway bridges! This is exactly the opposite of the purpose of the Rustic Roads Program. We are all concerned with safety, and this need not be accomplished by sacrificing the character and experience of our historic public roads. Historic bridges can be preserved and rehabilitated (and with the assistance of federal funding). New bridges can be designed to match the scale of the rustic roads. Our county public realm is worth the extra thought.

Thank you for your consideration of my comments. Sincerely,
Robin Ziek, at 18000 Bentley Road, Sandy Spring, MD 20860

Email

Rustic Roads Comments

Owner

 MCP...



Email

From

 director@heritagemontgomery.org

To

 <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

Cc

Bcc

Subject

Rustic Roads Comments

Date Sent

Date Received

12/9/2022 11:37 AM

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

Please find our comments attached.

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Sarah L. Rogers
Executive Director, Heritage Montgomery
(301) 515-0753 | director@heritagemontgomery.org
www.heritagemontgomery.org

P.O.Box 10237, Gaithersburg, MD 20898



The Impact of Maryland Heritage Areas

\$19.8 million in state and local taxes generated

\$4.45 Return on Investment for Every Dollar of State Grant Funds

3,146 Jobs Created

\$7.78 Leveraged by Every Dollar of State Grant Funds (\$6.78 of which is non-state support)

Source - The Economic Impact of Maryland Heritage Areas, FY 2018

Attachments



December 9, 2022

Jeff Zyontz, Chair
Montgomery County Planning Board
2425 Reedie Drive, 14th Floor
Wheaton, MD 20902

RE: Public hearing for the Rustic Roads Functional Master Plan Update

Dear Chairman Zyontz and Members of the Planning Board:

I have reviewed the Montgomery County Department of Transportation comments submitted on the Rustic Roads Functional Master Plan, and I have some concerns about the potential for inadvertent damage to these irreplaceable historic assets we hold in trust for the public. Below are a few points that add to my earlier testimony.

First, I see questions about Rustic Bentley Road and Exceptional Rustic Meeting House Roads. These roads are included in the Heritage Montgomery African American History Driving Tours and other tour site descriptions. These highly historic and outstanding roads should remain in the program for their entire lengths and continue to be fully protected by it.

Second, MCDOT's comments and the Public Hearing Draft Master Plan both contain damaging language and recommendations about the small, historic bridges along these roads. These bridges are arguably the most valuable aspect of the Rustic Roads. They MUST be protected.

Before the first work session in January, I would like to host a joint meeting with planning staff to work through these bridge issues. It would be important to include RRAC representatives, historic preservation staff and representatives, MCDOT and other stakeholders. We need to revise the plan language and review MCDOT's comments. The intended outcome would be a list of bridges that must be preserved, and for those bridges that are not historic, unusual or narrow, a menu of acceptable recommendations.

Unrelated to the MCDOT comments, during the October presentation to the Planning Board, I heard Board members direct staff to create a new Policy Recommendations section prior to the Road Recommendations, and to move the recommendations in the Implementation chapter to Policy Recommendations. A Board member noted that the Road Recommendations would be a logical result of those Policy Recommendation. My notes say that recommendations numbered 1-24 were identified, but in a later part of that presentation, more recommendations were found in the chapter. This seems like an important revision. When will that be done?

Last, several people have asked me why the Road Recommendations don't have the maps, histories and other excellent information about the individual roads contained in the 1996 master plan. I understand that these descriptions have been banished to an appendix. Since these are the single most requested and referenced items in the master plan, I ask that you add them to the body of the plan.

I look forward to meeting with your staff so that we are able to bring strong bridge recommendations to you in January.

Best wishes,

A handwritten signature in black ink, appearing to read "Sarah L. Rogers", followed by a long horizontal line extending to the right.

Sarah L. Rogers
Executive Director
Heritage Montgomery

----- Original Message -----

From: susanjamison3@gmail.com <susanjamison3@gmail.com>;

Received: Fri Dec 09 2022 17:34:02 GMT-0500 (Eastern Standard Time)

To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>; MCP-Chair # <mcp-chair@mncppc-mc.org>; <mcp-chair@mncppc-mc.org>;

Subject: Fwd: Rural And Rustic Roads Advisory Committee Changes

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

Greetings,

I am respectfully writing you to voice my strong disapproval of the proposed changes to the Rural & Rustic Advisory Committee which would 1) add two more non-farming committee members thereby raising the board members from 7 to 9 and 2) eliminate the requirement that the 4 farmer members make at least 50% of their income from farming.

We need and deserve a strong voice from our farmers on this Committee. My husband Robert Jamison is a life-long large crop farmer in Montgomery County. We live in Poolesville MD. I recognize the importance of any governmental action which impacts the safety of our rural roads, specifically road widths, visibility, and removal of unsafe shrubbery and tree overhangs. These safety issues are significant for farmers who have to operate very large machinery on these roads as well as the many other drivers, UPS trucks, pedestrians, and bicyclists who increasingly are using our rural roads. Add high school track team members to that list if you are looking at my own very windy narrow road and the roads near it.

Since 1081, Park and Planning has done all it can to advance agriculture in the county. Park and Planning should stand behind farmers being a meaningful voice on this Committee. Given the large number of acres zoned agriculture, it is imperative that large scale grain farmers be afforded road conditions which make their work as safe as possible for themselves and for the other people on the roads.

Farmers are the best and most qualified people to give intelligent input concerning the safety and sustainability of the rural roads on which they operate their very large machinery. It is the career farmers who best understand the dangers of operating large combines and other machinery on rural roads which are not well maintained or which are too narrow. It is farmers who have the harrowing task of safely moving their very large equipment on roads increasingly trafficked by bikers, UPS trucks, travellers to wineries, breweries, wedding venues and camps. The government should be listening to the voice of these farmers instead of moving to eliminate their voices.

Large scale crop farmers are the only group which can farm the massive number of acres in agriculture in Montgomery County. And large scale crop farmers require very large equipment to do their job. They deserve decent roads and a strong, even if minority, voice on the Committee. The safety concerns which these farmers understand and appreciate, mandate this as well.

It has been said that there are not enough farmers who are interested in serving but I understand that highly qualified bona fide farmers have been turned down from serving on the committee. Such a complaint is unfounded but can easily be met with regulations which allow for less qualified individuals to serve IF less qualified bona fide farmers do not apply.

Thank you for listening,

Susan Jamison
16200 Edwards Ferry Road
Poolesville MD 20837
301 525 1555

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----- Original Message -----

From: Melanie Kurimchak <mgkchak@gmail.com>;

Received: Mon Dec 12 2022 10:47:04 GMT-0500 (Eastern Standard Time)

To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>; MCP-Chair # <mcp-chair@mncppc-mc.org>; <mcp-chair@mncppc-mc.org>;

Subject: Testimony for Montgomery County's Rustic Roads

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

Dear Planning Board,

I'm writing in support of the Rustic Roads Program. My husband, son (6), daughter (2.5), and I live on Prices Distillery Road in Clarksburg. We moved here five and a half years ago from the congestion of Clarksburg Town Center, just a few minutes down the road.

I've been fortunate to work from home for as long as we've lived here, and providing my children with the benefits of living in the country is a testament to why we chose this property, lovingly dubbed 'Silver Maple Acre.' A quick walk down the road takes us past gorgeous corn fields and into the woods on a gravel road that leads right to a drive-thru creek. Looking out at the beautiful pasture next door or walking or riding along the beautiful stretches of mature, tree-lined roads and sprawling fields on roads like Prices Distillery, Lewisdale, Haines, Mountain View, and Purdum is a literal breath of fresh air.

Growing up in Olney, my friends and I regularly traveled to rustic roads in my school years before we even understood their importance. We'd drive through Brookeville or out to Rocky Rd. Or, we'd head to Gregg Rd and look at the farmhouses or on Brighton Dam Road to drive over an actual dam. It shows on an intrinsic level how important these features are to humans, even when we don't realize them.

As the county continues to develop, I see these hundred-year-old trees toppled and pastures replaced with hundreds of roofs. Yet, these historic, rustic roads provide a crucial respite for those who live in or travel through Montgomery County.

Please maintain and bolster this vital program.

Melanie and Steve Kurimchak
12930 Prices Distillery Rd.
Clarksburg, Maryland 20871

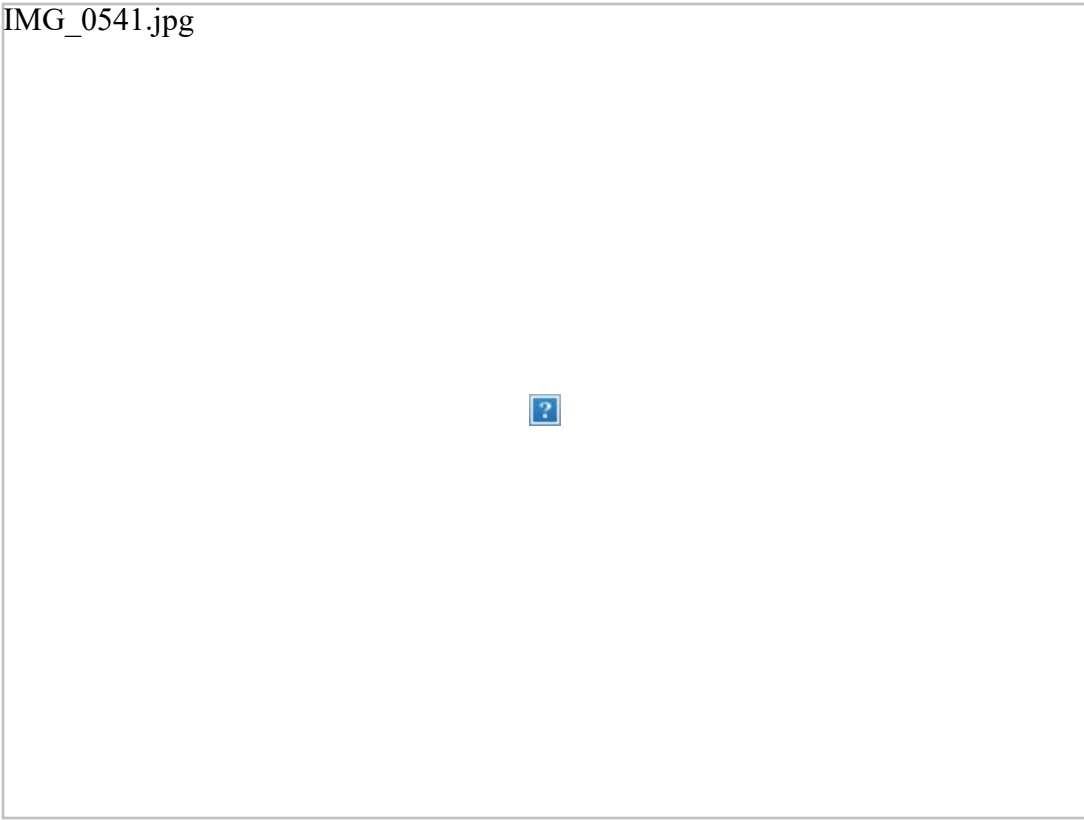


A corn field along Prices Distillery Rd at Sunset headed towards Hains Rd.



A rainbow over the cornfields on Prices Distillery Rd, facing NE.

IMG_0541.jpg



Blue skies on Prices Distillery Rd, flanked by corn fields.