

Montgomery Planning  
**RESOLUTION OF ADOPTION  
FOR THE RUSTIC ROADS  
FUNCTIONAL MASTER PLAN UPDATE**



*Exceptional Rustic Davis Mill Road*

The Planning Board will review changes made to the Rustic Roads Functional Master Plan Update through the County Council review and approval process and approve the Resolution of Adoption for transmission to the full Commission.

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## MASTER PLAN INFORMATION

### Lead Planners

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### Report Date

November 29, 2023

### Planning Board Information

MCPB  
Item No. 12  
12-07-2023



## SUMMARY

This document contains the following information:

- A recommendation to approve the Resolution of Adoption of the Rustic Roads Function Master Plan Update to be transmitted to the Full Commission
- A list of plan topics discussed and amended through the County Council review and approval process

## PLAN STATUS

The Rustic Roads Functional Master Plan Update (“RRFMP Update”) is the first comprehensive update to the Rustic Roads Functional Master Plan since the original plan was approved in 1996. The RRFMP Update had two main purposes:

- 1) to consider roads that had been nominated for inclusion in the Rustic Roads Program, and
- 2) to provide the necessary details for several roads that are currently in the program but had incomplete descriptions.

This plan also considered the programs and policies instrumental in the implementation of the program.

On February 9, 2023, the Planning Board voted to approve the Planning Board Draft of the RRFMP Update and to transmit the plan to the County Council. The Planning Board Draft was transmitted to the County Council on February 24, 2023. After receiving the Planning Board Draft, the following has occurred:

- 1) The County Council held a public hearing on April 18, 2023.
- 2) At the request of Council staff, the Montgomery County Planning Board voted on May 11, 2023, to recommend the introduction of a bill to enact revisions to Chapter 49 regarding the composition and duties of the Rustic Roads Advisory Committee as recommended in the Planning Board Draft of the RRFMP Update; the request was transmitted on May 17, 2023 and the bill was designated Bill 30-23.
- 3) The County Council introduced Bill 30-23 on June 20, 2023.
- 4) The County Council held a public hearing on Bill 30-23 on July 11, 2023.
- 5) The Transportation and Environment (T&E) Committee held work sessions on the RRFMP Update and Bill 30-23 on July 17, 2023, and voted unanimously to approve the master plan and the bill, both with amendments.
- 6) The full County Council held a work session on July 25, 2023, to review and vote on the T&E Committee’s recommended amendments to the RRFMP Update and Bill 30-23.
- 7) The full County Council voted unanimously on a resolution to approve the Rustic Roads Functional Master Plan Update and Bill 30-23 with amendments on July 25, 2023.
- 8) Bill 30-23 became effective on November 6, 2023.

To fully adopt the RRFMP Update, the Montgomery County Planning Board is required to vote on a Resolution of Adoption, and then transmit the resolution to the Full Commission for approval of a Resolution of Adoption. The Montgomery County Planning Board Resolution of Adoption is Attachment A. The County Council Resolution of Approval is Attachment B.

## COUNTY COUNCIL PLAN AMENDMENTS

The County Council approved the Rustic Roads Functional Master Plan Update with the following amendments:

- 1) Reclassify Frederick Road (MD 355) between MD 109 and the Frederick County line from Rustic Road to Country Connector.
- 2) Reclassify Bentley Road from MD 108 to the Sandy Spring Museum entrance as a Country Road, not a Rustic Road.
- 3) Reclassify the northernmost 300' of Meeting House Road as a Country Road, not an Exceptional Rustic Road.
- 4) Classify Holsey Road as a Country Road, not a Rustic Road.
- 5) Do not reclassify Elton Farm Road from a Rustic Road to an Exceptional Rustic Road.
- 6) Revise Recommendation #2 to note that rustic roads will receive a level of maintenance to allow for safe travel for all users of the roads, and for operators of agricultural equipment in particular.
- 7) Note that the road and lane widths described in the Plan are approximations.
- 8) Delete the “Rustic Roads Advisory Committee Changes” section from the Planning Board Draft because the approval of Bill 30-23 makes the recommendations unnecessary.

In addition to these amendments, the Council recommended that, over the next year, Montgomery County DOT comprehensively review the Rustic Roads Program Method 2 Executive regulation—in consultation with Planning staff, the Rustic Roads Advisory Committee, the Agricultural Advisory Committee, and other stakeholders—and bring a revised regulation back to the Council in 2024.

## STAFF RECOMMENDATION

Approve the Montgomery County Planning Board’s Resolution of Adoption for Transmittal to the Full Commission.

## NEXT STEPS

After the Planning Board’s approval, the Full Commission will review the Resolution of Adoption at their December 20 meeting.

## ATTACHMENTS

- Attachment A: MCPB Resolution Number 23-123, M-NCPPC Resolution Number 23-26
- Attachment B: Montgomery County Council Resolution 20-267
- Attachment C: Bill 30-23 Enacted

**DRAFT NOT YET ADOPTED**

**MCPB NO. 23-123**

**M-NCPPC NO. 23-26**

**RESOLUTION**

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of the Land Use Article of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *Thrive Montgomery 2050*; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to procedures set forth in the Montgomery County Code, Chapter 33A, held a duly advertised public hearing on November 17, 2022 on the Public Hearing Draft of the *Rustic Roads Functional Master Plan Update*, being a comprehensive amendment to the *Rustic Roads Functional Master Plan* (1996) and the *Rustic Roads Functional Master Plan, Clarksburg Master Plan, Hyattstown Special Study Area, Boyds Master Plan & Gaithersburg Vicinity Master Plan Amendment* (2004), being also an amendment to portions of the following functional master plans: the *Master Plan of Highways & Transitways* (2018), the *Bicycle Master Plan* (2018), and *Thrive Montgomery 2050* (2022); and to portions of the following area master plans: the *Clarksburg Master Plan & Hyattstown Special Study Area* (1994), the *Fairland Master Plan* (1997), the *Cloverly Master Plan* (1997), the *Sandy Spring/Ashton Master Plan* (1998), the *Potomac Subregion Master Plan* (2002), the *Olney Master Plan* (2005), the *Damascus Master Plan* (2006), the *Great Seneca Science Corridor Master Plan* (2010), the *Ten Mile Creek Area Limited Amendment* (2014), the *Sandy Spring Rural Village Plan* (2015), the *MARC Rail Communities Sector Plan* (2019), and the *Ashton Village Center Sector Plan* (2021); and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on February 9, 2023, approved the Planning Board Draft of the *Rustic Roads Functional Master Plan Update*, recommended that it be approved by the Montgomery County Council sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County (the “Montgomery County District Council”), and forwarded it to the Montgomery County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board Draft of the *Rustic Roads Functional Master Plan Update* and forwarded those recommendations and analysis to the Montgomery County District Council on April 28, 2023; and

WHEREAS, the Montgomery County District Council held a public hearing on April 18, 2023, wherein testimony was received concerning the Planning Board Draft of the *Rustic Roads Functional Master Plan Update*; and

WHEREAS, the District Council, on July 25, 2023 approved the Planning Board Draft of the *Rustic Roads Functional Master Plan Update* subject to the modifications and revisions set forth in District Council Resolution No. 20-267.

NOW, THEREFORE BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt the said *Rustic Roads Functional Master Plan Update*, together with *Thrive Montgomery 2050*, as amended, and as amendment to portions of the following functional master plans: the *Master Plan of Highways & Transitways* (2018), the *Bicycle Master Plan* (2018), the *Rustic Roads Functional Master Plan* (2023); as well as to portions of the following area master plans: the *Clarksburg Master Plan & Hyattstown Special Study Area* (1994), the *Fairland Master Plan* (1997), the *Cloverly Master Plan* (1997), the *Sandy Spring/Ashton Master Plan* (1998), the *Potomac Subregion Master Plan* (2002), the *Olney Master Plan* (2005), the *Damascus Master Plan* (2006), the *Great Seneca Science Corridor Master Plan* (2010), the *Ten Mile Creek Area Limited Amendment* (2014), the *Sandy Spring Rural Village Plan* (2015), the *MARC Rail Communities Sector Plan* (2019), and the *Ashton Village Center Sector Plan* (2021); and as approved by the District Council in the attached Resolution No. 20-267; and

BE IT FURTHER RESOLVED, that copies of said *Rustic Roads Functional Master Plan Update* must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court for both Montgomery and Prince George’s Counties, as required by law.

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This is to certify that the foregoing is a true and correct copy of Resolution No. 23-123 adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission at its regular meeting held on Thursday, December 7, 2023 in Wheaton, Maryland on motion of Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, with a vote of \_\_\_ to \_\_\_, Commissioners \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_, voting in favor of the motion.

\_\_\_\_\_  
 Artie Harris, Chair  
 Montgomery County Planning Board

This is to certify that the foregoing is a true and correct copy of Resolution No. 23-26, adopted by The Maryland-National Capital Park and Planning Commission on motion of Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, with Commissioners \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, voting in favor of the motion, at its meeting held on Wednesday, December 20, in Riverdale, Maryland.

\_\_\_\_\_  
 Executive Director

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Approved for Legal Sufficiency      Date  
Office of the General Counsel, M-NCPPC  
Name:

Resolution No.: 20-267  
Introduced: July 25, 2023  
Adopted: July 25, 2023

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND**

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By: County Council

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**SUBJECT: Approval of Rustic Roads Functional Master Plan Update**

1. On February 24, 2023, the Montgomery County Planning Board transmitted to the County Executive and the County Council the February 2023 Planning Board Draft of the Rustic Roads Functional Master Plan Update.
2. The February 2023 Planning Board Draft of the Rustic Roads Functional Master Plan Update contains the text and supporting maps for a comprehensive amendment to the approved and adopted 1996 *Rustic Roads Functional Master Plan*, as amended. It also amends the *Master Plan of Highways & Transitways*, as amended, and *Thrive Montgomery 2050* (2022). This plan also amends the following area master plans, as amended: *Clarksburg Master Plan & Hyattstown Special Study Area* (1994), *Fairland Master Plan* (1997), *Cloverly Master Plan* (1997), *Sandy Spring/Ashton Master Plan* (1998), *Potomac Subregion Master Plan* (2002), *Olney Master Plan* (2005), *Damascus Master Plan* (2006), *Great Seneca Science Corridor Master Plan* (2010), *10 Mile Creek Area Limited Amendment* (2014), *Sandy Spring Rural Village Plan* (2015), *MARC Rail Communities Sector Plan* (2019), and the *Ashton Village Center Sector Plan* (2021).
3. On April 18, 2023, the County Council held a public hearing on the February 2023 Planning Board Draft of the Rustic Roads Functional Master Plan Update, which was referred to the Council’s Transportation and Environment Committee for review and recommendations.
4. On July 17, 2023, the Transportation and Environment Committee held a work session to review the February 2023 Planning Board Draft of the Rustic Roads Functional Master Plan Update.
5. On July 25, 2023, the County Council reviewed the February 2023 Planning Board Draft of the Rustic Roads Functional Master Plan Update and the recommendations of the Transportation and Environment Committee.



41 **Action**

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43 The County Council for Montgomery County, Maryland, sitting as the District Council for that  
44 portion of the Maryland-Washington Regional District in Montgomery County, Maryland,  
45 approves the following resolution:

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47 The Planning Board Draft of the Rustic Roads Functional Master Plan Update, dated February  
48 2023, is approved with revisions. County Council revisions to the Planning Board Draft of the  
49 Rustic Roads Functional Master Plan Update are identified below. Deletions to the text of the  
50 Plan are indicated by [brackets], additions by underscoring.

51  
52 All page references in this section are to Volume I: The Plan of the February 2023 Planning  
53 Board Draft of the Rustic Roads Functional Master Plan Update.

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55 Page 6           Revise the third paragraph of the “Rustic Roads Program in County Code” section  
56 as follows:

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58                   Article 8 also defines the membership and duties of the Rustic Roads Advisory  
59 Committee. The committee is currently composed of [seven] nine citizen  
60 members appointed by the County Executive and confirmed by the County  
61 Council. [In an effort to increase the diversity of the Committee, this plan  
62 recommends increasing the membership to nine and reconfiguring the  
63 membership criteria. See the Implementation chapter for more details about the  
64 proposed membership changes.] The RRAC reviews and advises the County  
65 Executive, County Council, Planning Board, Montgomery County Department of  
66 Transportation, Department of Permitting Services, and other county agencies on  
67 matters concerning rustic roads. Members review and comment upon roadway  
68 classifications, policies, subdivision applications, and regulations and promote  
69 public awareness of the Rustic Roads Program.

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71 Page 10          Revise the first sentence of the second paragraph in the “Thrive Montgomery  
72 2050” section as follows:

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74                   [The current draft of] *Thrive Montgomery 2050* maintains agriculture as the  
75 primary land use in the Agricultural Reserve but supports maximizing the benefits  
76 of the Reserve to all county residents by providing numerous opportunities for  
77 outdoor recreation and agritourism.

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79 Page 11          Remove the last sentence:

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81                   [The SRT also included a walking tour along rustic Frederick Road in  
82 Hyattstown.]

83  
84 Page 15          Revise the last sentence of the “Equity” section as follows:

85

86 [Changes] Due to recommendations in earlier drafts of this plan, the County  
 87 Council enacted changes to the membership criteria for the Rustic Roads  
 88 Advisory Committee [proposed in this plan are] intended to increase the diversity  
 89 of the Committee.

90  
 91 Page 22 Revise the first sentence under “(2) Is a narrow road intended for predominantly  
 92 local use” as follows:

93  
 94 The roadway width for roads that are recommended as rustic varies from 10 feet  
 95 for a small gravel road such as Tschiffely Mill Road to [22] 24.5 feet for Old  
 96 Hundred Road (MD 109).

97  
 98 Page 22 Revise the final paragraph on page 22 as follows:

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 100 The 1996 RRFMP established a general guideline of a maximum of 3,000 trips  
 101 (specified as “average annual daily traffic” or AADT) for a rustic road, although  
 102 other criteria can have more weight when classifying the roads. [A few existing  
 103 rustic roads have counts higher than this, notably those in the Potomac Subregion,  
 104 where some roads have higher counts due to the two-lane road policy in that  
 105 area.] The five roads in the program at the outset of this master plan update that  
 106 exceed 3,000 AADT are shown in Table 1.

107  
 108 Page 23 Revise the text following Table 1, Roads with High Traffic Counts, as follows:

109  
 110 In part due to their high traffic counts, this plan removes Frederick Road and a  
 111 segment of Old Hundred Road from the Rustic Roads Program. [These] The  
 112 traffic counts [and the road segments they apply to] for these two roads are  
 113 discussed in the [individual road profiles] individual road recommendations; Glen  
 114 Road is discussed below.

115  
 116 Page 23 Revise the first sentence of the third paragraph as follows:

117  
 118 The rustic segment of Glen Road has [one of] the highest traffic count[s] of the  
 119 rustic roads, with a 2019 AADT count of [5031] 5,031 trips, which is  
 120 considerably higher than the 3,000-trip threshold used in the 1996 *Rustic Roads*  
 121 *Functional Master Plan*.

122  
 123 Page 26 Revise the second sentence of the paragraph between Tables 2 and 3 as follows:

124  
 125 Out of the 19 nominated roads not removed from consideration, [only Riding  
 126 Stable Road, the nominated section of Brighton Dam Road,] three roads and one  
 127 portion of Kings Valley Road are not recommended as rustic or exceptional  
 128 rustic.

129  
 130 Pages 26-27 Revise the following row in Table 3, Recommendations for Nominated Roads:

131

Road Name	Area	Extents	Recommendation
Holsey Road	Damascus	Ridge Road (MD 27) to end of county maintenance	[Rustic] <u>Do not designate rustic</u>

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- Page 28      Revise the first sentence of the “Roads with No Major Changes” section as follows:
- [Thirty-three] Thirty-one of the 99 roads currently in the program have only minor changes that do not affect their designation in the program or change any significant features.
- Pages 28-29      Revise Table 4, Roads with No Major Changes, to remove Bentley Road and Meeting House Road.
- Pages 29-30      Revise Table 5, Extent Changes for Existing Rustic Roads, to add the following rows:

Road Name	Extent Changing	Old Extent	New Extent
<u>Bentley Road</u>	<u>Southern</u>	<u>Olney-Sandy Spring Road (MD 108)</u>	<u>Sandy Spring Museum entry drive</u>
<u>Meeting House Road</u>	<u>Northern</u>	<u>Olney-Sandy Spring Road (MD 108)</u>	<u>CRN/R-200 boundary on the east side of the road</u>

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- Pages 30-31      Revise Table 6, Rustic Roads with Incomplete Descriptions, for Frederick Road (MD 355) as follows:

Road Name	Classification	Extents	Notes
<i>Clarksburg Master Plan and Hyattstown Special Study Area (1994)</i> (pp. 126-130 and appendix pp. 34-42)			
Frederick Road (MD 355)	Rustic	Between recommended Hyattstown Bypass intersections	[In Hyattstown Historic District] <u>Recommended for removal</u>

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- Page 31      Revise the first sentence as follows:
- Complete road profiles were written for each of these roads recommended to remain in the program and the blue page symbol shown above appears at the top of the profile.
- Page 32      Revise the first sentence of the second full paragraph as follows:

159 [Two] Three roads lacking a complete description, Frederick Road, Link Road,  
 160 and Boswell Lane, are recommended for removal from the program as discussed  
 161 [below] in the recommendations for individual roads.  
 162

163 Pages 32-33 Revise Table 7, Roads with Changes to Significant Features, to add the following  
 164 row:  
 165

Road Name	Master Plan
<u>Elton Farm Road</u>	<u>Rustic Roads</u>

166  
 167 Pages 33-34 Revise Table 8, Rustic Roads Recommend as Exceptional Rustic, to remove Elton  
 168 Farm Road.  
 169

170 Page 34 Revise the final sentence of the paragraph under Roads to Be Removed from the  
 171 Program as follows:  
 172

173 These roads are shown in Table [7] 9 along with their recommended classification  
 174 from [the current road code types;] the *Complete Streets Design Guide*  
 175 [recommendation is also shown].  
 176

177 Page 34 Revise the title of Table 9, Roads Currently Recommended to Be Removed from  
 178 the Program as follows:  
 179

180 Table 9, Roads [Currently Recommended] to Be Removed from the Program  
 181

182 Remove the “Recommended Classification” column.  
 183

184 Revise Table 9 to add or revise the following rows:  
 185

Road Name	Master Plan	Current Designation	Complete Streets Design Guide Class.
<u>Frederick Road (MD 355)</u>	<u>Clarksburg</u>	<u>Rustic</u>	<u>Country Connector</u>
<u>Link Road</u>	<u>Cloverly</u>	<u>Rustic</u>	[Unclassified] <u>Country Road</u>

186  
 187 Page 35 Revise Figure 4, Rustic Roads as Recommended, to reflect the final status of  
 188 roads in the plan.  
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190 Pages 36-43 Revise Table 10, Summary of Criteria Evaluation of Existing and Nominated  
 191 Rustic Roads, as follows:  
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193 Revise the third column header of Table 10 as follows:  
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195 Natural, agricultural, or historic features are predominant; compatible land use  
 196 goals and zoning

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Revise the following rows in Table 10:

Adopted as Rustic (R) or Exceptional Rustic (E)	Road Name	Rustic						Exceptional Rustic		
		Natural, agricultural, or historic features are predominant	Narrow, intended for local use	Traffic volume consistent with rustic road	Has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys	Has outstanding vistas of farm fields and rural landscape or buildings	Provides access to historic resources, follows historic alignments, or highlights historic landscapes	Crash history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Has unusual features found on few other roads in the county
R	Bentley Road: <u>Sandy Spring Museum entry drive to end of road</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
[E] R	Elton Farm Road	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
[R]	Frederick Road (MD 355): Old Hundred Road (MD 109) to Frederick County line	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
[R]	Holley Road	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
E	Meeting House Road: [Olney-Sandy Spring Road (MD 108)] CRN/R-200 boundary on east side of road to end of county maintenance	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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Pages 44-45 Revise the following rows in Table 11, Exceptional Rustic Road Classifications:

Road Designation	Road Name	Limits	Min. ROW Width
[E-28	Elton Farm Road	Entire road: Howard Chapel Road to end of road	80'
E-34	Meeting House Road	[Olney-Sandy Spring Road (MD 108)] CRN/R-200 boundary on the east side of the road to end of county maintenance	60'

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Update all Road Designations as appropriate.

Pages 45-48 Revise the following rows in Table 12, Rustic Road Classifications:

<b>Road Designation</b>	<b>Road Name</b>	<b>Limits</b>	<b>Min. ROW Width</b>
R-78	Bentley Road	[Entire road: Olney-Sandy Spring Rd (MD 108)] <u>Sandy Spring Museum entry drive</u> to end of the road	70'
R-?	<u>Elton Farm Road</u>	<u>Entire road: Howard Chapel Road to end of road</u>	<u>70'</u>
[R-54	Frederick Road (MD 355)	Old Hundred Road (MD 109) to Frederick County line	80']
[R-68	Holsey Road	Entire road: Ridge Road (MD 27) to end of county maintenance	70']

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Update all Road Designations as appropriate.  
Page 49 Add the following rows to Table 13, Other Roadway Classification:

<b>Map Key</b>	<b>Road Name</b>	<b>Limits</b>	<b>Min. ROW Width</b>
Country Connector			
CC-?	Frederick Road (MD 355)	Old Hundred Road (MD 109) to Frederick County line	60'
Country Road			
CR-?	Bentley Road	Olney-Sandy Spring Rd (MD 108) to Sandy Spring Museum entry drive	70'
CR-?	Holsey Road	Entire road: Ridge Road (MD 27) to end of county maintenance	70'
CR-?	Meeting House Road	Olney-Sandy Spring Rd (MD 108) to the CRN/R-200 boundary on the east side of the road	60'

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Update all Map Keys as appropriate.  
Page 50 Revise Figure 5, Roadway Classifications, to reflect the final status of roads in the plan.  
Page 51 Revise the “Rustic Roads Advisory Committee” section to reflect the changes approved by Bill 30-23.  
Page 52 Remove the final sentence from the “Rustic Roads Advisory Committee” section:  
[See the recommendations below for proposed changes to the Committee’s membership and defined responsibilities.]  
Page 53 Revise under Recommendation 2 the first sentence of the proposed Executive regulation text, as follows:

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*A rustic or exceptional rustic road will receive the level of maintenance as necessary to ensure its continued viability as a transportation facility and to allow for safe travel by all users of the road, and by agricultural equipment in particular.*

Pages 58-59 Remove the “Rustic Roads Advisory Committee Changes” section. Renumber any recommendations that follow this section.

Page 64 Remove the “Appendixes” heading from above the Individual Road Recommendations section so that it is the final section of the previous chapter rather than a plan appendix.

Page 66 Revise the first recommendation for Batchellors Forest Road as follows:

Update western extent to the Washington Christian Academy entry drive. Reclassify the segment between Georgia Avenue and the entry drive as a neighborhood connector.

Page 68 Revise recommendation for Bentley Road as follows:

[No new recommendations.]

Recommendation:

- Update southern extent to the Sandy Spring Museum entry drive (approximately 265 feet north of Olney-Sandy Spring Road [MD 108]). Reclassify Bentley Road as a country road south of the museum entry drive.

For the first 200 feet north of MD 108, the property on the west side of Bentley Road is in the CRN zone. It is occupied by a gas station, food market, and auto mechanic shop, with the latter two in a three-story building resembling a small office building. There is concrete curbing along the gas station property. Immediately to the north of the service station, the land is zoned RE-1 and within the Sandy Spring/Ashton Rural Village Overlay zone.

The Sandy Spring Museum entry drive is on the east side of Bentley Road approximately 265 feet north of the center of its intersection with MD 108. This is the only vehicular entrance to the museum’s parking lot, which currently has 35 spaces but has been approved for a total of 47. A new exit-only connection from the Sandy Spring Museum parking lot onto Bentley Road has been approved approximately 600 feet north of MD 108. The museum property and the remainder of the properties along Bentley Road north of the service station are in the RC zone.

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 275                   The new northern exit point from the parking lot is only expected to be  
 276                   used to assist with circulation for occasional events and is not expected to  
 277                   generate large volumes of traffic on a regular basis. On the other hand, the  
 278                   CRN zoning, the service station and office building, and the presence of  
 279                   concrete curbing on the southernmost segment of the road indicate a land  
 280                   use and zoning designation that are incompatible with rural character.  
 281                   Although the Sandy Spring Museum does not generate much daily traffic,  
 282                   the many events throughout the year indicate that the initial segment of the  
 283                   road is not intended only to serve local traffic. The rustic road should  
 284                   begin past the museum entry drive. The segment south of the entry drive  
 285                   should be reclassified as a country road.

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 287 Page 68           Revise recommendation for Boswell Road as follows:  
 288  
 289                   Remove the road from the Rustic Roads program. Reclassify Boswell Road as a  
 290                   neighborhood connector.

291  
 292 Page 69           Revise the final sentence of the Boswell Road recommendation as follows:  
 293  
 294                   The road should be reclassified [primary residential] as a neighborhood  
 295                   connector.

296  
 297 Page 70           Revise the first recommendation for Brookeville Road as follows:  
 298  
 299                   Update eastern extent to new roundabout at the Brookeville Bypass. Reclassify  
 300                   the segment between the roundabout and old MD 97 as a country road.

301  
 302 Page 73           Revise the first recommendation for Dustin Road as follows:  
 303  
 304                   Update the eastern extent of Dustin Road to the roundabout at Old Columbia Pike.  
 305                   Reclassify the segment between the roundabout and Columbia Pike (US 29) as a  
 306                   country road.

307  
 308 Page 74           Replace the “change classification” symbol with a “revised significant feature”  
 309                   symbol for the second Elton Farm Road recommendation. Revise the second  
 310                   recommendation as follows:

- [Change designation from rustic to exceptional rustic.

311  
 312  
 313                   Both the paved and unpaved sections of this road wind gently through the  
 314                   natural environment while offering views of the countryside and historic  
 315                   resources. The road has a gravel surface for about half its length. This road  
 316                   would be very negatively impacted if it were to be improved.]  
 317  
 318



- 319
- 320
- 321
- Replace “unpaved road” with “narrow road with trees close to road” as a significant feature of the road.

322 Both the paved and unpaved sections of this road wind gently through the

323 natural environment while offering views of the countryside and historic

324 resources. The road has a gravel surface for about half its length. Although

325 gravel surfaces are typically noted as significant features of rustic and

326 exceptional rustic roads, one section of the gravel portion of Elton Farm Road

327 has proved to be particularly problematic whenever there is a heavy rainstorm,

328 requiring repeated trips by maintenance crews every year to repair the

329 damage. Although Executive Regulations allow road surfaces to be altered to

330 reduce maintenance problems, such work requires protecting the significant

331 features of the road, which would be difficult if the significant feature were

332 the road surface itself.

333

334 Elton Farm Road is a narrow, mostly one-lane road winding through wooded

335 areas and along tree-lined fields. These trees and the width of the road are a

336 significant part of the experience of travelling down the road and should be

337 added as a significant feature.

Page 74

Revise recommendation for Frederick Road (MD 355) as follows:

- 340
- 341
- 342
- [Approve the new road profile and significant features.

343 When Frederick Road was classified rustic in 1994, the master plan, in its

344 technical appendix, acknowledged the road’s historic alignment and the

345 enclosed feel provided by the trees and the closeness of the buildings to the

346 roadway. The plan specified “[t]he roadway setting, as it goes through the

347 historic district, and the connection between the road and the adjacent houses”

348 as significant features.]

- 349
- Remove the road from the Rustic Roads program. Reclassify the rustic segment as a country connector.

350

351

352

353 The segment of MD 355 between MD 109 and the Frederick County line

354 through Hyattstown has been classified as a Rustic Road since the program

355 began in 1994. The Technical Appendix from the 1994 Clarksburg Master

356 Plan demonstrated that the road met the criteria for a rustic classification, but

357 that the Planning Board and County Council had concerns with designating a

358 segment of MD 355 rustic. The main justification for a rustic classification is

359 that the road is in an area where historic features predominate, but the road

360 was only able to meet the criterion of being low volume and for

361 predominantly local use due to several recommendations in the plan: closing

362 the I-270 interchange at MD 109; constructing a new interchange to the north

363 of the Frederick-Montgomery County line to connect directly to MD 75 north

364 of Hyattstown; and building a bypass to route the main flow of MD 355 traffic

365 to the east of Hyattstown. According to the Technical Appendix, the traffic  
 366 volume in 1990 was approximately 9,200 daily trips south of MD 109 (no  
 367 traffic volume was available for the rustic segment of the road, which is north  
 368 of MD 109). The most recent analysis indicates that there are now close to  
 369 16,000 daily trips on the segment of Frederick Road between MD 109 and the  
 370 Frederick County Line. This is over five times the general guideline of 3,000  
 371 daily trips for a low-volume road. With only one serious crash in the six-year  
 372 study period from 2015-2020 out of 20 total non-intersection crashes,  
 373 however, the road does not appear to be unsafe.

374  
 375 The rustic designation of Frederick Road is entirely within the Hyattstown  
 376 Historic District, which largely controls the streetscape. Because it is unlikely  
 377 that the transportation projects recommended in the 1994 Clarksburg Master  
 378 Plan will be built in the foreseeable future and the non-local traffic volume is  
 379 high, the road fails to meet the criteria for a rustic classification and should be  
 380 reclassified as a country connector, consistent with the classification of MD  
 381 355 south of MD 109.

383 Page 68      Revise recommendation for Georgia Avenue (MD 97) as follows:

- 385 • Do not designate Georgia Avenue rustic near Brookeville.

387 Two short segments of Georgia Avenue were suggested as rustic roads, one  
 388 on either side of the Town of Barnesville limits and the access points for the  
 389 Brookeville Bypass, [currently under construction] which was opened for  
 390 traffic between the approval of the Planning Board Draft of the plan and  
 391 consideration of the plan by the County Council. The [idea is that the] Bypass  
 392 will carry a majority of the traffic, leaving a much lower traffic volume  
 393 entering and leaving historic Brookeville. This idea should be reconsidered  
 394 once the Bypass has been completed and new traffic patterns have been  
 395 established in order to determine if the remaining parts of “Old” Georgia  
 396 Avenue, called “High Street” in the Town of Brookeville, meet the criteria for  
 397 a rustic designation.

399 Page 78      Revise recommendation for Holsey Road as follows:

401 [Designate Holsey Road rustic.]

403 Do not designate Holsey Road rustic.

404  
 405 Area residents, some of whom are descended from the early inhabitants of Holsey  
 406 Road and nearby Friendship, an African American kinship community, expressed  
 407 a desire to improve properties along Holsey Road in the future and voiced  
 408 concerns that a rustic designation would preclude such improvements as  
 409 widening, drainage, sidewalks, and lighting. One person expressed additional  
 410 concerns regarding safety and fire and rescue access because of the narrow road

411 and curves with limited sight distance, especially given an increase in delivery  
412 trucks on the road.

413  
414 The first part of Holsey Road has an industrial character because of the land use  
415 on the south side of the road. This is followed by several houses, some modern in  
416 appearance. The rustic character of the road begins about 1,000 feet east of Ridge  
417 Road (MD 27), leaving approximately half a mile of road eligible for a rustic  
418 classification. However, because residents in the area have indicated a desire to  
419 improve the properties along the road, including improvements to the roadway  
420 itself, a rustic designation is not appropriate for Holsey Road.

421  
422 Page 81 Revise the first recommendation for Johnson Road as follows:

423  
424 Clarify the eastern extent of Johnson Road to begin at the entry drive to James  
425 Hubert Blake High School. Reclassify the segment between the entry drive and  
426 Norwood Road as a neighborhood connector.

427  
428 Page 82 Revise recommendation for Link Road as follows:

429  
430 Remove the road from the Rustic Roads program. Reclassify Link Road as a  
431 country road.

432  
433 Page 83 Revise the final sentence of the Link Road recommendation as follows:

434  
435 The road should [revert to unclassified] be reclassified as a country road.

436  
437 Page 83 Revise recommendation for Meeting House Road as follows:

438  
439 [No new recommendations.]

440  
441 Recommendation:

- 442  
443 • Update the northern extent of the exceptional rustic classification to the  
444 CRN/R-200 boundary on the east side of the road (approximately 300 feet  
445 south of Olney-Sandy Spring Road [MD 108]). Reclassify Meeting House  
446 Road as a country road north of this boundary.

447  
448 The properties on both sides of Meeting House Road are zoned CRN south of  
449 MD 108—for approximately 300 feet on the east side and 600 feet on the west  
450 side. The road and property along its west side are also in the Sandy Spring  
451 Historic District, which continues to the south on the Sandy Spring Friends  
452 Meeting House property. There is a parking lot along the east side of the road  
453 that serves the commercial uses in the former fire station on the southeast  
454 corner of the intersection. There is a parking lot entry drive on the west side of  
455 Meeting House Road approximately 100 feet south of MD 108 that serves the  
456 uses on the west side of the road. The building in the southwest corner of MD

457 108 and Meeting House Road and the larger building fronting Meeting House  
 458 Road were both included in an application in 2021 to adaptively reuse both  
 459 buildings as part of a 56-unit age-restricted housing community. Concrete  
 460 curbs line both sides of Meeting House Road past the entry on the west, while  
 461 on the east side the parking lot merges with the street for another 80 feet,  
 462 followed by a short section of fence partially concealing trash receptacles.

463  
 464 Although it is within the CRN zone, the design of the building and grounds on  
 465 the west side of the road here help reinforce the historic character of the road  
 466 and contribute to the experience of Meeting House Road as an exceptional  
 467 rustic road, but the retail-serving parking lot and land use on the east side  
 468 detract from that character. The exceptional rustic road should begin past the  
 469 CRN-zoned property on the east side of the road. The segment north of the  
 470 CRN/R-200 boundary should be reclassified as a country road.

471  
 472 Page 87 Revise the second recommendation for Old Hundred Road (MD 109) as follows:

473  
 474 Update the northern extent of the rustic portion of the road to end at Peach Tree  
 475 Road instead of Frederick Road (MD 355). Reclassify this segment of Old  
 476 Hundred Road as a country connector.

477  
 478 Page 87 Revise the final sentence of the Old Hundred Road (MD 109) recommendations  
 479 as follows:

480  
 481 The road segment should be reclassified [as an arterial road in the *Master Plan of*  
 482 *Highways* and] as a country connector [road per the *Complete Streets Design*  
 483 *Guidelines*].

484  
 485 Page 91 Revise recommendation for Schaeffer Road as follows:

486  
 487 Update the eastern extent of Schaeffer Road so that it ends at Burdette Lane.  
 488 Reclassify the segment between the entry drive and Burdette Lane as a  
 489 neighborhood connector.

490  
 491 Page 92 Revise recommendation for Stringtown Road as follows:

492  
 493 Update the southern extent of Stringtown Road from Snowden Farm Parkway to  
 494 the Cedarbrook Community Church entry drive. Reclassify the segment between  
 495 the entry drive and Snowden Farm Parkway as a neighborhood connector.

496  
 497 Page 98 Add an “Appendixes” heading to make “Chapter 49, Article 8. Rustic Roads  
 498 Program” the first plan appendix.

499  
 500 Page 98 Update the appendix “Chapter 49, Article 8. Rustic Roads Program” to indicate  
 501 the changes to the Rustic Roads Advisory Committee enacted by Bill 30-23.

502

- 503 Page 120 Revise fold-out map Rustic Roads as Recommended to reflect the final status of
- 504 roads in the plan.
- 505
- 506 Page 121 Revise fold-out map Roadway Classifications to reflect the final status of roads in
- 507 the plan.
- 508
- 509 Page 122 Revise fold-out Roadway Classifications Map Key to reflect the final status of
- 510 roads in the plan.
- 511
- 512 Pages 120-122 Rearrange the fold-out maps and map key so that the Roadway Classifications
- 513 map and key are on facing pages, with the Rustic Roads as Recommended map
- 514 following.
- 515

516 All page references in this section are to Volume II: Road Profiles of the February 2023 Planning  
 517 Board Draft of the Rustic Roads Functional Master Plan Update.

- 518
- 519 Page 2 Revise the second sentence in the “Road Characteristics” section as follows:
- 520
- 521 The width shown in the table is approximate and is frequently expressed as a
- 522 range because road widths vary throughout their length and roadway edges are
- 523 sometimes buried beneath foliage or have deteriorated.
- 524

- 525 Page 33 Add the following sentence to the end of the introductory text of the road profile
- 526 for Bentley Road:
- 527
- 528 This plan removes the rustic designation between Olney-Sandy Spring Road (MD
- 529 108) and the Sandy Spring Museum entry drive.
- 530

- 531 Page 33 Revise the second paragraph of the Travelling Experience for Bentley Road as
- 532 follows:
- 533
- 534 A gas station sits close to the road on the west side and the Sandy Spring Museum
- 535 is located behind groups of trees to the east; the rustic section of the road begins at
- 536 the museum’s entry drive.
- 537

- 538 Page 34 Revise the Road Characteristics table for Bentley Road as follows:
- 539

Extents	[Entire road: Olney-Sandy Spring Rd (MD 108)] <u>Sandy Spring Museum entry drive (approximately 265 feet north of Olney-Sandy Spring Road [MD 108]) to end of the road</u>
Length	[0.49] 0.44 miles
Width	10-18 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

540

- 541 Page 35 Revise the map of Bentley Road to reflect the new southern extent.  
542
- 543 Page 104 At the top of the road profile for Elton Farm Road, indicate that the road is a  
544 rustic road rather than an exceptional rustic road. Remove the “changed  
545 classification” symbol and add a “revised significant features” symbol. Remove  
546 the following line from the introductory text:  
547  
548 [This plan reclassifies this road exceptional rustic.]  
549
- 550 Page 104 Revise the first significant feature of Elton Farm Road as follows:  
551  
552 [Unpaved road] Narrow road with trees close to road  
553
- 554 Page 106 Revise the map of Elton Farm Road to show the road as rustic.  
555
- 556 Page 111-113 Remove the road profile for Frederick Road.  
557
- 558 Page 154-157 Remove the road profile for Holsey Road.  
559
- 560 Page 158 Revise the fourth sentence of the Travelling Experience in the Howard Road  
561 profile as follows:  
562  
563 South of its intersection with Elton Farm Road ([an exceptional] a rustic road), the  
564 Royer-Brooks Farm (Master Plan Historic Site #23/12) is located on the west side  
565 of the road.  
566
- 567 Page 206 Add the following sentence to the end of the introductory text of the road profile  
568 for Meeting House Road:  
569  
570 This plan removes the exceptional rustic designation between Olney-Sandy  
571 Spring Road (MD 108) and the CRN/R-200 boundary on the east side of the road.  
572
- 573 Page 206 Revise the second sentence of the Travelling Experience for Meeting House Road  
574 as follows:  
575  
576 The exceptional rustic designation begins after the parking lot behind the former  
577 fire station on the left. [Passing those and] Past the Montgomery Mutual Building,  
578 the pavement narrows and the road enters the Sandy Spring Meeting property; the  
579 1859 “Lyceum” and newer Community House and cemetery are on the east, with  
580 a former county-champion tulip poplar in the cemetery visible from the road.  
581
- 582 Page 207 Revise the Road Characteristics table for Meeting House Road as follows:  
583

Extents	[Olney-Sandy Spring Road (MD 108)] <u>CRN/R-200 boundary on the east side of the road (approximately 300 feet south of Olney-Sandy Spring Road [MD 108]) to end of county maintenance</u>
Length	[0.41] <u>0.35</u> miles
Width	12-20 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None

584

585 Page 208      Revise the map of Meeting House Road to reflect the new northern extent.

586

587 Page 239      Revise the last sentence of the History section in the Mullinix Mill Road profile as follows:

588

589

590                      Local tradition holds that families formerly enslaved by Asbury Mullinix were the first settlers along Holsey Road [(a rustic road)] in the early- to mid-19th century.

591

592

593

**General**

594

595 All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft of the Rustic Roads Functional Master Plan Update (February 2023). The text and graphics will be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables will be revised and re-numbered, where necessary, to be consistent with the text and titles.

596

597

598

599

600

601 This is a correct copy of Council action.

602

603

604



605

Sara R. Tenenbaum

606

Clerk of the Council

Bill No. 30-23  
Concerning: Rustic Roads Program – Rustic Roads Advisory Committee  
Revised: 7/26/2023 Draft No. 4  
Introduced: June 20, 2023  
Enacted: July 25, 2023  
Executive: August 7, 2023  
Effective: November 6, 2023  
Sunset Date: None  
Ch. 29, Laws of Mont. Co. 2023

**COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND**

---

Lead Sponsor: Council President Glass at the request of the Planning Board

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**AN ACT** to:

- (1) amend Chapter 49 to revise the composition of the Rustic Roads Advisory Committee;
- (2) specify additional duties of the Rustic Roads Advisory Committee; and
- (3) generally amend Chapter 49 regarding the Rustic Roads Advisory Committee.

By amending

Montgomery County Code  
Chapter 49, Streets and Road  
Sections 49-77 and 49-80

<b>Boldface</b>	<i>Heading or defined term.</i>
<u>Underlining</u>	<i>Added to existing law by original bill.</i>
<b>[Single boldface brackets]</b>	<i>Deleted from existing law by original bill.</i>
<u>Double underlining</u>	<i>Added by amendment.</i>
<b>[[Double boldface brackets]]</b>	<i>Deleted from existing law or the bill by amendment.</i>
* * *	<i>Existing law unaffected by bill.</i>

*The County Council for Montgomery County, Maryland approves the following Act:*



1           **Sec. 1. Sections 49-77 and 49-80 are amended as follows:**

2                           **ARTICLE 8. RUSTIC ROADS PROGRAM**

3   \*   \*   \*

4   **49-77. Definitions.**

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

6   *Committee* means the Rustic Roads Advisory Committee.

7   *Commodity farmer* means a person engaged in the production of at least 100 acres of  
8   field crops such as corn, soybeans, barley, and wheat, or forage crops such as hay,  
9   requiring the use of large commercial equipment for planting, nutrient application, pest  
10   management, and harvesting.

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

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

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

18   [[*Table crop farmer* means a person who grows crops or raises animals for the purpose  
19   of producing food items that are customarily consumed directly by humans, including  
20   but not limited to fruits, vegetables, meat, seafood, dairy, eggs, honey, pulses, and  
21   grains.]]

22   \*   \*   \*

23   **49-80. Rustic Roads Advisory Committee.**

24           (a) *Membership.* The County Executive must appoint, subject to  
25           confirmation by the County Council, a Rustic Roads Advisory  
26           Committee. In making appointments, the Executive [[should]] must  
27           strive to achieve diversity on the Committee in support of racial equity

28 and social justice. The Committee has [~~7~~] 9 voting members. Each  
 29 member must be a resident of the County. The Executive should appoint:  
 30 (1) [~~3~~] three members who [~~are owner-operators of~~] operate  
 31 commercial farmland earning 50 percent or more of their income  
 32 from direct involvement in commodity farming[,];  
 33 (2) one [~~of whom~~] member who is a representative of the Agricultural  
 34 Advisory Committee and has been recommended to the Executive  
 35 by the AAC;  
 36 [(2)](3) one member who knows rural preservation techniques  
 37 through practical experience and training;  
 38 [(3)](4) one member who knows roadway engineering through  
 39 practical experience and training; and  
 40 [(4) one member who represents civic associations located in the  
 41 Agricultural Reserve; and  
 42 (5) one member who represents civic associations in areas located  
 43 outside the Agricultural Reserve where there are rustic roads.]  
 44 (5) three at-large members who do not satisfy the requirements of  
 45 subsections (a)(1) through (a)(4) above, to be drawn from [[other]]  
 46 frequent users of rustic roads. [[The Executive should strive to  
 47 include a table crop farmer or an operator of an agritourism  
 48 business.]] [[Examples of the at-large members include: a table  
 49 crop farmer who does not earn more than 50 percent of their  
 50 income from farming; an expert in tourism or historic sites along  
 51 the roads; a member of a religious institution on a rustic road; an  
 52 operator of an agritourism business, such as a winery, brewery,  
 53 farm stand, or recreation or entertainment venue on a rustic road;  
 54 or a person who regularly uses the roads to engage in or reach

55 places for outdoor recreation, such as to bike, boat, kayak, hike,  
56 fish, ride horses, or go birding.]]

57 \* \* \*

58 (e) *Duties.* The Committee must:

59 (1) promote public awareness and knowledge of the County rustic  
60 roads program;

61 (2) review and comment on classification of rustic roads and  
62 exceptional rustic roads;

63 (3) review and provide comments on subdivision applications when  
64 the requirements of the Subdivision Regulations conflict with this  
65 Article or Executive Regulations;

66 ~~[(4) review and provide comments on proposed improvements to rustic~~  
67 ~~roads;~~

68 (5) review and provide comments on proposed signs within the right-  
69 of-way of a rustic road;]]

70 (4) other duties as required by Executive Regulations;


71 ~~[(3)]~~~~[(6)]~~(5) review and comment on Executive Regulations and  
72 other County policies and programs that may affect the rustic roads  
73 program; and

74 ~~[(4)]~~~~[(7)]~~(6) report on June 1 of each even numbered year to the  
75 Executive, the Council, and the Planning Board on the status of the  
76 rustic roads program.


*Approved:*

  
\_\_\_\_\_  
Evan Glass, President, County Council July 25, 2023  
Date

*Approved:*

  
\_\_\_\_\_  
Marc Elrich, County Executive August 7, 2023  
Date

*This is a correct copy of Council action.*

  
\_\_\_\_\_  
Sara R. Tenenbaum, Clerk of the Council August 7, 2023  
Date