

# Implementation/ Next Steps

The Montgomery County Rustic Roads Program, established by Council legislation, provided for the identification and classification of rustic roads in order to preserve as rustic roads those historic and scenic roadways that reflect the agricultural character and rural origins of the County. Preservation of rustic roads is to be achieved by retaining certain physical features of rustic roads and by certain right-of-way maintenance procedures. The law states that “the County Executive must establish guidelines by Executive Regulation under Method (2) for maintenance and improvement of rustic roads and exceptional rustic roads.” The Executive Regulations have not yet been developed and approved. The absence of these regulations creates uncertainty as to what designation as a rustic or exceptional rustic roads means and how the roads will be treated. Developments of the Executive Regulations should be a priority project for MCDOT.

The recommendations of this Rustic Roads Functional Master Plan will need additional action for implementation. The following is a summary of the recommendations made in the Master Plan and the suggested action.

- Montgomery County Road Code will need to be revised to include the rustic road and exceptional rustic road as roadway classifications, although these roads by definition are unique and do not have associated design specifications. Upon approval and adoption of this Master Plan, the Montgomery County Department of Public Works and Transportation should prepare standards for three new roadway classifications—country arterial, country road, and country lane—for inclusion in the Road Code. Suggested design specifications for country arterial and country road are included in this Master Plan. The rural road classification now in the road code should be reviewed to determine if this transitional classification continues to have value.
- The Subdivision Regulations will need to be amended to allow a new type of access for residential developments that are constructed in this Master Plan Area. Such access should be in keeping with the roadway classifications and the agricultural character of this area of the County. The development of this new type of access should be a cooperative effort of a number of interested and knowledgeable

parties, including the Planning Department staff and MCDOT. Representatives from the agricultural community should also be involved.

- The Montgomery County Council will need to amend the Montgomery County Code, Chapter 49, Streets and Roads, Section 49-34, Classification and Minimum Requirement for Roads, Section 4, Interim Protection of Roads by deleting (d). This section establishes the sunset date for the interim protection list for rustic roads. Removal of this clause will allow roads to remain protected and close to their present state after 1996 when they will be evaluated in subsequent master plans.
- The Montgomery County Council will need to amend the Montgomery County Code, Chapter 50, Subdivision of Land, Section 50-35, Preliminary subdivision Plans-Approval Procedures, Section 2, Interim Protection of Roads by deleting (d). This section also establishes the sunset date for the interim protection list for rustic roads.
- The Montgomery County Council will need to amend Exhibit A to add Johnson Drive, Long Corner Road, Mountain View Road, and Purdum Road to the Rustic Roads Interim Program List. All roads will be listed as rustic roads.
- The future realignment of Whites Ferry Road (MD 107) to modify the curve east of Poolesville will need to be constructed by the State Highway Administration.
- The realignment of Partnership Road at Whites Ferry Road (MD 107) is a safety improvement to be implemented by the MCDOT or by the State Highway Administration.
- A bridge design to be used for modifications or reconstruction of existing bridges in this Master Plan Area needs to be developed so that these structures will continue to be compatible with the agricultural character of the area.
- Maintenance procedures for roadway edges as they relate to mowing, tree trimming, and the treatment of vegetation along public roadways in this Master Plan Area should be reviewed and modified to preserve and encourage the native growth of wild flowers and retention of hedgerows. This modification would be a reeducation and change in timing or method of treating the vegetation adjacent to the roadways. This modification is not expected to be a fiscal burden, but to be a matter of how the maintenance is done.
- Nevertheless, there are frequently noxious plants along roadsides, some of which are outlawed and required by County or State law or regulation to be controlled, such as various types of thistle, Johnson grass and mutifloraroses. Hedgerows may be overrun by invasive growth of noxious vines, such as honeysuckle, which need be curbed or eliminated. Furthermore, reduced mowing should not result in impaired driver vision around bends or corners.
- The preservation of views identified along rustic and exceptional rustic roads should be addressed when new development is reviewed. The scenic setback regulation is one tool to apply. Additional review relating to siting of new buildings should also be considered when the construction of those new buildings has the potential to interrupt or destroy a long view across farm fields or to an outstanding feature that has been identified in the roadway descriptions.
- The restriction of non-local truck traffic should be considered for roadways whose surface has been identified as a significant feature. Among others, these roadways include Martinsburg Road and Sugarland Road, where a portion of the roadway remains a politicians road.
- Traffic law should be reviewed for priority rights of farm machinery and, if necessary to establish those rights, appropriate legislation developed.