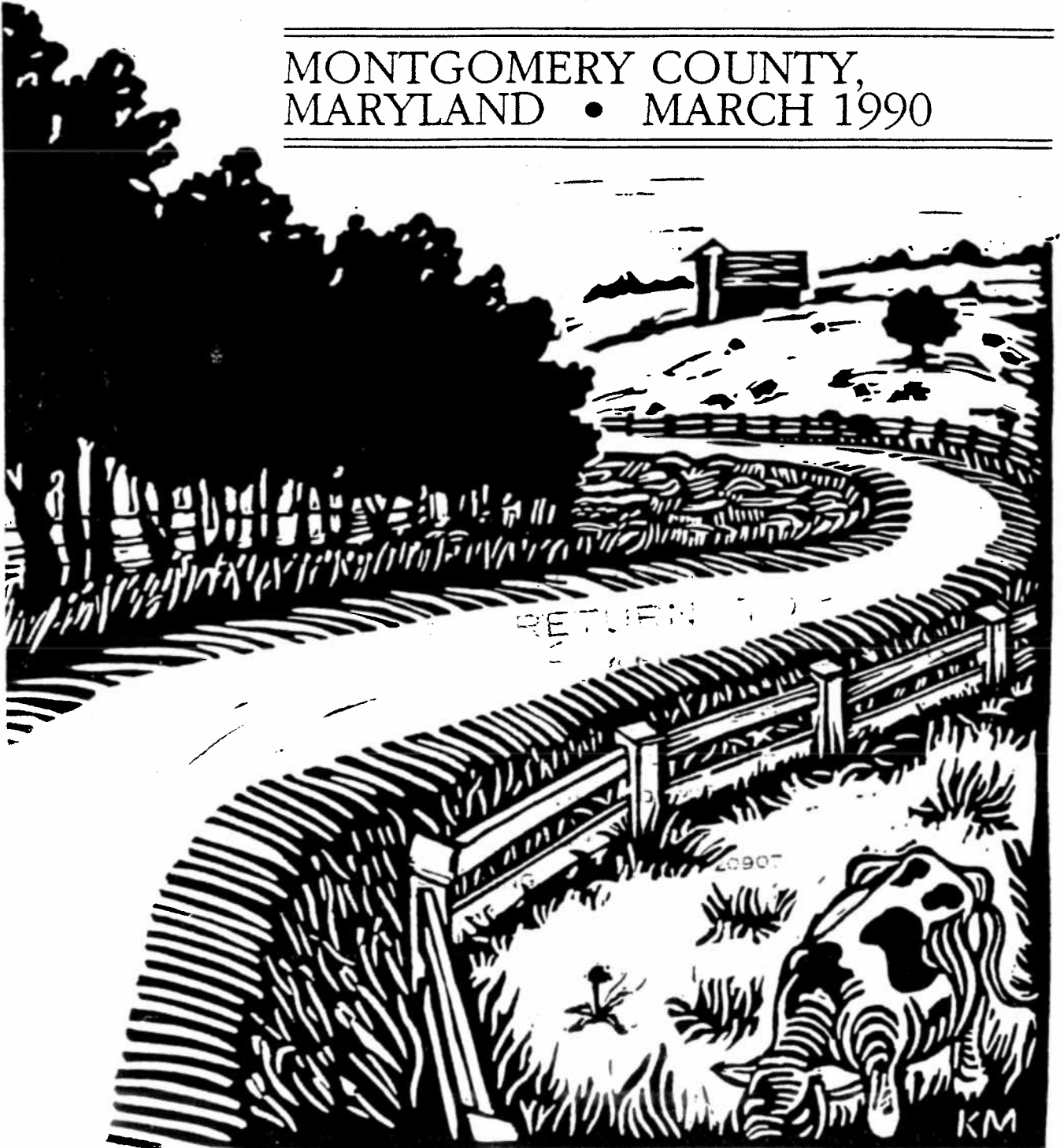


# Proposal for a Rural/Rustic Roads Program

MONTGOMERY COUNTY,  
MARYLAND • MARCH 1990



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TRANSPORTATION PLANNING DIVISION

MONTGOMERY COUNTY REGIONAL OFFICE  
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PARK AND PLANNING COMMISSION  
8787 GEORGIA AVENUE  
SILVER SPRING, MARYLAND 20907

# Proposal for a Rural/Rustic Roads Program

Montgomery County, Maryland

## MEMBERS OF THE RURAL/RUSTIC ROADS TASK FORCE

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March 1990



Montgomery County Government

ROCKVILLE, MARYLAND 20850

March 1, 1990

The Honorable William E. Hanna, Jr.  
President  
Montgomery County Council  
Stella Werner Council Office Building  
100 Maryland Avenue  
Rockville, Maryland 20850

Dear Mr. Hanna:

On behalf of the Task Force to Study Establishment of a Montgomery County Rural/Rustic Roads Program, I am pleased to transmit to the County Council our report.

During the past six months, the Task Force has toured Montgomery County roads and has studied and considered numerous topics related to a Rural/Rustic Roads Program. We recommend that such a program be established to protect and preserve historic, scenic and agricultural roads in Montgomery County. The specific details of our recommendations are contained in our report.

The Task Force appreciates the contributions of those who met with us to share their knowledge and views relating to our study. We especially wish to thank Council staff members Justina Ferber, Linda Alford, and Karen Brogden whose contributions to and participation in our study and preparation of our report proved to be essential and invaluable.

Finally, I would like to thank the members of the Task Force for their commitment of time, not only at scheduled meetings, but in driving rural/rustic roads and preparing the various portions of this report. It was a pleasure to chair this Task Force.

Sincerely,

A handwritten signature in cursive script that reads "Mary Ann Thane".

Mary Ann Thane, Chairman  
Task Force to Study Establishment  
of a Montgomery County Rural/  
Rustic Roads Program

## TABLE OF CONTENTS

	<u>Page</u>
PROLOGUE	1
EXECUTIVE SUMMARY	1
BACKGROUND	5
Introduction	5
Task Force	6
Method of Study	8
CONCERNS AND BENEFITS OF A RURAL/RUSTIC ROAD SYSTEM	11
DEFINITIONS	18
CRITERIA	20
RECOMMENDATIONS	22
Rural Roads	22
Rustic Roads	25
Rustic Residential Streets	26
State Roads	26
Other Concerns	26
GUIDELINES FOR MAINTENANCE AND IMPROVEMENT	28
PROTECTIONS	
"The Views from the Road"	34
ADDITIONAL RECOMMENDATIONS	37
Master Plan of Highways	37
Montgomery County Code	37
Citizens Advisory Committee	37
Adding Roads to the Program	38
Public Information	39
CONCLUSION	41
COMMENTS BY INDIVIDUAL TASK FORCE MEMBERS	43
APPENDICES -	
A. Resolutions	47
- No. 11-1472 - Establishing Rural/Rustic Roads Program Task Force	
- No. 11-1593 - Appointing Rural/Rustic Roads Program Task Force	
B. Existing Programs and Studies	52
C. Bibliography	54
D. Map - Proposed Rural Area Land Use and Zoning	56
E. Maps - Montgomery County Rural/Rustic Roads	57
F. Montgomery County Rural/Rustic Road Descriptions	61

## *Prologue*

*The rural roads of Montgomery County are an essential element in its historical heritage. Throughout the County, where development has not overwhelmed this evidence, roads are found leading to canal locks, mills of many sorts, train stations, or other modes of transportation. Still in use, especially by the farming community, these quiet backwaters of public transportation frequently look upon scenes of natural beauty as well as historical significance. They are proper objects of historic preservation.*

*While farm uses are paramount, these roads have changed as agriculture itself has changed. Roads along which cattle were driven to market now accommodate truckloads of animals, combines, or other farm machinery. And in our suburban community many vehicles carry recreation-bound families, hikers, equestrians, cyclists, and observers of birds and wildlife. Balancing this mix of travellers requires understanding and judgement if rural roads are today to serve their many needs. That this can be accomplished is one conclusion of our Task Force study.*

## EXECUTIVE SUMMARY

### Overview

There are many roads throughout Montgomery County which reflect the agricultural origins of the County, provide glimpses of its history, and afford views of scenic beauty and unusual roadside character. Many of these roads will be altered by the continued development of the County and its accompanying roadway construction and improvements unless protective measures are adopted. Montgomery County has established policies for orderly growth by concentrating new urban development along chosen corridors separated by low density residential wedges and through programs for the preservation of agricultural and rural open space. We have now come to realize that these land use policies need to be reinforced by a Rural/Rustic Roads Program.

### Program

Pressures of corridor development have led to proposals to widen and otherwise improve some of these rural and rustic roads without consideration of the impact on their neighborhoods, our culture, or the environment. Although land use policies have worked well to preserve the less developed areas of the County while guiding its growth, the Task Force believes the Rural/Rustic Roads Program recommended in our report will reinforce these policies while protecting rural/rustic roads from activities which threaten their existence and have the potential for destroying the ambiance they create.

## Definitions

Several categories of rural and rustic roads were defined by the Task Force:

### Rural Road

A rural road is a road within the Agricultural Reserve or adjoining rural areas (areas where the majority of zoning is RDT, RC, or Rural) in Montgomery County, which enhances the rural character of the area due to its particular configuration, alignment, scenic quality, landscaping, adjacent views, and historic interest, and which exemplifies the rural and agricultural landscape of the County.

### Rustic Road

An old road, outside the Agricultural Reserve or adjoining rural areas, reminiscent of the County's past which has unusual beauty because of its setting in the environment through which it passes.

### Exceptional Roads

An Exceptional rural or rustic road is a road having such unusual and pleasing character as it exists today that preservation of the road in its current state is highly desirable. The road has special characteristics which contribute significantly to the rural, scenic or historic features of Montgomery County and might lose these specific characteristics if improved or widened.

## Rustic Residential Street

A rustic residential street is part of a network of local access streets serving a particular development and designed to specific standards intended to create a style or character of narrow, winding country lanes or a village grid network. The street may have special features such as stone bridges and is without curb and gutter.

The Task Force has developed criteria to meet these definitions.

## Guidelines for Maintenance and Improvements

In order to preserve and protect designated rural and rustic roads in Montgomery County, the Task Force recommends a detailed list of guidelines for road maintenance and improvements. In general, the guidelines require that rural and rustic roads remain much as they are today, that maintenance be provided in a way that preserves their rural and rustic qualities, and that improvements to such roads, even such improvements normally required from a developer as a condition of subdivision or building permit approval are prohibited or kept to a minimum. The Task Force recommends preserving the aesthetic and historic quality of rural and rustic roads, even if this means not implementing certain improvements that would enhance safety.

## Protections

Much of the character of our rural and rustic roads is because of the adjacent landscapes and views and the Task Force encourages the use of easements, clustering of houses, and other voluntary means to protect and preserve their scenic characteristics.



### Additional Recommendations

In addition to definitions, criteria, and guidelines for protection and maintenance for rural/rustic roads, the Task Force makes the following recommendations.

- The Master Plan of Highways should be amended to include roads in the Rural/Rustic Roads Program.
- The Montgomery County Code should be amended to include new classifications (Rural and Rustic Roads and Rustic Residential Streets) and to clarify the current classification of a rural road as a transitional road.
- A Citizens Advisory Committee should be appointed to oversee the Rural/Rustic Roads Program.
- There should be a process by which roads may be added to the Rural/Rustic Roads Program.
- A public information process which includes roadside signs and maps and other publications should be initiated to inform citizens about these scenic roads and attract a constituency for the program.

### List of Roads

Finally, the Task Force has recommended and listed specific roads for Rustic or Rural Road designation. In addition, the Task Force has included examples of Rustic Residential Streets which meet the adopted criteria.

## BACKGROUND

### Introduction

The Master Plans for land use in Montgomery County have established rural and low density residential wedge areas based on recommendations in the 1964 General Plan, "On Wedges and Corridors." The rural pattern recommended in the General Plan was designed to complement the urban corridors by providing large open spaces and a favorable rural environment, as well as to conserve natural resources and protect the public water supply.

In 1980, the Montgomery County Council affirmed the intent of the General Plan and of the individual Master Plans by approving the "Functional Master Plan for Preservation of Agricultural and Rural Open Space" and thereby creating the Agricultural Reserve. The Agricultural Reserve is an area of more than 88,000 contiguous acres of land in the RDT (Rural Density Transfer) zone. Even though our agricultural and other wedge areas are protected by Master Plans, no provisions have been made to preserve our rural byways. This has not been due to a lack of interest. In the past, several studies have been published recommending that our scenic roads be protected.

In 1977, an independent study of scenic roads was published by Sugarloaf Regional Trails entitled "Scenic Byways, A Study of Scenic Roads in Western Montgomery County." The study determined that most roads in the study area were rural byways which were of historical importance to Montgomery County and were fragile in nature. Because of mounting development pressures, the study recommended that scenic roads be preserved.

In 1980, Sugarloaf Regional Trails in cooperation with the Maryland-National Capital Park and Planning Commission

published "Circling Historic Landscapes," which outlined many historic and scenic trails in the western part of the up-County. These trails may be used by pleasure drivers, bicyclists, walkers, and, in the case of one trail, canoeists to further enjoy and understand the features of this portion of Montgomery County.

Currently, there is no formal or informal designation used by the County to assure that roads which have historic and scenic value will be protected and preserved. A Rural/Rustic Roads Program will reinforce the existing land use policies of the County, and will provide protection for roads which are very fragile as to their alignment, width, configuration, surface material, and environment.

#### Task Force

In order to address the subject of protection of rural and rustic roads in Montgomery County, the Montgomery County Council adopted Resolution No. 11-1472 on June 6, 1989. The Resolution established a Task Force to study the creation of a rural or rustic roads program for Montgomery County.

The Task Force was asked to:

1. research experience with rural and rustic roads programs in other jurisdictions;
2. explore and evaluate concerns and benefits for implementing a rural/rustic roads system;
3. develop a set of criteria for designating roads as rural or rustic;
4. develop a set of proposed regulations for maintenance and protection of designated roads;

5. develop a list of roads to be included in the rural/rustic roads network; and
6. make suggestions for public information to be provided about the program.

The following fourteen members were appointed by Resolution No. 11-1593:

Mary Ann Thane, Chair  
Potomac

Frederick Gutheim  
Dickerson

Robert M. Hanson  
Gaithersburg

Franklin A. Jamison  
Beallsville

Steven D. Lubar  
Barnesville

Robert L. Mitchell  
Rockville

The Honorable Elizabeth Tolbert  
Mayor  
Barnesville

Piera M. Weiss  
Silver Spring

Gwen Marcus  
Historic Planner  
Maryland-National Capital Park and Planning Commission

Glenn Orlin  
Transportation Planner  
County Department of Transportation

Edward P. Thompson, Jr.  
Chairman, Agricultural Preservation Advisory Board

Aron Trombka  
Planning Specialist  
Office of Planning Policies

Tim Warman  
Senior Planning Specialist  
Agricultural Resources  
County Office of Economic Development

Patricia B. Willard  
Transportation Planner  
Maryland-National Capital Park and Planning Commission

### Method of Study

The Task Force met regularly between September 24, 1989 and February 27, 1990. The Task Force was given briefings as follows:

- October 10 - Robert Shipe - Montgomery County Bridge Replacement and Maintenance Program
- October 10 - Jeremy Criss - Montgomery County Agricultural Preservation Programs
- October 17 - Charlie Adams - Maryland State Scenic Routes Program
- October 20 - George Gunderson - Wisconsin Rustic Roads Program

In addition, the Task Force viewed the videos "A Fatal Beauty" (a documentary on Montgomery County's fragile agricultural and rural areas), "To Reclaim a Town: The Case for a Brookeville Bypass," and "Rustic Roads" (a video on the Wisconsin Rustic Roads Program).

It was agreed at the first meeting of the Task Force that a tour of rural/rustic roads was essential to the study. Bus tours of selected roads took place on October 23 and November 21, 1989. Following the tours, the Task Force divided into four subcommittees which covered different areas of the County: the Patuxent area, the Highland area, the Poolesville area, and the Potomac area.

As requested by the Council, the Task Force gathered information on and studied rural and scenic roads programs of other jurisdictions across the country. A discussion of the programs and a bibliography are included in the Appendix.

The final meetings of the Task Force were spent receiving subcommittee recommendations, discussing elements of the final report, researching programs in other jurisdictions, and in preparing and adopting the report for the Council.

### Evaluations and Recommendations

It is important to note that consensus was reached by the Task Force with some difficulty and involved lengthy discussions of the list of proposed Rural/Rustic Roads as well as criteria, guidelines, and other details. This is understandable because the fourteen individual members came to the Task Force with a wide range of backgrounds, knowledge, and information. For example, the extent of a Rural/Rustic Roads Program envisioned by individual Task Force members ranged from a small number of roads located only in the Agricultural Reserve to a program which would designate every road in the Agricultural Reserve as well as roads in the rest of the County.

The list of roads that were selected by the Task Force do not represent a complete listing of all roads eligible for rural/rustic designation. The fact that the Task Force has not noted a proposed Rural/Rustic Road to be "Exceptional" or did not include a particular road in the list of proposed Rural/Rustic Roads is not to be interpreted as a recommendation that widening or any other improvement is

appropriate for that road. The recommendations of the Task Force are directed only toward protection and preservation of selected rural and rustic roads in their current state. There is a recommended process for adding roads to the list of designated Rural/Rustic Roads.

The Task Force recommends that the County develop a program for the preservation of rustic, rural, and rustic residential roads throughout the County.

## CONCERNS AND BENEFITS OF A RURAL/RUSTIC ROAD SYSTEM

### CONCERNS

Montgomery County is a large geographic area developing rapidly with the accompanying roadway improvements being constructed by either the County, the Maryland State Highway Administration, or private developers in conjunction with development projects. The roadway construction is guided by the County Master Plan of Highways which classifies all roads above the local residential level in accordance with the expected ultimate travel demands of the County.

All roadway construction, whether for a master-planned road or for a smaller road, is done in conformance with the County Road Code and AASHTO (American Association of State Highway and Transportation Officials) standards. Use of these standards creates a uniform set of highways and roads but unfortunately does not respect the character of the particular area of the County in which the road is located or the historic or scenic qualities of a particular road.

#### Appearance of Urban Sprawl

As stated in the background section, the County is developing in accordance with the General Plan adopted in 1964. That General Plan puts development along the I-270 corridor and the US 29/I-95 corridor and wedge areas of lower-scale development between these two corridors and between the I-270 corridor and the Potomac River. The Agricultural Reserve Plan designates the upper part of the County (except for the municipalities of Poolesville, Barnesville and Laytonsville which have their own zoning authority and the corridor cities of Germantown and Clarksburg), as an area where agricultural land uses are to be preserved.



This large area of the County is intended to remain at extremely low-density residential land use with the preponderance of the land in active farms. The topography of this area ranges from the rolling piedmont of the Potomac and Patuxent regions to the hills of the central County. The landscape varies from long agricultural vistas to wooded stream valleys. The roads, for the most part, are old roads that do not meet current roadway standards. Unless the roads in this area receive special design consideration, the standard roadway design may produce the appearance of urban sprawl moving into the Agricultural Reserve.

Should all roads be paved?

Several years ago, County policy dictated that all public dirt roads in the County should be paved. This paving was viewed as a service to County residents and as a means of decreasing the maintenance costs for the transportation budget. Since that time, many of the unpaved roads have been paved -- sometimes with a resultant increase in driving speeds. One question that County officials have struggled with in recent years is whether this paving is a wise policy or whether low-volume, unpaved roads should be retained in an unpaved condition.

Should roads be routinely improved for safety, maintenance, and adequate public facilities needs?

Current practice is for the roadway engineers, when there is a perceived safety or maintenance problem, to perform routine maintenance and minor improvements in accordance with standard engineering guidelines along a roadway. This type of improvement does not today receive any scrutiny to evaluate its impact upon the roadway setting in its immediate environment.

Another factor among the concerns for our roadway system is the practice of requiring off-site road improvements as part of the subdivision process. These improvements are based on traffic volume and/or safety concerns only. The forum for approval of these improvements does not provide as wide an opportunity for public and government scrutiny as improvement projects identified in the County Capital Improvements Program would. There is considerable concern that these decisions need to be guided by a more comprehensive policy that includes an evaluation of the environmental, aesthetic, historic, and regional character of the road.

Should roads be preserved for their historic and scenic value?

As people consider more seriously the roadway network for the County, particularly in the Agricultural Reserve and wedge areas, an awareness is growing that we need to make provisions to retain elements of the history of Montgomery County through the roadway system, and that we have opportunities to enhance the beauty of the up-county area.

The Agricultural Reserve Plan does not protect rural roads

The Agricultural Reserve Plan specified that all roads within that area were expected to remain two-lane roads essentially in their 1980 configuration for the life of the Master Plan. However, the plan retained the underlying classification system of major highways and arterial roads which was set in place by previous Master Plans. This classification system because it is outdated has proven to be, in some cases, misleading as to what are proper maintenance and improvement standards for these roads.

### Ungovernable Circumstances

There are instances when traffic volume will increase on rural/rustic roads due to more intensive development of land in adjacent counties. Although Montgomery County has no control over these circumstances, there is cause for concern since increased traffic threatens the preservation of our rural/rustic roads.

### Will rural/rustic road designation result in reduced maintenance?

The above concerns all address factors that have led to an interest in evaluating the need for a rural/rustic road system. An additional concern has been raised as to the consequence of establishing such a system. That is, would the establishment of a rural/rustic road system result in reduced maintenance for designated roads?

### **BENEFITS**

Montgomery County has many old, scenic, and historic roads which offer the opportunity for pleasure driving and use by bicyclists and equestrians. Current practice, however, is resulting in spot improvements along these roads without sufficient regard for the aesthetic character of the road or its setting. Rural/rustic road designation will help to moderate these kinds of improvements. Some roads should be preserved to provide a reminder of the history of Montgomery County, and to provide access for those wanting to explore and enjoy the landscape of its rural and scenic areas.

### Enhance the wedges and corridors concept

The establishment of a rural road system in the Agricultural Reserve area and a rustic roads system in some of the residential wedge areas of the County would help to more clearly define the wedges and corridor development pattern that is the backbone of Montgomery County land use policies.

### Protect the beauty of the County

Adherence to the wedges and corridors concept has allowed large areas of the County to remain as a rural environment or as minimally disturbed conservation areas, such as stream valley parks. The continued efforts needed to protect the beauty of these areas from urban sprawl should not be underestimated.

A system of specially designated roadways will help preserve the beauty of the County by maintaining, in their current condition, roads of exceptional beauty and particularly pleasing relationship with their immediate environment in the Agricultural Reserve and wedge areas.

### Support the Agricultural Reserve and promote agricultural resources

A rural road system in the Agricultural Reserve area will support and enhance agricultural uses by maintaining roads that are in character with the rural community. The promotion of a system of rural/rustic roads will encourage more citizens of the County to become aware of the great beauty and diversity of farming in Montgomery County, bringing people into the Agricultural Reserve for visits to historic sites, pick-your-own farms, or farm markets.

### Discourage commuter traffic and encourage driving to match roadway conditions

Designation of the rustic/rural roads, especially with reference to the fact that they are non-standard, low-volume, roads should serve to discourage commuter traffic and redirect commuter traffic onto roads that are more appropriate for higher volumes for traffic. The designation of some roads as rural/rustic should also serve as encouragement to drivers to match their driving to the character of the road along which they are traveling.

Traffic safety along roadways is always a major concern. Traffic engineers at one point felt that the solution to this problem was to construct all roads to the greatest safety standards possible, trying to deal with human failure by providing as few obstacles as possible along the road. In recent years, we have come to recognize that this is not necessarily the best solution. The appearance of roads which people drive is also important. Individuals have a responsibility to drive carefully and pay attention to the road along which they are driving.

### Encourage pleasure driving

The establishment of a rural/rustic road system in Montgomery County could provide numerous benefits to the County both in terms of the physical appearance of the County and the provision of areas for pleasure driving with an opportunity for down-County residents to enjoy the up-County rural areas.

### Preserve ties to the past

A number of roads in Montgomery County have great historic significance which would be lost if the roads were reconstructed to today's highway standards. For example, Glen Mill Road was developed to accommodate the needs of horse-drawn wagons leaving the mill. Mouth of Monocacy and West Old Baltimore Road are other roads with great historic significance. To be able to maintain and promote the history of these roads is a valuable asset. These roads are interesting and educational.

### Establish clear policy and guidance for Roadway Improvements

Finally, and by no means least, the establishment of a rural/rustic road system and special guidelines for the other roads in the up-county Agricultural Reserve and wedge areas will provide clear policy and guidance to the Montgomery County Department of Transportation as they perform maintenance and roadway improvements and to the Montgomery County Department of Transportation and the Maryland-National Capital Park and Planning Commission as they review and approve subdivision and development plans and consider the appropriate roadway improvements to support those plans.

## DEFINITIONS

The first question addressed by the Task Force was "What is a rural road?" During the discussion facts were brought out, questions were asked, characteristics of rural roads were discussed, suggestions were made, and issues for consideration were noted.

The Task Force agreed that rural roads and rustic roads should be defined separately as they relate to the creation of a Rural/Rustic Roads Program for Montgomery County. The following definitions were agreed to:

### Rural Road

A rural road is a road within the Agricultural Reserve or adjoining rural areas (areas where the majority of zoning is RDT, RC, or Rural) in Montgomery County, which enhances the rural character of the area due to its particular configuration, alignment, scenic quality, landscaping, adjacent views, and historic interest, and which exemplifies the rural and agricultural landscape of the County.

### Rustic Road

An old road, outside the Agricultural Reserve or adjoining rural areas, reminiscent of the County's past which has unusual beauty because of its setting in the environment through which it passes.

During the course of our deliberations, and after tours of selected roads it was also agreed that, among rural and rustic roads, there are some which are "Exceptional" in their scenic, historic and cultural characteristics and so fragile in their nature that any change to the road and adjacent area could destroy their essence as Rural/Rustic Roads. Other

rural and rustic roads have equally valuable scenic, historic and cultural qualities which would not be lost if a minimum of prudent road improvements were to be made.

The following description of an "Exceptional" rural or rustic road was adopted by the Task Force.

### Exceptional Roads

An Exceptional rural or rustic road is a road having such unusual and pleasing character as it exists today that preservation of the road in its current state is highly desirable. The road has special characteristics which contribute significantly to the rural, scenic or historic features of Montgomery County and might lose these specific characteristics if improved or widened.

The Task Force agreed on a third category of roads which merit protection. These are roads which are located in residential subdivisions and will be referred to as "Rustic Residential Streets." They are defined as follows:

### Rustic Residential Street

A rustic residential street is part of a network of local access streets serving a particular development and designed to specific standards intended to create a style or character of narrow, winding country lanes or a village grid network. The street may have special features such as stone bridges and is without curb and gutter.



## CRITERIA

The Task Force recommends that all of the following criteria must be met when designating a road as a Rural/Rustic Road or a Rustic Residential Street. They are the criteria used by the subcommittees in their evaluations and by the Task Force in selecting the final list of roads recommended for the Rural/Rustic Roads Program.

### Criteria for Designation as a Rural/Rustic Road

A rural or rustic road should meet all four of the following criteria:

1. Is located in an area where natural, agricultural, or historic features predominate in the landscape and where land use goals and zoning are compatible with the rural/rustic character;
2. Is a relatively low volume road intended for predominantly local use;
3. Is narrow, without sidewalks, curbs or gutters; and
4. Satisfies at least one of the following:
  - a. Has outstanding natural features along its borders, such as native vegetation, stands of trees, and stream valleys; or
  - b. Has an outstanding roadscape with vistas of farm fields and rural landscape; or
  - c. Enhances the interpretation of the County's history by providing access to historic resources, following historic alignments, and/or highlighting historic landscapes.

### Criteria for Rustic Residential Streets

A Rustic Residential Street should meet all four of the following criteria:

1. Is in a low-to-medium density, single family detached residential development.
2. Is no greater than 20 feet wide, has no shoulders, and has no curb and gutter.
3. Is intended for predominantly local use.
4. Is part of a network of like streets.

## LIST OF ROADS

All of the roads recommended by the Task Force for designation as Rural/Rustic Roads fit the definitions and criteria for roads we believe should be protected and preserved as they are. We ask that the recommendations of this Task Force be considered when decisions are being made with respect to proposed changes in land use which would affect these roads.

The Task Force recommends that all or part of the following roads be designated as Rural Roads or Rustic Roads.

More detailed descriptions of the roads can be found in the Appendix.

### RURAL ROADS

Avoca Road  
Barnes Road  
Barnesville Road  
Batson Road  
Beallsville Road/Old Hundred Road  
Belle Cote  
Bellison Road  
Black Rock Road\*  
Brogden Road  
Bucklodge Road  
Burnt Hill Road  
Club Hollow Road\*  
Davis Mill Road\*  
Edwards Ferry Road\*  
Elmer School Road\*  
Elton Farm Road\*

\*Exceptional Rural Roads

Gregg Road\*  
Haviland Mill Road  
Hawkes Road  
Holsey Road  
Howard Chapel Road\*  
Hoyles Mill Road\*  
Hunting Quarters Road\*  
Hyattstown Mill Road\*  
Kemptown Church Road  
Kingsley Road\*  
Kruhm Road  
Link Road\*  
Moxley Road  
Martinsburg Road\*  
Montevideo Road\*  
Mount Nebo Road\*  
Mouth of Monocacy Road\*  
Mt. Ephraim Road\*  
Oak Hill Road  
Old Bucklodge Road  
Old River Road  
Peach Tree Road\*  
Prescott Road\*  
Prices Distillery Road  
River Road\*  
Schaeffer Road  
Stringtown Road  
Sugarland Road\*  
Sycamore Landing Road\*  
Tschiffeley Mill Road\*  
Tridelphia Lake Road  
Wasche Road  
Watkins Road\*  
West Harris Road\*

\*Exceptional Rural Roads

West Hunter Road  
West Offutt Road  
West Old Baltimore Road\*  
Westerly Road\*  
White Ground Road\*  
White Store Road\*  
Whites Ferry Road

\*Exceptional Rural Roads

RUSTIC ROADS

Berryville Road\*  
Big Woods Road  
Boswell Lane\*  
Brighton Dam Road  
Brookeville Road  
Glen Mill Road\*  
Glen Road\*  
Griffith Road  
Hipsley Mill  
Johnson Road  
Meetinghouse Road\*  
Moore Road  
Old Quince Orchard Road\*  
Pennyfield Lock Road\*  
Piedmont Road  
Poplar Hill Road  
Query Mill Road\*  
Rileys Lock Road\*  
South Glen Road\*  
Swains Lock Road\*  
Tucker Lane  
Turkey Foot Road  
Violets Lock Road\*  
Zion Road

\*Exceptional Rustic Roads

## RUSTIC RESIDENTIAL STREETS

The Task Force is not recommending specific neighborhoods for Rustic Residential Street designation. However, communities such as Forest Glen Park, Kenwood, Woodside Park, Burnt Mills Hills and Manor Club are examples of neighborhood street design which would meet the Task Force's recommended criteria.

## STATE ROADS

### Maryland Routes 28, 112, 190, and 650

The future of the following State Roads is of special concern to the Task Force; Darnestown Road (MD-28) from MD-112 to the Frederick County line, all of Seneca Road (MD-112), River Road (MD-190) from MD-112 to the Potomac, and New Hampshire Avenue (MD-650) from Spencerville Road (MD-198) to the Damascus-Laytonsville Road (MD-108). The first three, MD-28, MD-112, and MD-190 are all or in part State of Maryland Scenic Routes. The Task Force hopes that if it becomes necessary to widen or make other improvements to these Scenic State Roads, great care will be taken to protect and preserve their scenic qualities and characteristics.

## OTHER CONCERNS

### Old Bucklodge Road, White Grounds Road, and the Clarksburg Planning Area

The inclusion of Old Bucklodge Road and White Ground Road on the list of proposed Rural/Rustic Roads is made with

the understanding that the future of these roads depends on decisions yet to be made with respect to the site for a sanitary landfill and/or the location of a mineral resource recovery facility.

Proposed Rural/Rustic Roads in the Clarksburg Planning Area are similarly tentative because a new Master Plan for that area is being prepared. Attention should be given in the Clarksburg Master Plan to the rural and rustic characteristics of all roads in the area and in particular to West Old Baltimore Road. While the Clarksburg Planning area has many roads with outstanding scenic qualities, in general, the Task Force did not consider these roads because of the pending Master Plan. West Old Baltimore Road was the exception to this rule. Because Old West Baltimore is along the southern edge of the planning area, a roadway network that does not rely upon West Old Baltimore Road may be possible. We urge the retention of West Old Baltimore Road in its present form.



**GUIDELINES FOR MAINTENANCE AND  
IMPROVEMENT OF RURAL/RUSTIC ROADS**

The Rural/Rustic Road designation should in no way exclude roads from regular maintenance and snow removal procedures.

As an overall guide for protection of designated Rural/Rustic Roads, the Task Force recommends that roads specified as Exceptional Rural/Rustic Roads be maintained in their current alignment and width. Other Rural/Rustic Roads may be widened or improved if necessary as long as the improvements do not disturb the characteristics for which the road was designated.

Historic paving materials on Rural/Rustic Roads should not be covered over and unpaved areas should not be paved. Existing bridges should be replaced only when necessary, and then with like materials. Guardrails should be made of materials that harmonize with the surrounding landscape. Existing trees and landscaping along these roads should be maintained and enhanced. Vistas of important adjacent cultural or historic resources should be maintained.

The following are recommended guidelines for Road Maintenance and Improvements to Rural/Rustic Roads and Rustic Residential Streets.

**Rural/Rustic Roads**

**Maintenance**

1. **General Maintenance.** A Rural/Rustic Road shall receive the level of maintenance necessary for safe public travel by

auto, bicycle, and agriculture related equipment -- at a level no lower than existed at the time of designation -- while still preserving the rural or rustic qualities of the route.

2. Drainage. Cross drainage shall be maintained where necessary to prevent damage to the road, possible washouts and other problems which may be detrimental to proper safety.

3. Bridge Repairs. When bridge repairs are necessary, they shall be made to preserve the rustic qualities of the structure.

4. Guardrail Replacement. When a guardrail must be replaced, it should be of a material that enhances the rustic appearance of the roadway.

5. Vegetation. Control of undesirable vegetation shall be accomplished by mowing or selective cutting. However, when herbicides are necessary, they shall be used judiciously and in a prudent manner.

6. Tree Cutting. Tree removal and/or pruning should be selective and follow good forestry and landscaping practices in order to maintain the character of the rural/rustic road. At times, tree cutting may be desired to maintain the scenic vistas of the rural/rustic roads.

7. Mowing. Mowing shall be performed as necessary for health, safety, and ecological reasons with the aim of encouraging, where appropriate, the growth of flora adjacent to the road.

8. Winter Maintenance. Normal winter maintenance practices shall be continued on any officially designated rural/rustic road.

9. Speed Limits. Speed limits should be well-posted on all rural/rustic roads.

10. Litter. Attention should be given to the pick-up of litter on rural/rustic roads. This may include directing volunteer efforts, such as adopt-a-road groups, to rural/rustic roads.

11. Conformance with Operations and Maintenance Guidelines.

Conformance with these guidelines will be reviewed and monitored by the Montgomery County Department of Transportation.

Improvements

1. Safety. No changes shall be made that would diminish the safety of a rural/rustic road below the level that existed at the time of its designation.

2. Width, Alignment, and Road Surface. The width, alignment, and road surface may be altered only if needed to provide adequate safety or drainage or to reduce maintenance problems. Widening, realignment, or repaving efforts may not be made if they violate the features which make the road eligible.

3. Shoulders. If shoulders are necessary on rural/rustic roads, they should be narrow.

4. Bridge Replacement. Bridge replacement or rehabilitation should be of a design and material which preserves and enhances the rustic appearance of the road.

5. New Guardrail. When new guardrail is put in place, it should be of a material that enhances the rustic appearance of the roadway.

6. Utilities. Restoration of the rural/rustic quality shall be considered for all utility installation within the right-of-way of a rural/rustic road.

7. Street Lights and Traffic Signals. Street lights and traffic signals should be installed only if needed for safety purposes. All lights and signals should be designed to complement the rural/rustic nature of the road.

8. Uses. As rural/rustic roads may be used for many different types of transportation, these groups (farmers, bicyclists, equestrians, pedestrians) should be considered when designing improvements.

9. Conformance with Improvements Guidelines. Conformance with these guidelines will be reviewed and monitored by the Montgomery County Department of Transportation, the Montgomery County Planning Board, and the Rural/Rustic Roads Citizens Advisory Committee.

10. Subdivision and Building Permits. Subdivision and/or building permit approvals should not require road improvements which would violate the Rural/Rustic Road Program guidelines. The guidelines cannot be used as a reason for denying or postponing approval of a subdivision or building permit.

#### Exceptional Rural/Rustic Roads

Certain roads have been determined to be Exceptional examples of rural and rustic roads. The Task Force recommends that these roads remain unaltered. The desire to preserve the roads in their present state should in no way reduce maintenance to these roads.

Improvements to Exceptional Rural/Rustic Roads should be given all the consideration previously listed. In addition:

1. Width, Alignment, and Road Surface. The width, alignment, and road surface of Exceptional rural/rustic roads should not be altered except to provide a lay-by for farm equipment or for a scenic opportunity.

2. Bridge Rehabilitation. On Exceptional 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.

### Rustic Residential Streets

#### Maintenance

1. General Maintenance. All maintenance should be continued as previously, but should be sensitive to the character of the street.

2. Tree cutting. Tree cutting should be kept to a minimum. The County should provide same or similar species replacement trees in an expeditious manner.

#### Improvements

1. General. All improvements to the street should be made in character with the surrounding neighborhood.

2. Guardrails. Guardrails should be made of material that enhances the qualities of the neighborhood.

3. Alignment. Alignment of the road should not be altered.

4. Sidewalks. Design of sidewalks should be in character with the surrounding neighborhood and may be of a narrower width or alternative material.

5. Bridges. Replacements of bridges or culverts should be done in a manner keeping with the character of the street.

## PROTECTIONS

### "The View from the Road"

Although rural/rustic roads have many special qualities in and of themselves, a great deal of the scenic and unique character identified as being part of our Rural/Rustic Road System is due to the adjacent landscapes and views. Whether wooded stream valleys, historic landmarks, or open expanses of farmland, these roadside landscapes are integral to the sense of a rural/rustic environment.

### Zoning Mechanisms

Montgomery County has already done a great deal to preserve agricultural lands and rural open space. The 1980 Preservation of Agricultural and Rural Open Space Plan developed a number of zoning mechanisms that have been very successful in accomplishing these goals. The emphasis for rural roads to be located in areas that are primarily zoned Rural Density Transfer, Rural, or Rural Cluster recognizes the County's established policy of maintaining a special, rural ambiance in these specific parts of the County.

Master Plan recommendations are used in an effort to protect the rustic character of certain areas located outside the Agricultural Reserve. For example, the 1980 Potomac Subregion Master Plan, in the interest of preserving the semi-rural character of the area, provides for a uniform system of two-lane roads in their existing configuration while retaining classifications from earlier plans so that dedication and retention of rights-of-way may continue during the subdivision process. The designation of rustic roads outside the Agricultural Reserve will help in reinforcing the wedge areas in other parts of the County.

### Clustering of Development

A concept set forth in the 1980 Functional Master Plan for Preservation of Agricultural and Rural Open Space is the need to cluster dwelling units in rural areas so as to preserve the sense of open space and possibly allow for continued farming operations. The Task Force strongly supports this valuable concept as it is very much in keeping with the purpose and intent of the Rural/Rustic Roads Program but notes that it is currently difficult to apply because of requirements regarding percolation tests and septic fields. We urge the appropriate agencies to work to resolve these problems so that the pattern of suburban sprawl in our rural areas may be halted.

### Easements

In addition to existing zoning mechanisms, it may be beneficial to encourage, voluntary ways of preserving and enhancing important County landscapes and views that are adjacent to rural/rustic roads. At present, there are views of Sugarloaf Mountain that are protected by easements held by the Maryland Environmental Trust (MET). Additional easements could complement and enhance the Rural/Rustic Roads Programs.

### Retention of Natural Features and Landscaping

In general, the Task Force--while concerned about roadside views and landscapes--is not in favor of trying to regulate setbacks from rural/rustic roads, as rural areas are historically quite diverse in this regard. Historic farmhouses and villages that are very close to the road add as much to the character of a rural area as long vistas of fields do. However, it is very important for new development



projects along rural/rustic roads to recognize and be sensitive to the character of the road and the area as a whole. In particular, roadside areas that have been dedicated as right-of-way should be handled sensitively--including the retention of natural features and landscaping along the road.

## ADDITIONAL RECOMMENDATIONS

### Master Plan of Highways

The Task Force recommends the Master Plan of Highways be updated to include all of the designated Rural/Rustic Roads and Rustic Residential Streets in the Rural/Rustic Roads Program.

### Montgomery County Code

The Task Force recommends the Montgomery County Code should be revised to incorporate the new Rural, Rustic and Rustic Residential classifications and an appropriate amendment should be made to the present definition of a rural road to change its transitional classification.

The Task Force also suggests that the Code be changed to permit new subdivision roads to be constructed according to standards which are compatible with the surrounding rural or low density residential area and the adjacent rural/rustic roads. Current standards for interior roads in new subdivisions require roads which are substantially different from and visually out of place on rural and rustic roads.

### Citizens Advisory Committee

The Task Force recommends the establishment of a Citizens Advisory Committee as an advocate for and overseer of the Rural/Rustic Roads Program. The Citizens Advisory Committee should be staffed by an agency selected by the County Council.

The Task Force believes that a citizens committee is needed to review proposed additions or deletions to the program and to mobilize a constituency for the program. In addition, the Committee would review the County Capital Improvements Program and also subdivision and development plans to ensure that proposed changes to plans and programs are appropriate.

#### Adding Roads to the Program

The Task Force recommends that any individual or group have the ability to nominate a road or roads for designation as Rural/Rustic or Residential Rustic. When it is feasible, such nominations should be made in conjunction with area Master Plan updates.

#### Procedures for Adding or Deleting Roads to be Protected

1. Individuals or groups could nominate roads for addition or deletion of the overlay designation (as feasible, this should be done in conjunction with area Master Plan updates).
2. Nominations would be analyzed for their adherence to the criteria for designation and would be recommended to the Planning Board if the nomination warrants an amendment to the Master Plan.
3. The Planning Board would initiate a Master Plan amendment which would be sent on to the Executive and Council for approval.

## Public Information

The Task Force endorses the development of a public information effort to promote the Montgomery County Rural/Rustic Roads Program.

The Task Force recommends the following elements for a public information effort:

### Signs or Markers

- ° A sign or symbolic marker should be created to denote Rural/Rustic Roads. These signs should be designed and adopted by the agency which will administer the program and should be placed only on selected roads, not on every road in the program. Signs or markers might be placed on roads which form a network of representative Rural/Rustic Roads or on roads which lead to "pick your own" farms, historic, recreational, or scenic areas or a combination of all. In any case, signed roads should be carefully selected so as not to encourage large amounts of additional traffic on especially fragile roads or in areas where such traffic would be disruptive to residents.

### Maps and Publications

- ° The appropriate government agency, in cooperation with the Department of Transportation, the Maryland-National Capital Park and Planning Commission and the Office of Economic Development, prepare maps and other relevant publications to highlight the Rural/Rustic Roads Program.

*Circling Historic Landscapes*

- *The Maryland-National Capital Park and Planning Commission publish a second edition of "Circling Historic Landscapes."*

## CONCLUSION

The Task Force believes that a Rural/Rustic Roads Program in Montgomery County is essential for the protection and preservation of our rural, scenic, and historic legacy, and that the roads so designated should be given the highest level of protection from change or alteration.

The Task Force recommends that the Council establish a Rural/Rustic Roads Program immediately. This can be accomplished by:

1. adopting legislation to establish a Rural/Rustic Roads Program including the definitions and criteria recommended by the Task Force;
2. updating the Master Plan of Highways to include the Rural, Rustic, and Rustic Residential road designations;
3. amending the Montgomery County Code to include the proposed Rural, Rustic, and Rustic Residential classifications;
4. amending County law and Road Code to permit new subdivision roads to be constructed according to standards which are compatible with surrounding rural or low density areas and adjacent rural/rustic roads;
5. implementing the guidelines for maintenance, improvements, and protections recommended by the Task Force;

6. keeping in mind when revising Master Plans and approving capital improvements projects the impact of road improvements on rural, historic, and scenic roads and their environment;
7. designating an agency to be responsible for the Rural/Rustic Roads Program;
8. appointing a Citizens Advisory Committee to oversee the Rural/Rustic Roads Program and to monitor additions and deletions to the program;
9. designating the roads recommended by the Task Force as Rural, Rustic, or Rustic Residential; and
10. implementing a public information program to promote the Rural/Rustic Roads Program by:
  - creating signs or markers for identifying Rural/Rustic Roads;
  - preparing maps and other publications to highlight the program; and
  - publishing a second edition of "Circling Historic Landscapes."

## INDIVIDUAL VIEW OF MARY ANN THANE

After a great deal of thought and consideration, I conclude that there is one road about which I must respectfully disagree with other Task Force members. That road is Stoney Creek Road in Potomac.

I believe that Stoney Creek Road should be designated as a Rustic Road for the following reasons. First of all, it is a very old road and can be found on maps more than 100 years old. It fits the definition of a Rustic Road and meets the criteria for designation.

Stoney Creek Road is a narrow country lane which traverses a lovely stream valley under a canopy of tall trees near River Road and then passes, in a northwesterly direction, through an area of rolling farmland. I can sympathize with Task Force members concern that the road is very narrow and difficult to drive and that its Master Plan of Highways classification as an arterial road should be retained for future use to move commuter traffic, but these are among the very characteristics and concerns that make me believe that it should receive a Rural/Rustic Road designation to protect it from widening to accommodate thru commuter traffic.

Stoney Creek Road has some protection in its current two-lane configuration as do most roads in the Potomac Subregion because of Master Plan recommendations, but this protection is not assured. Oaklyn Drive was similar to Stoney Creek Road - a narrow country lane through a fragile stream valley across a one lane bridge and with low density residential development. Now it is a wide arterial road with high speed traffic.

I believe that Stoney Creek Road is a treasure which should be preserved and protected in its current historic two-lane configuration but which might receive a minimum of improvement outside of the stream valley to facilitate safe travel and so, I ask that its name be added to the list of designated roads in the Rural/Rustic Roads Program.



## Minority Report

Submitted by Aron Trombka

The members of this Task Force have devoted long hours toward the goal of recommending to the County Council a game plan for establishing a Rural/Rustic Roads Program in Montgomery County. I complement the Task Force for a job well done. The Task Force Report serves as testament to the commitment and creativity of this group.

I respectfully offer an opposing recommendation to one element of the Task Force Report. The "Guidelines for Maintenance and Improvement of Rural/Rustic Roads" includes the following:

Subdivision and Building Permits. Subdivision and/or building permit approvals should not require road improvements which would violate the rural/rustic road program guidelines. The guidelines cannot be used as a reason for denying or postponing approval of a subdivision.

I am concerned that the above guideline could allow a subdivision approval which exempts a developer from making an improvement to a rural/rustic road which would be needed to meet the Local Area Review test of the Adequate Public Facilities Ordinance. As currently written, the guideline presumes that preservation of the character of a rural/rustic road should take predominance over alleviation of traffic congestion in all instances.

I recommend an alternative guideline:

Subdivision approvals should not require road improvements which alter the width or alignment of these roads except in selected instances wherein such improvements are necessary to meet Local Area Review standards of the Adequate Public Facilities Ordinance. The Planning Board shall evaluate all feasible improvements to other roads as an alternative to modification of the width and/or alignment of rural/rustic roads. Should the Planning Board determine that no feasible alternative exists, they shall have the discretion of either exempting the applicant from improvements to the rural/rustic road or requiring improvements to the road as needed to meet Local Area Review standards.

This guideline will allow for a case by case evaluation of the conflicting priorities of preserving the character of rural roads and providing sufficient roadway capacity to meet demand.

## Individual Views of Timothy W. Warman

There is one area of the report with which I must respectfully disagree with my colleagues. The majority recommends that most of the roads designated Rural or Rustic also be designated as "Exceptional". The designation as Exceptional means that regardless of current or changing patterns of use, these roads would not be changed or improved. The Task Force is saying the current character of the Exceptional road is more important than transportation needs or safety along the route. Further the Task Force is saying that whatever it is that makes the road Exceptional would be destroyed by paving, widening, grading, installing guardrail, or replacing an inadequate bridge.

There maybe a few roads in the County that still reflect accurately characteristics of the past or of a unique part of the County's culture that should be given this level of protection. It is important for future generations to have these examples to learn from. My disagreement with the Task Force lies first with the process used to select roads for the Exceptional designation, and second with the large number of roads recommended for designation as Exceptional by the Task Force and the corresponding large impact on landowners, farmers, and residents of the rural community.

I must give the Task Force credit. Many hours were spent by the members touring County roads, and many more hours were spent discussing the merits of individual roads. However, the landowners and residents who live along the roads or who use the roads daily were not consulted about their position on designating the roads as Exceptional. We do not really know whether the road is adequate to meet needs today, let alone future needs. In fact, many of the roads are not adequate to meet the needs of the agricultural community today. It is increasingly difficult to move farm equipment on these roads do to the increased traffic they already carry. Further, in the last few years many of the small bridges on these roads have been posted with weight limits that restrict crossing by farm trucks and equipment. Designating a large number of roads Exceptional could result in a second class transportation network for the rural up-County.

Therefore, I strongly recommend that all landowners along all the roads recommended for Rural or Rustic designation be polled, by mail, to determine if a majority desire or agree to the additional designation as Exceptional. I believe that if this or a similar process is not used to determine the level of support for designating roads as Exceptional, then the County will once again be open to charges of forcing its will on the less populated rural areas of the County.

My second concern, and it points to the need for the local residents to be consulted, is that the Task Force is recommending that 48 of the 86 roads identified as Rural or Rustic should also be designated as Exceptional. Many of these roads are short, such as Swains Lock road and would affect relatively few residents, but others such as Edwards Ferry are several miles long and serve many farms and homes. Additionally, Edwards Ferry carries traffic to the boat landing on the Potomac River.

Several Task Force members argued that polling the adjoining landowners is not necessary because the Council would be holding a public hearing anyway. But I cannot imagine an effective public hearing held to consider all 48 Exceptional roads at once, nor can I imagine the Council holding 48 separate hearings anytime in the near future. I submit that the Council will need the information a good poll of adjoining landowners would provide in order to make a good decision on this issue.

I don't want my comments to mislead the reader or the other Task Force Members. I agree with the basic designations of Rural and Rustic, and the recommended policies for road maintenance and improvement consistent with the character of the road. I also think that there are a few roads that could be designated Exceptional and preserved, as they are, for current and future generations to experience. An example of a lock road, a narrow concrete road such as Martinsburg, a dirt or gravel road such as West Harris, a road that played an important role in the Civil War, such as the gravel portion of River Road, perhaps a mill road, a road that fords a stream, etc. would be just as valuable to preserve as many of the historic structures the County has designated in the Historic Preservation Master Plan. I simply feel that the people who have, by the nature of their past activities, contributed to sustaining the road in a state that makes it a candidate for designation as Exceptional, should be consulted formally and individually prior to the designation.

APPENDIX A

Resolution No.: 11-1472  
Introduced: May 30, 1989  
Adopted: June 6, 1989

COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND

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By: Councilmember Potter

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Subject: Establishment of a Task Force to Study a Montgomery County Rural Roads Program

Background

1. The Master Plans of Montgomery County have established rural, or wedge, areas of the County.
2. In 1977 Sugarloaf Regional Trails issued a report "Scenic Byways, A Study of Scenic Roads in Western Montgomery County," which recognized scenic roads and ranked them by characteristics.
3. In 1980, the Montgomery County Council affirmed the intent of the master plans to preserve agriculture and open space by creating the Agricultural Reserve.
4. The rural areas of Montgomery County contain many roads of a rustic nature that have important scenic and historic qualities.
5. The Maryland-National Capital Park and Planning Commission will be developing a Comprehensive Transportation Plan starting in the fall of 1989, for the approval of the County Council.
6. There is currently no formal nor informal designation used by the County to assure that the nature of these roads is maintained.
7. The State of Wisconsin established the Rustic Roads Program in 1973 to preserve roads of natural or cultural importance and outstanding beauty.
8. Harford County, Maryland will be considering establishing a rural roads program in the fall of 1988.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

A Task Force to study the creation of a rural or rustic roads system for Montgomery County is established.

I. The Task Force will:

A. Research experience with rustic or rural roads programs in other jurisdictions.

B. Explore and evaluate concerns and benefits (such as heightened public interest in history and environment) for implementing a rural/rustic roads system.

C. Develop a set of criteria for designating roads as rural or rustic.

D. Develop a set of proposed regulations for maintenance and protection of those roads designated as rural or rustic.

E. Develop a list of roads to be included in the rural/rustic roads network.

F. Make suggestions for public information to be provided on the system of rural/rustic roads.

G. Submit a final report to the County Council by November 15, 1989.

II. Membership. The Task Force will consist of eleven members appointed by the Council and shall consist of the following:

A. Government Agencies - six members from the following:

MNCPPC: one member representing transportation planning and one member representing historic preservation;


- County Government - one member representing transportation planning; one member representing the Agricultural Preservation Advisory Board; one member representing the Office of Economic Development; and one member representing the Office of Planning Policies.

B. Other: Five members representing such areas as, but not limited to, civic associations, historical organizations, environmental organizations, municipalities, and agricultural organizations.

III. Chairman.

The County Council will designate the Chair of the Task Force.

This is a correct copy of Council action.

  
\_\_\_\_\_  
Kathleen A. Freedman, CMC  
Secretary of the Council

Resolution No. 11-1593  
Introduced: September 12, 1989  
Adopted: September 12, 1989

COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND

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By: County Council

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Subject: Expansion of and Appointments to the Rural Roads Program Task Force

Background

1. Resolution No. 11-1472, adopted by the County Council on June 6, 1989, established a Task Force to Study a Montgomery County Rural Roads Program.
2. Following interviews of the applicants, it was concluded that the task force should be expanded from 11 to 14 voting members.
3. It is recommended that the date for submission of the final report be extended.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

1. The Rural Roads Task Force is expanded from 5 to 8 non-government members.
2. The final report of the Rural Roads Program Task Force must be submitted to the County Council by January 16, 1990.
3. The following individuals are appointed to the Rural Roads Program Task Force:

Frederick Gutheim  
23720 Mount Ephraim Road  
Dickerson, MD 20842

Robert L. Mitchell  
14708 Westbury Road  
Rockville, MD 20850

Robert M. Hanson  
14100 Quince Orchard Road  
Gaithersburg, MD 20878

Mary Ann Thane  
10406 Gary Road  
Potomac, MD 20854

Franklin A. Jamison  
20101 Westerly Avenue  
Poolesville, MD 20837

The Honorable Elizabeth Tolbert  
Mayor, Town of Barnesville  
18112 Barnesville Road  
Barnesville, MD 20838

Steven D. Lubar  
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Piera M. Weiss  
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Pat Willard, Coordinator  
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Edward P. Thompson, Jr.  
Chairman  
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Aron Trombka, Planner  
Office of Planning Policies  
EOB  
101 Monroe Street, 4th Flr.  
Rockville, MD 20850

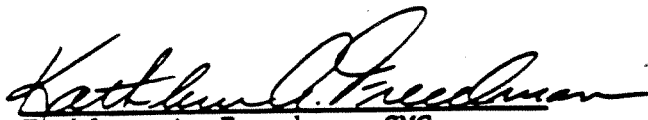
Gwen Marcus, Planner  
Urban Design Division, M-NCPPC  
8787 Georgia Avenue  
Silver Spring, MD 20910

Tim Warman  
Senior Planning Specialist  
Agricultural Resources  
Office of Economic Development  
EOB  
101 Monroe Street, 15th Flr.  
Rockville, MD 20850

Glen Orlin  
Chief, Planning & Programing  
Office of Planning & Project Dev.  
DOT  
101 Monroe Street, 10th Flr.  
Rockville, MD 20850

4. Mary Ann Thane will serve as Chair of the Task Force.

This is a correct copy of Council action.

  
Kathleen A. Freedman, CMC  
Secretary of the Council



## APPENDIX B

### EXISTING PROGRAMS AND STUDIES

The Task Force reviewed a variety of publications and documents which describe existing and proposed scenic roads programs throughout the United States. The Federal Highway Administration publication "Scenic Byways" provides information about States which have designated scenic routes and/or programs for their designation.

Publications which set forth details of scenic roads programs in more than a dozen States indicate that there is nationwide interest in the protection and preservation of roads through areas with views of rural open space and of natural beauty. Most State programs are titled "Scenic" but include rural and rustic qualities among their criteria for designation.

Some states have only one or two designated scenic routes, others have a long list. Designation procedures range from simple to complex. Some State programs set forth a process by which citizens may nominate roads to be included or added while others reserve nomination for the local jurisdiction or a government agency. The same is true of administration of the program, by Citizen Advisory Board in some States, Government Agency in others.

The Sugarloaf Regional Trails 1977 "SCENIC BYWAYS - A Study of Scenic Roads in Western Montgomery County" contains a review of scenic roads programs in existence at that time. Some details described in that report are the same today while others have changed. Today the focus of more programs is on scenic values instead of on recreational functions as was the case in 1977.

The State of Wisconsin has a Rustic Roads System in addition to the scenic easement program which was described in the Sugarloaf Regional Trails Study. Details of the Wisconsin Rustic Roads Program were helpful to the Task Force in preparing some of our recommendations.

In 1977, the State of Vermont enacted a Scenic Road Law which says "It is the policy of the State of Vermont to preserve through planning the scenic quality of its rural landscape."

Arizona, Connecticut and Nebraska provide for exemption from federal, state, county and city road standards in order to preserve scenic and historic roads and Oregon requires that "maintenance must not alter or degrade" the historic and scenic characteristics for which the road was designated as a scenic road.

The State of Maryland now has identified Scenic Routes, one of which is located in Montgomery County.

Both Harford County and Prince George's County have studied scenic roads programs, but neither County has adopted such a program.

APPENDIX C

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

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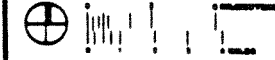
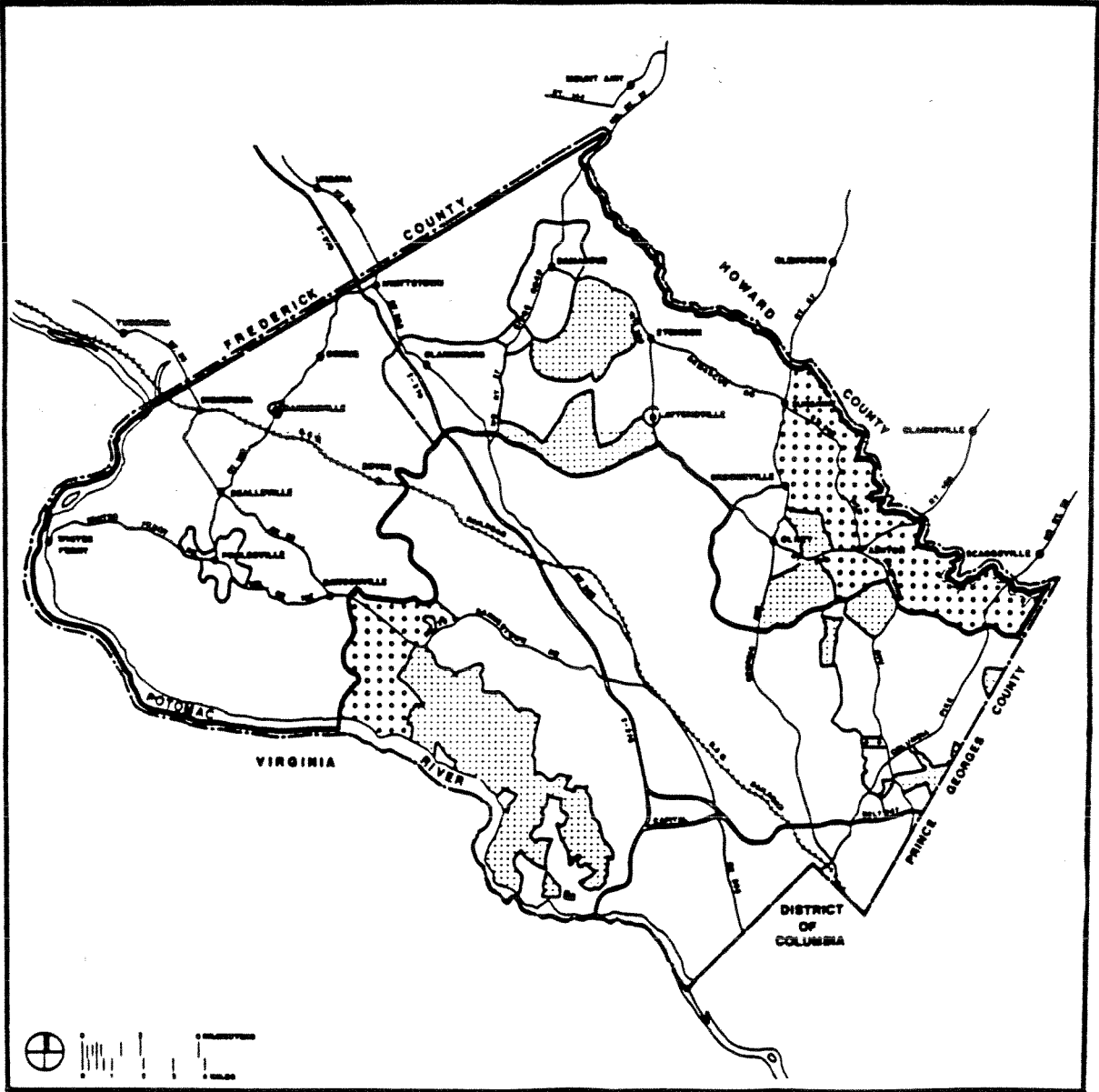
Wisconsin. Rustic Roads Program. December 1973.

# PROPOSED RURAL AREA LAND USE AND ZONING

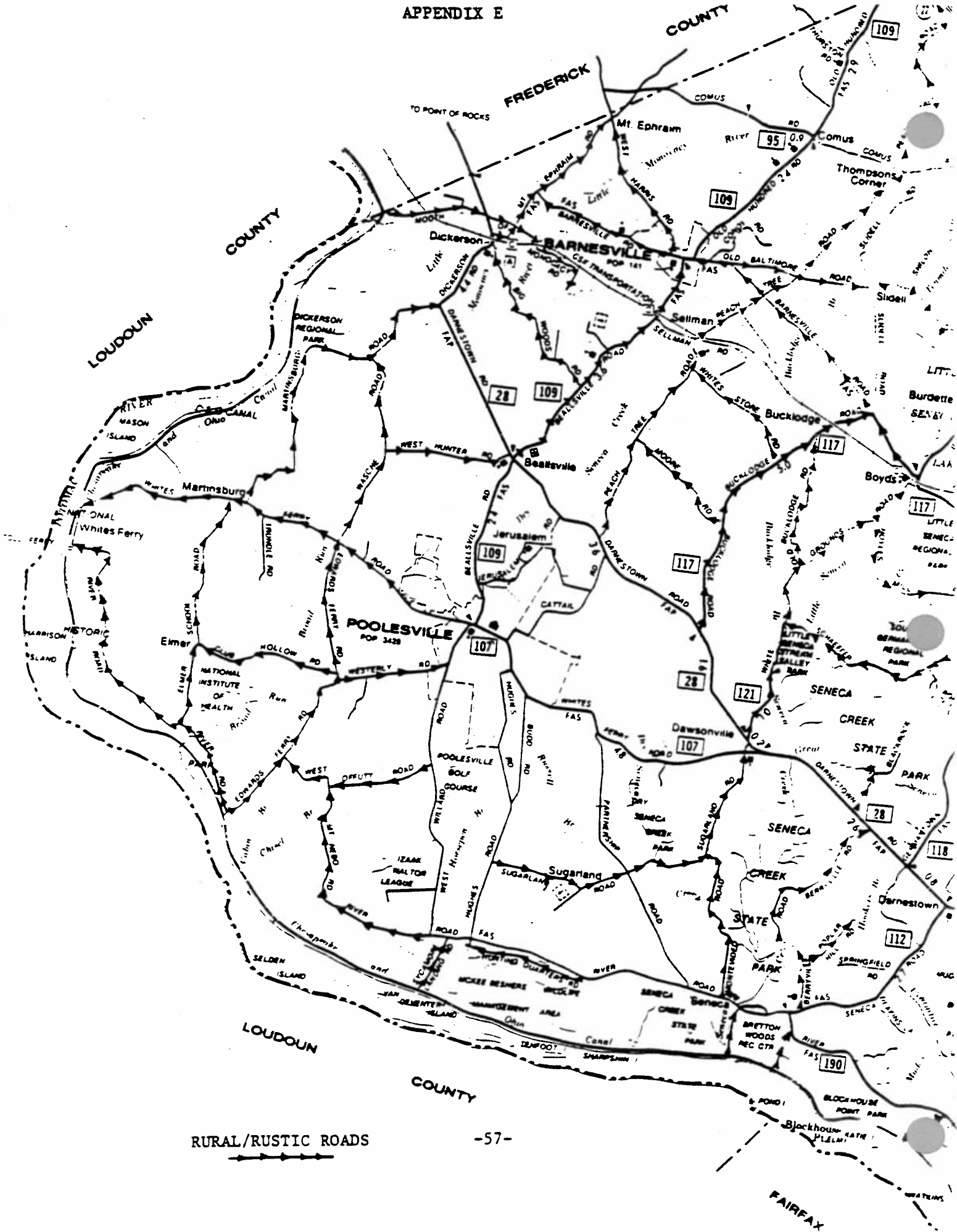
**Legend:**

-  Montgomery County Boundary
-  Rural Wedge Study Area Boundary
-  Population Centers
-  Agricultural Reserve (Rural Density Transfer Zone)
-  Rural Open Space (Rural Cluster Zone)
-  Residential (RE-2)

Plan Reflects Potomac Subregion & Eastern Montgomery County Master Plans

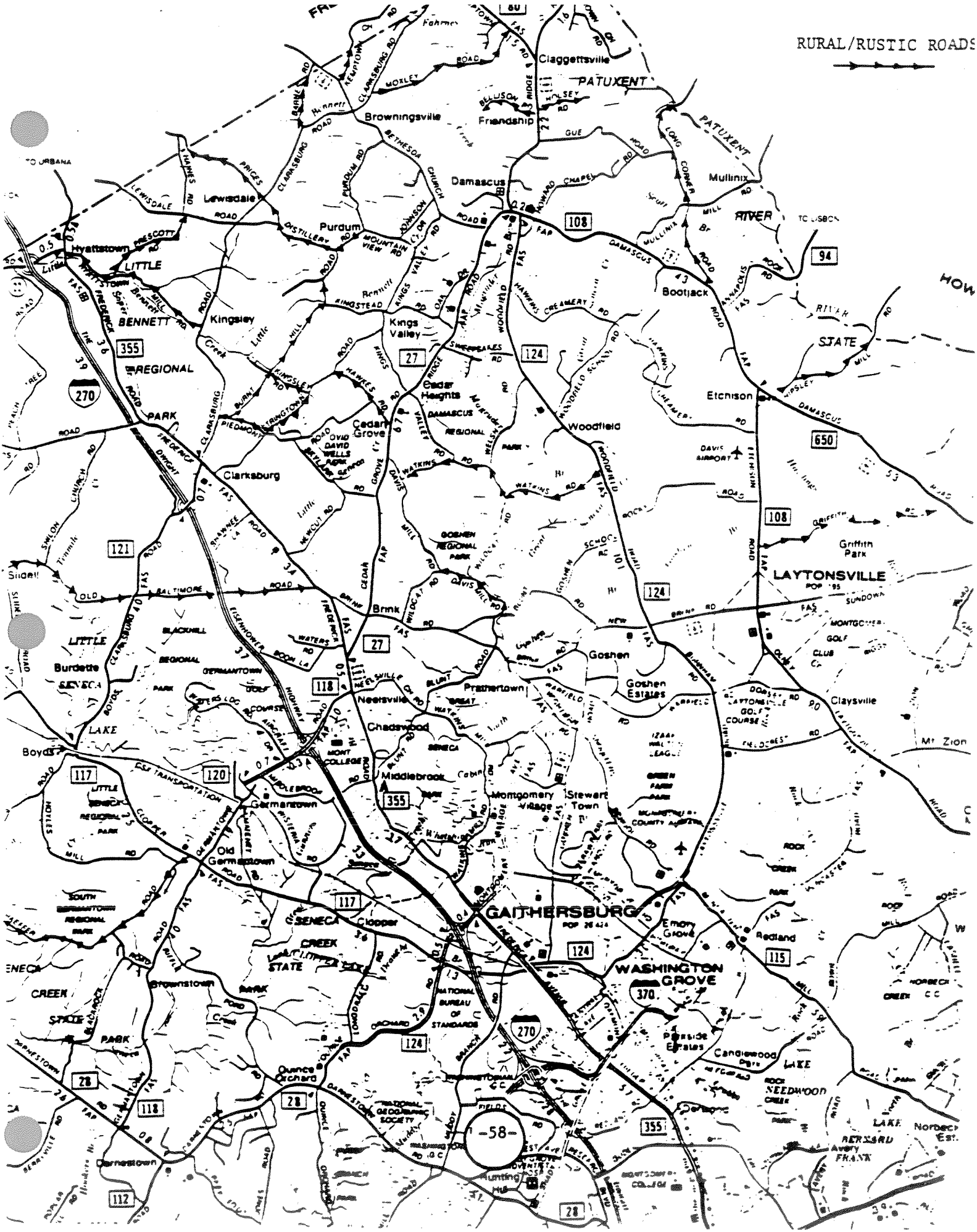


## SUBREGIONAL MASTER PLAN FOR THE PROTECTION OF THE WEDGE IN MONTGOMERY COUNTY

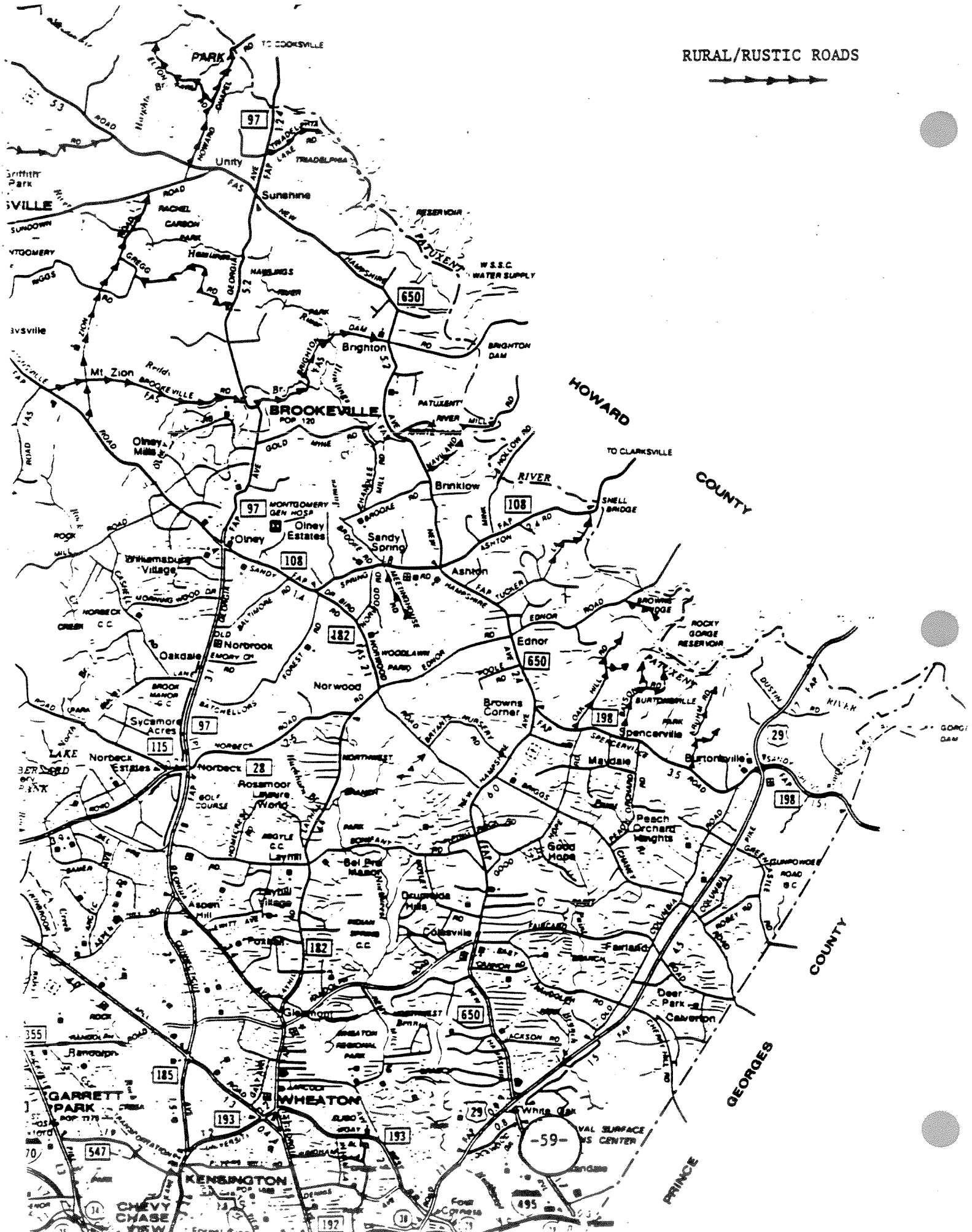


RURAL/RUSTIC ROADS

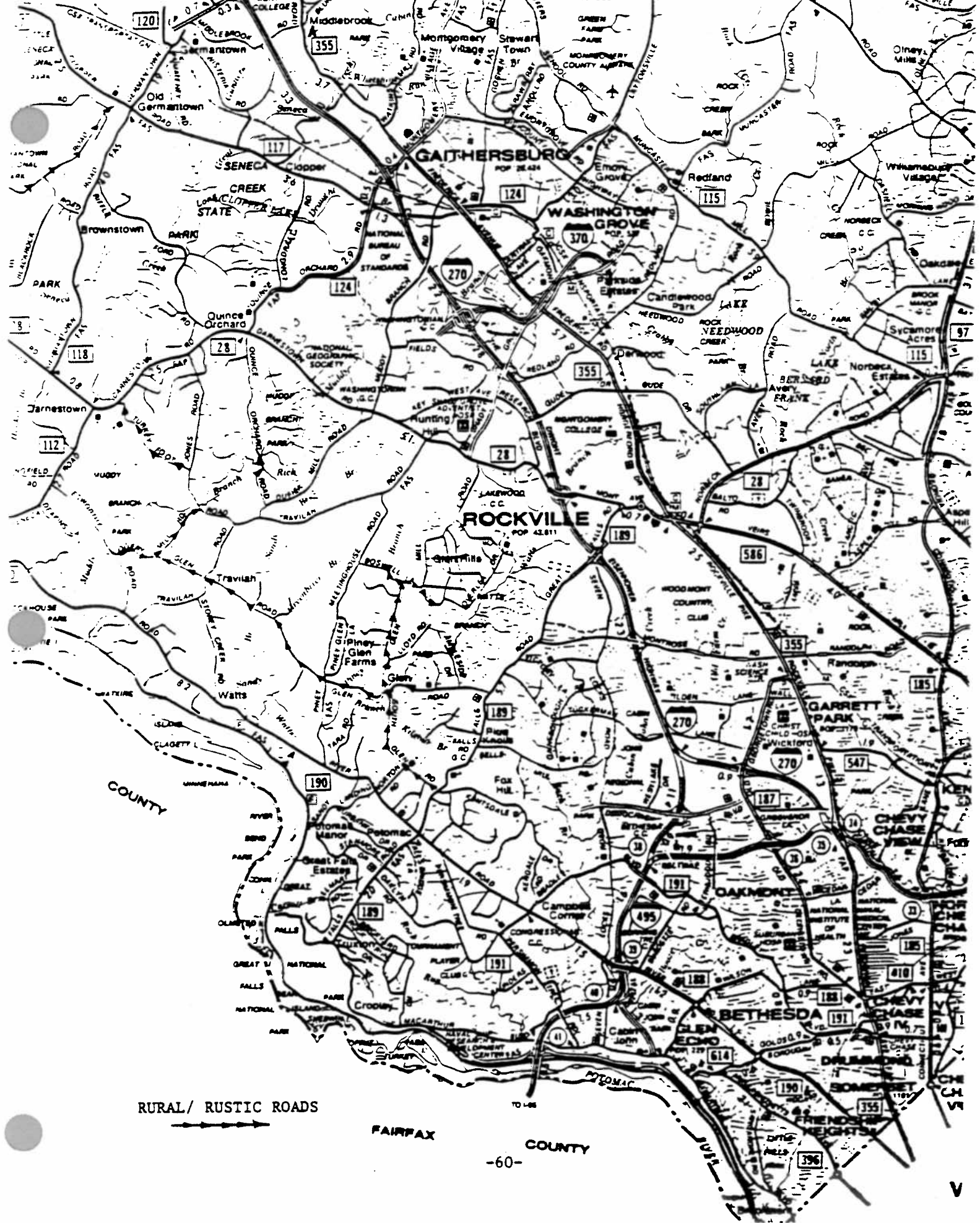




RURAL/RUSTIC ROADS







RURAL/ RUSTIC ROADS



FAIRFAX

COUNTY

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## MONTGOMERY COUNTY RURAL/RUSTIC ROAD DESCRIPTIONS

RURAL/ RUSTIC	ROAD	SEGMENT	APPROX. LGTH. (MI.)	DESCRIPTION	
Rural	Avoca Road	Oak Hill to end	0.5	Part of road network for residences in agricultural area of Patuxent watershed.	
Rural	Barnes	entire length	0.8	A rural road starting in north/central Montgomery County and crossing into Frederick. Some development, woods and pastures.	
Rural	Barnesville Road	entire length	6	This is a charming country road, rural in character, lined with farms. Vistas of farmland and Sugarloaf Mountain.	
Rural	Basson Road	entire length	2	Part of rural community in eastern Montgomery County Master Plan. Part of Patuxent watershed.	
Rural	Beallsville Road (Old Hundred Road/ MD 109)	Hyattstown to Froolesville Limits	11	Agricultural vistas to the east and woods to the west. The portion north of Barnesville has considerable commuter traffic however, the road has magnificent vistas of farmland and Sugarloaf Mountain. Route 109 is also part the crossroads of historic Beallsville.	
Rural	Belle Cove	entire length	0.5	Unpaved road serving rural/residential area off of Krumh Road. One lane bridge.	
Rural	Bellison Road	entire length	0.6	Unpaved road in north-central County near Friendship. Some old homes.	
Rustic	Berryville Road	Rt. 28 to Seneca Road	3.5	Narrow, paved, unpainted road, woods and farms follows Seneca Creek stream valley. One lane bridge. Known as "horse hole" road because of loss of many horses in past log hauling operation.	exception
Rural	Big woods Road	entire length	2.5	Leads from Dickerson to Route 109. Low density residential, farms, and heavily wooded areas. Tributary of Monocacy visible from roadway.	

Rural	Black Rock Road	Rt. 28 to Seneca Creek Park	0.8	Narrow, paved, unpainted road. Historic Black Rock Mill and Muddy Branch stream valley park.	exception
Rustic	Boswell Lane	Glen Mill Road to second bend	0.3	Narrow road with large trees near roadway. Older and new residential development in area. Section cited does not serve new development.	exception
Rustic	Brighton Dam Road	New Hampshire Avenue to Brookeville	2.4	Extremely winding, narrow road crossing two segments of Hawlings River Park.	
Rural	Brogden Road	Batson to end	1	Passes through area noted as rural community in Eastern Montgomery County Master Plan.	
Rustic	Brookeville Road	Brookeville to Lavtonsville Road	2.8	Unpainted road crosses Reddy Branch and follows Reddy Branch stream valley. Rolling hills and some residences.	
Rural	Buck Lodge Road (MD 117)	Barnesville Road and MD 28	4	Connects Barnesville Road with Route 28. Passes several other recommended rural roads. Vernacular style homes visible from roadway. Passes several large farms.	
Rural	Burnt Hill Road	entire length	3	Rural road passing border of Little Bennett Park. Farms visible on both sides of road.	
Rural	Club Hollow Road	entire length	2.3	Road enjoys scenic plateau along with serpentine trail through woods. Some homes. Borders NIH Animal Farm.	exception
Rural	Davis Mill Road	entire length	2	Narrow, winding road bordering stream and Goshen Regional Park. Some residential development. Location of Butler's Orchard pick-your-own farm.	exception
Rural	Edward's Ferry Road	From Edwards Ferry (C&O) to Whites Ferry Road	2	Narrow road passing many diversified farms and leading to historic Edward's Ferry site which is now part of C&O Canal National Park.	exception
Rural	Elsler School Road	entire length		Country Road through woods and open vistas. Some residences. Borders NIH Animal Farm Park.	exception
Rural	Elton Farm Road	Howard Chapel to end	0.8	Crosses tributaries of Patuxent and Rolling farmland. Serves as access to lone farmhouse.	exception
Rustic	Glen Mill Road	Red Barn to Glen	1	Passes stream valley and horse pastures. Narrows through Glen area to one lane bridge. Original alignment allowed for resting area for horses serving old Glen Mill.	exception

Rustic	Glen Road	Beebean to Piney Meetinghouse	1.5	Narrow, no shoulder road passing historic Potomac Hunt Country. Trees form canopy in many areas. Main road through Glen stream valley and road to Glen Mill site.	exception
Rustic	South Glen Road	Glen Road to Deep Glen Drive	0.3	Passes historic Glen Store and first Potomac Post Office. Constructed with horse team resting sections.	exception
Rural	Gregg Road	Riggs Road to Georgia Avenue	1.8	Unpainted, winding road. Large barns and stream crossing.	exception
Rustic	Griffith Road	Laytonville Road to Damascus Road	3	North of Laytonville. Road crosses Hawlings River. Passes farmland and some residential development.	
Rural	Haviland Mill Road	New Hampshire Ave. to County line	1.5	Road leading from Brinklow community through the Patuxent watershed to Howard County. Passes through Hawlings River stream valley.	
Rural	Hawkes Road	segment outside of Clarksburg area	0.5	Small agricultural road in Cedar Grove Community. Some development.	
Rural	Hosley Mill Road	Damascus Road to County Line	2.1	Road of varying widths leading from Etchison to Howard County through the Patuxent watershed area. Wooded sections and some residences.	
Rural	Hoisey Road	entire length	1	Narrow road near Friendship community. Some old tenant homes. Road deadends into farm and Patuxent State Park region.	
Rural	Howard Chapel Road	Rt. 108 to County line	1.7	Road leading from east of Damascus into the Patuxent watershed. Rolling hills and numerous scenic vistas.	exception
Rural	Hovles Mill Road	White Ground Road to Germantown border	1	Unpaved road in historic black community of Turnertown. Passes through woods and farms. Some homes. Road has one of few remaining fords in the County.	exception
Rural	Hunting Quarters Road	From Hughes to River Road	1	Unpaved road along McKee-Besners Wildlife Management Area. Heavily wooded with occasional field. One residence can be seen from road.	exception
Rural	Hvattstown Mill Road	entire length	2	Curving, twisting unpaved road in Little Bennett Park. Passes woods, stream, and meadow. Barricade exists in center to prevent through traffic.	exception
Rustic	Johnson Road	entire length	0.8	Road deadending into Northwest Park area. Low density residential and agriculture predominate in the area.	
Rural	Kemptown Church Road	entire length	0.8	North of Browningsville. Leads from Bethesda Church Road into Frederick County. Some development.	

Rural	Kingsley Road	Burnt Hill Road and Stringtown Road	0.5	Extremely narrow with steep topography on the southwest side of road. It is a narrow park-like road with trees immediately adjacent to the road.	exceptional.
Rural	Kruha Road	entire length	1.3	Narrow road leading from Spencerville Road to Patuxent watershed. Serves older rural/residential area of eastern County.	
Rural	Link Road		0.6	Runs along Ridgeline above Patuxent River. Panoramic views of River valley and active farmland.	exceptional
Rural	Martinsburg Road	From Whites Ferry to North PEPCO entrance		Two lanes, paved open section, plus one mile section of concrete "political" road. Lined with old stone fences and tall trees. Many farms and views of Sugarloaf Mountain. Listed on Historic Register.	exceptional
Rural	Montevideo Road	From River Road to Sugarloaf Road	2	Two lane, paved, open section road. Excellent example of one-lane truss bridge. Outstanding view of Rocklands historic site. Located in Seneca Historic District.	exceptional
Rustic	Meetinghouse Road	entire length	1.3	Very narrow, winding, historic Quaker Road. Open fields and Quaker meetinghouse.	exceptional
Rural	Moore Road	entire length	1.5	Rural road leading from Peach Tree Road to Buck Lodge Road. Mostly agricultural and woodland. Some residential development.	
Rural	Mount Hebo Road	From River Road to West Offutt Road	1	Travels through low area to high scenic overlook. Bordered by cedars. Some residential. views of Blue Ridge Mountains.	exceptional
Rural	North of Monocacy Road	entire length	3	"Political Road"-the narrow concrete surface is still visible-has lovely vistas of Sugarloaf Mountain and working farms. Historically used for agricultural trade route.	exceptional. Very high historic significance.
Rural	Maxley Road	entire length	2.3	Leads from Clarksburg Road to Keenown Road through mostly undeveloped area of County.	
Rural	Mt. Ephraim Road	County line forge to Urbana to MD 28	2.5	Early concrete road-the original concrete is still visible under the overlying asphalt; lined by three large working farms-used by farm equipment and tourist traffic to Sugarloaf Mountain.	exceptional. Historic significance.
Rural	Oak Hill Road	entire length	2	Part of old rural community described in Eastern Mont. Co. Master Plan. Farm located at end of road.	
Rural	Old Buck Lodge Road	entire length - White Ground Road & Buck Lodge Road	2	Paved road with sharp bends. Passes open farmland. Site of Turnertown a historic black community. While church, school and town hall no longer exist, the road has great historic	exceptional.

Rustic	Old Quince Orchard	Passing through stream stream valley	0.2	winding part of Quince Orchard Road that through stream valley.	exceptional
Rural	Old River Road	From River Road to Montevideo	0.4	One lane, paved, open section road. Access to Poole General Store and Jason Darey House. heavily wooded.	exceptional
Rural	Peach Tree Road	MD 26 to MD 109	9	A road of considerable variety--the southern end overlooks three peach orchards; south of Comus Road, the road follows a ridgeline and has vistas over farmland. Woods close to both sides. Minimal new development.	
Rustic	Pennefield Lock	entire length	0.5	Narrow twisting Road through fields and forests. Access to C&O Canal.	exceptional
				over farmland. woods close to both sides. Minimal new development.	
Rural	Piecaont Road	entire length	2.3	winding agricultural road leading from Cedar Grove to Clarksburg. Some new development especially at southern end.	border of Clarksburg to
Rustic	Poolar Hill Road	entire length	1	Small unpaved road off of Berryville Road in Seneca region. Some new residential development.	
Rural	Prescott Road	entire length	1	Mostly unpaved road in northern section of Little Bennett Park. Passes through fields and woodland.	exceptional
Rural	Prices Distillery Road	entire length	2	Passes through Lewisdale community. Views of farmland. Some residential.	exceptional
Rustic	Querv Hill Road	Esworthy to Turkey Foot Road	1	Twisting Road along side Muddy Branch tributary. Small estates and farms.	exceptional
Rustic	Rolley's Lock	entire length	0.5	Narrow twisting Road through fields and forests. Access to C&O Canal.	exceptional
Rural	River Road	Edward's Ferry Road to anites Ferry	3.5	Progresses from wide, two lane road to unpaved path, important vistas across sod farms to Potomac River, heavily wooded in areas.	exceptional
Rural	River Road	From W. Willard to Mt. Nebo Road	2	Progresses from wide, two lane road to unpaved path, important vistas across sod farms to Potomac River, heavily wooded in areas.	
Rural	Schaeffer Road	From Clover Road to anite Ground Road	3.8	Road with wonderful views west. Passes rolling farmland and wooded areas.	
Rural	Stringtown Road	north of Clarksburg zone	1.5	Road leads from Clarksburg Planning Area to Kings Valley. Some development but mostly agricultural and wooded.	

Rural	Sugarland Road	From Rt. 29 to Partnership Road	4.8	Two lane, paved, open section, plus section of concrete "politician's path" road. Passes many historic sites and Davidsonville historic village. Excellent views of farmland. Passes Homestead pick-your-own farm.	exception
Rustic	Swains Lock	entire length	0.5	Narrow twisting Road through fields and forests. Access to C&O Canal.	exception
Rural	Swanore Landing Road	entire length	0.5	Access to C&O Canal. Passes farm fields and forests.	exception
Rural	Tridellonia Lake	Rt. 97 to Patuxent River	1	One-lane access road to WSSC Tridellonia Lake recreational area in the historic Mt. Carmel community. Passes open fields and woods.	
Rural	Tschiffeley Mill Road	River Road to C&O Canal	0.7	Unpaved road, follows Seneca Creek to ruins of the historic Seneca Stone Mill and Quarry.	exception
Rustic	Tucker Road	Ednor View to Rt. 109	1.9	Unpainted road alternating in width. Views into countryside. Minimal residential development.	
Rustic	Turkey Foot Road	entire length	1.8	Winding road passes by some estates and other residential development. Crosses Muddy Branch and Muddy Branch stream valley park.	
Rustic	Violets Lock	entire length	0.5	Narrow twisting Road through fields and forests. Access to C&O Canal.	exception
Rural	Wason's Road	From Whites Ferry Road to Martinsburg Road	2.5	Road has some residential with a preponderance of farmland. Trees next to roadway in many sections.	
Rural	Watkins Road	entire length	2.3	Wooded and winding road from Davis Mill Road to woodfield Road.	exception
Rural	West Harris Road	Barnesville and Mt. Ednaia Road	2	Delightful, narrow, unpaved and, in some cases, ungravelled rural road. Long vistas of farmland in some areas and banks covered with ferns along both sides in others. Seven ton bridge across small gentle stream.	exception
Rural	West Hunter Road	entire length	1.7	Two lane road leading west from Beallsville past several active grain farms. Vistas of rolling farmland and Sugarloaf Mountain.	
Rural	West Giffutt Road	From Willard Road to Mt. Vaco and Edwards Ferry Road	2	Narrow steep road of varying widths. Passes transitional area from woods to farmland.	

Rural	West Old Baltimore Road entire length		6	Part of old trade route to Baltimore, this road remains unpaved for a portion of its length and has one of the few remaining fords in the County. Lovely road with banks covered with ferns and flowers. Views of farms and woodlands.	exceptional. very high historic val.
Rural	Westerly Road	From Willard Road to Edwards Ferry Road	1.5	Road leads from Poolesville to Edwards Ferry Road. Passes Stoney Castle historic site and many active farms.	exceptional
Rural	White Ground Road	From Rt. 28 to Bovas	5	Two lane paved road passes through Bovas historic district. Several one-lane bridges. Heavily wooded areas and views of active farmland. Passes Little Seneca State Park.	exceptional
Rural	White Store Road	entire length	2	This is a pretty, rural road with very large old trees, principally oaks next to the road. It is a very well-preserved road in its character.	exceptional
Rural	Whites Ferry Road	From western boundary of Town of Poolesville to Ferry		Two lane road leads from Poolesville to Whites Ferry (only active Ferry in Montgomery County) at C&O Canal. Passes active farms and several historic residences.	
Rustic	Zion Road	Rt. 108 to Sundown Road	3.7	Road passes Rachel Carson Regional Park, farmland, and some homes. Leads to historic community of Mt. Zion. Crosses 2 tributaries of the Mawlings River.	





PERMANENT RECORD  
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MONTGOMERY COUNTY REGIONAL OFFICE

THE MARYLAND-NATIONAL CAPITAL  
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