



Bethesda Bikeway and Pedestrian Facilities

(P500119)

Category	Transportation	Date Last Modified	12/21/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing
Required Adequate Public Facility	Yes		

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,429	3,141	-	288	233	55	-	-	-	-	-
Land	185	185	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	220	80	-	140	140	-	-	-	-	-	-
Construction	4,395	1,268	-	3,127	2,669	458	-	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	8,230	4,675	-	3,555	3,042	513	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Developer Payments	272	-	-	272	272	-	-	-	-	-	-
G.O. Bonds	7,958	4,675	-	3,283	2,770	513	-	-	-	-	-
TOTAL FUNDING SOURCES	8,230	4,675	-	3,555	3,042	513	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	10	-	2	2	2	2	2
Energy	5	-	1	1	1	1	1
NET IMPACT	15	-	3	3	3	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY04
Cumulative Appropriation	8,230	Last FY's Cost Estimate	8,230
Expenditure / Encumbrances	7,595		
Unencumbered Balance	635		

PROJECT DESCRIPTION

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the 2017 Bethesda

LOCATION

Bethesda Central Business District

ESTIMATED SCHEDULE

Design for the Capital Crescent Surface trail will be completed in FY 20 and design on the Woodmont Avenue Cycletrack and Montgomery Lane/Avenue Cycletrack will be completed in FY 20. All three projects will be constructed in FY 20 - FY 22.

PROJECT JUSTIFICATION

The project implements improvements recommended in the Bethesda Downtown Plan (2017). Additionally, it will help the County achieve its non-auto-driver mode share (NADMS) goals and the goals under Vision Zero to reduce roadway crashes with severe injury and death to zero by 2030.

OTHER

The scope of work was planned and coordinated with local communities, property owners, and the Bethesda Urban Partnership before cost estimates for final design and construction were developed. Costs could be further refined and amended once feasibility is determined during the design process. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

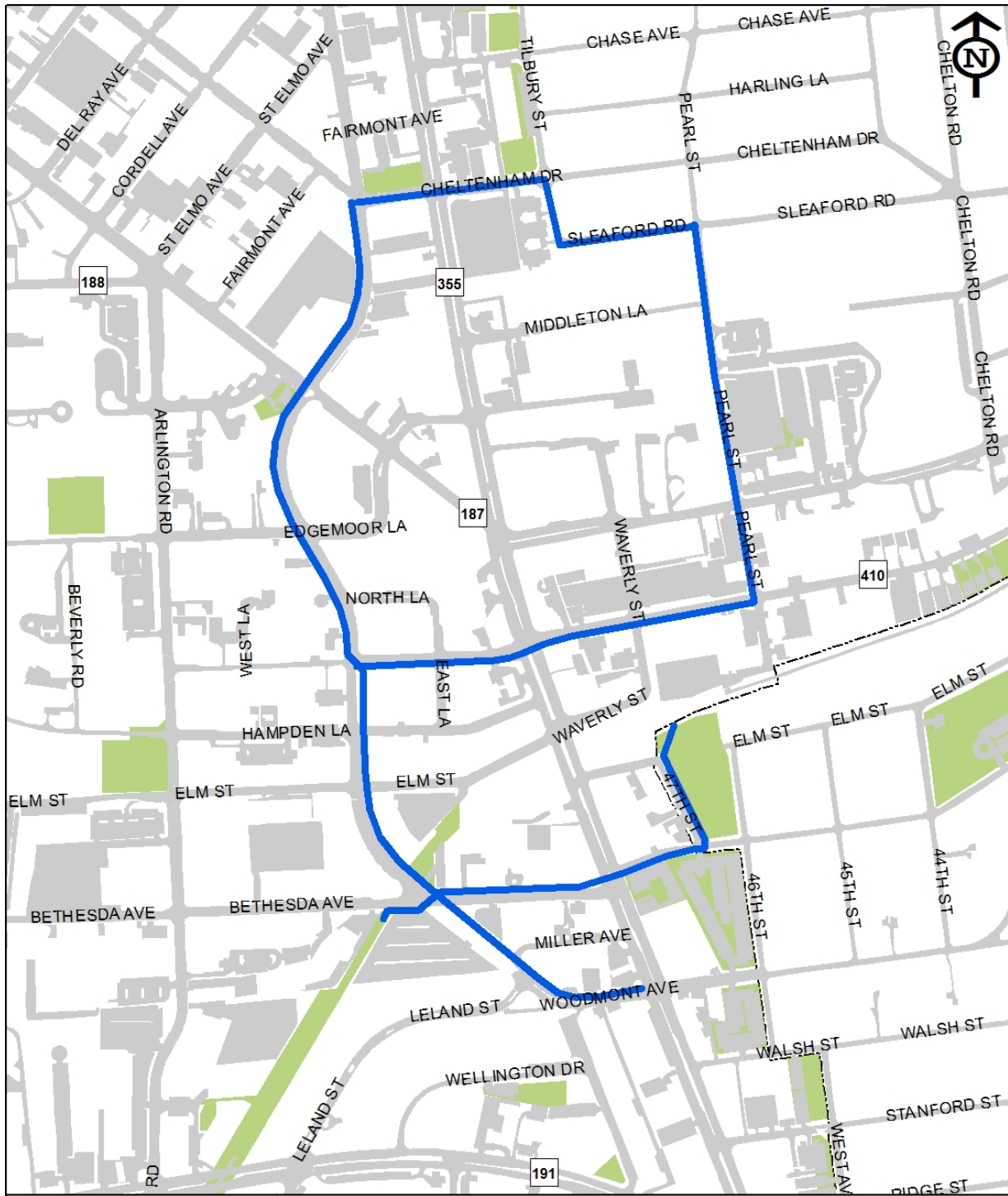
Funding is included for high priority projects only. Acceleration from FY21 to FY20.

DISCLOSURES


A pedestrian impact analysis has been completed for this project.

COORDINATION

Bethesda Chevy Chase Regional Services Center, Bethesda Urban Partnership, Montgomery Bicycle Action Group, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Bethesda CBD Streetscape (CIP #501102), Trails: Hard Surface Design and Construction (CIP #768673), Resurfacing Park Roads - Bridges , Maryland Transit Administration, Washington Metropolitan Area Transit Authority, and Capital Crescent Trail (CIP #501316).



Legend

 Bicycle Improvements

**BETHESDA BIKEWAYS & PEDESTRIAN FACILITIES
CIP NO. 500119**