



Bethesda Bikeway and Pedestrian Facilities

(P500119)

Category	Transportation	Date Last Modified	01/08/22
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 FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,657	3,452	376	829	589	195	45	-	-	-	-
Land	189	189	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	7,506	2,727	1,390	3,389	2,069	1,000	320	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	12,448	6,464	1,766	4,218	2,658	1,195	365	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Developer Payments	272	-	272	-	-	-	-	-	-	-	-
G.O. Bonds	12,176	6,464	1,494	4,218	2,658	1,195	365	-	-	-	-
TOTAL FUNDING SOURCES	12,448	6,464	1,766	4,218	2,658	1,195	365	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance	6	-	-	-	2	2	2
Energy	3	-	-	-	1	1	1
NET IMPACT	9	-	-	-	3	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	2,658	Year First Appropriation	FY04
Appropriation FY 24 Request	1,195	Last FY's Cost Estimate	8,230
Cumulative Appropriation	8,230		
Expenditure / Encumbrances	7,821		
Unencumbered Balance	409		

PROJECT DESCRIPTION

This project includes construction of separated bike facilities on several roadways in downtown Bethesda as planned in the 2017 Bethesda Downtown Plan and the 2018 Bicycle Master Plan. Included is the Capital Crescent Surface Trail Phase 1; the Woodmont Avenue Cycletrack Phases 1, 2A, 2B, and 2C ; the Montgomery Lane/Montgomery Avenue Cycletrack Phases 1, 2A, 2B, and 2C; and the Norfolk/Cheltenham Bikeway.

LOCATION

Bethesda Central Business District

ESTIMATED SCHEDULE

Construction on the Capital Crescent Surface Trail - Phase 1, the Woodmont Avenue Cycletrack - Phase 1, and the Montgomery Avenue/Lane Cycletrack - Phases 1, 2A, and 2B will be completed in FY22. Design and construction of Phase 2 of the Woodmont Avenue Cycletrack, Phases 2C of the Montgomery Avenue Cycletrack will be completed in FY23. The design of the Norfolk/Cheltenham Bikeway will be completed in FY24 with construction in FY25.

COST CHANGE

Cost increase due to higher than anticipated construction costs for Phase 2 of Woodmont Avenue Cycletrack and Phase 2 of the Montgomery Avenue Cycletrack.

PROJECT JUSTIFICATION

The project implements improvements recommended in the Bethesda Downtown Plan (2017) and Bicycle Master Plan (2018). Additionally, it will help the County achieve its non-auto-driver mode share (NADMS) goals and the goals under the County Executive's Vision Zero initiative to reduce roadway crashes with severe injury and death to zero by 2030. These pedestrian and bike facilities will also help the County address the climate action plan.

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 have been further refined.

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).

Bethesda Bikeways 500119 Funded Projects

