



Pedestrian Safety Program

(P500333)

Category	Transportation	Date Last Modified	01/08/24
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	21,630	13,387	743	7,500	1,100	1,200	1,300	1,300	1,300	1,300	-
Site Improvements and Utilities	16,200	9,671	250	6,279	1,168	1,200	1,146	883	921	961	-
Construction	23,551	3,197	5,700	14,654	2,728	2,800	2,674	2,061	2,150	2,241	-
Other	3,734	3,734	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	65,115	29,989	6,693	28,433	4,996	5,200	5,120	4,244	4,371	4,502	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Current Revenue: General	14,866	7,921	1,845	5,100	850	850	850	850	850	850	-
G.O. Bond Premium	650	650	-	-	-	-	-	-	-	-	-
G.O. Bonds	43,788	15,607	4,848	23,333	4,146	4,350	4,270	3,394	3,521	3,652	-
PAYGO	2,782	2,782	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,209	2,209	-	-	-	-	-	-	-	-	-
State Aid	820	820	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	65,115	29,989	6,693	28,433	4,996	5,200	5,120	4,244	4,371	4,502	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	30	-	-	-	10	10	10
NET IMPACT	30	-	-	-	10	10	10

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	4,996	Year First Appropriation	FY03
Appropriation FY 26 Request	5,200	Last FY's Cost Estimate	55,582
Cumulative Appropriation	36,682		
Expenditure / Encumbrances	31,254		
Unencumbered Balance	5,428		

PROJECT DESCRIPTION

This project provides for the review and analysis of existing physical infrastructure and traffic controls for improving pedestrian and bicycle safety and reaching the County's Vision Zero goal of eliminating serious and fatal crashes on our roadways by 2030. This project involves study, design, and construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; pedestrian hybrid beacons (PHBs); pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; bicycle signings and markings; relocating, adding, or eliminating bus stops; lane narrowing and road diets; accessible pedestrian signals (countdown) or warning beacons; improving signage, etc. Study and construction improvement projects are data driven and prioritized based on the Vision Zero Action Plan's High Injury Network and schools identified through the Safe Routes to School Program. The improvements will be made in compliance with the requirements of the Americans with Disabilities Act (ADA). This project combines infrastructure improvements with community engagement and education for traffic safety and Safe Routes to School outreach initiatives.

COST CHANGE

Funding for FY25-30 was adjusted to account for inflation. Funding for FY29 and FY30 was added.

PROJECT JUSTIFICATION

Montgomery County's history of prioritizing pedestrian and bicyclist safety includes the 2002 Blue Ribbon Panel, 2007 Pedestrian Safety Initiative, and most recently the Vision Zero 2030 Action Plan. This project improves safety for people walking and biking along Montgomery County roadways and areas such as school walksheds and along roadway corridors identified as high crash corridors in the Vision Zero Action Plan. The improvements proposed under this project will enhance and/or add to the County's existing infrastructure to increase the safety and comfort level for pedestrians, which in turn will encourage pedestrian activity and safer access to schools and mass transit. This project is intended to support the strategies for enhancing pedestrian safety by piloting new and innovative techniques for improving traffic control device compliance by pedestrians, cyclists, and motorists. Various studies for improvements will be done under this project with an emphasis on pedestrian safety and traffic circulation. Safe Routes to Schools walkability audits for Montgomery County schools are completed through this program, and studies identify needs and prioritize schools based on the need for signage, pavement markings, circulation, sidewalks, and pedestrian accessibility.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, Mass Transit Administration, Maryland State Highway Administration, Wheaton Central Business District, Wheaton Regional Services Center, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian, Bicycle, Traffic Safety Advisory Committee, Citizen's Advisory Boards, and various CIP Projects.