



Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD (P502002)

Category	Transportation	Date Last Modified	12/20/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY24	Rem FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	3,371	1,621	-	1,750	431	632	168	213	202	104	-
Land	692	4	688	-	-	-	-	-	-	-	-
Site Improvements and Utilities	6	6	-	-	-	-	-	-	-	-	-
Construction	7,482	91	586	6,805	2,648	2,649	367	322	355	464	-
TOTAL EXPENDITURES	11,551	1,722	1,274	8,555	3,079	3,281	535	535	557	568	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY24	Rem FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	10,408	579	1,274	8,555	3,079	3,281	535	535	557	568	-
Impact Tax	1,143	1,143	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	11,551	1,722	1,274	8,555	3,079	3,281	535	535	557	568	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	50	-	-	5	10	15	20
Energy	10	-	-	1	2	3	4
NET IMPACT	60	-	-	6	12	18	24

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 26 Request	-	Year First Appropriation	FY20
Cumulative Appropriation	9,356	Last FY's Cost Estimate	11,551
Expenditure / Encumbrances	2,344		
Unencumbered Balance	7,012		

PROJECT DESCRIPTION

This project funds the design and construction of bicycle and pedestrian capital infrastructure in the Wheaton Central Business District (CBD) Bicycle and Pedestrian Priority Area (BiPPA) and identified in the Wheaton Central Business District (CBD) and Vicinity

Sector Plan. Recommended improvements will include new sidewalks, separated bikeways, shared-use paths, streetscape improvements, lighting, signal and accessibility upgrades, intersection safety improvements, bike parking, bicyclist and pedestrian wayfinding, and other treatments intended to improve safety and mobility for cyclists and pedestrians. Future projects include intersection safety improvements identified as high priority and near-term in the Wheaton BiPPA Study.

LOCATION

Wheaton CBD and Vicinity

ESTIMATED SCHEDULE

Final Design for Amherst Avenue Bikeway, a two-way separated bikeway on the west side of Amherst Avenue from Arcola Avenue to Windham Lane, is currently underway and anticipated to be completed in FY24. Construction of Amherst Avenue Bikeway is anticipated to begin in FY25. Design of the Upton Drive Neighborhood Greenway will be completed in FY24, and construction is anticipated to be completed in FY25. Design of the McComas Avenue Neighborhood Greenway will be completed in FY24, and construction is anticipated to be completed in FY25.

PROJECT JUSTIFICATION

This project will enhance and promote accessibility, safety, mobility and comfort for people walking and biking in the Wheaton CBD. The primary purpose of this project is to build better and safer facilities. In urban areas, walking and bicycling are among the most affordable forms of transportation, providing safe and efficient access to transit. Providing safe, convenient and attractive bicycle and pedestrian access, along with modernizing aging infrastructure is essential to ensure equity for all and provide access to jobs, education, public services and the social network. The Wheaton CBD and Vicinity includes the Wheaton Metro Station and Bus Transfer Center, the Wheaton CBD, town square and adjacent public park and government office building, high-density housing, commercial and retail uses including small businesses and Westfield Wheaton (mall), employment areas, entertainment venues, Wheaton Regional Park, connections to the Sligo Creek Trail, Wheaton Library, Recreation and Community Center, fire and police stations, the Mid-County Regional Services Center, MNCPPC and multiple County agencies, Proyecto Salud Clinic, the Gilchrist Immigration Resource Center, and the Adult Behavioral Health Program. This project supports the ongoing redevelopment of the Wheaton CBD, and will help meet master planned Non-Auto Driver Mode Share (NADMS) goals.

FISCAL NOTE

FY24 funding switch between GO Bonds and Impact Tax.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland National Capital Park and Planning Commission (M-NCPPC), Wheaton Urban District Advisory Committee, Maryland DOT State Highway Administration, Washington Metropolitan Area Transit Authority (WMATA), Department of Permitting Services and utilities.