



# US 29 Pedestrian and Bicycle Improvements

(P502304)

Category	Transportation	Date Last Modified	01/11/26
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Colesville-White Oak and Vicinity	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	2,190	14	1,176	1,000	250	250	250	250	-	-	-
Construction	5,716	-	2,406	3,310	780	811	843	876	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>7,906</b>	<b>14</b>	<b>3,582</b>	<b>4,310</b>	<b>1,030</b>	<b>1,061</b>	<b>1,093</b>	<b>1,126</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	5,406	-	1,096	4,310	1,030	1,061	1,093	1,126	-	-	-
State Aid	2,500	14	2,486	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>7,906</b>	<b>14</b>	<b>3,582</b>	<b>4,310</b>	<b>1,030</b>	<b>1,061</b>	<b>1,093</b>	<b>1,126</b>	<b>-</b>	<b>-</b>	<b>-</b>

## OPERATING BUDGET IMPACT (\$000s)

Impact Type		Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance		6	1	1	1	1	1	1
Energy		-	-	-	-	-	-	-
<b>NET IMPACT</b>		<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	1,030	Year First Appropriation	FY23
Appropriation FY 28 Request	1,061	Last FY's Cost Estimate	7,906
Cumulative Appropriation	3,596		
Expenditure / Encumbrances	14		
Unencumbered Balance	3,582		

## PROJECT DESCRIPTION

This project funds the design and construction of pedestrian and bicycle improvements to Flash stations along the U.S. 29 corridor. First and last mile connections to Flash BRT stations along U.S. 29 were identified as part of the U.S. 29 Mobility and Reliability Study effort. These sub-projects would expand and improve the existing pedestrian and bicycle network by filling gaps and upgrading existing facilities. Potential projects could include new and upgraded crosswalks and pedestrian signals, new and upgraded curb ramps, new and upgraded sidewalks, and new and upgraded bicycle facilities. Projects that improve ADA access will be prioritized. Added

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State Aid will support improvements north of Randolph Road and are intended to address first- and last-mile access for stations north of Randolph Road.

## **LOCATION**

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Areas around the U.S. 29 Flash stations along U.S. 29 Colesville Road/Columbia Pike, Lockwood Drive, Stewart Lane, Castle Boulevard, Briggs Chaney Park and Ride, and Burtonsville Park and Ride.

## **ESTIMATED SCHEDULE**

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Identification of improvements north of Randolph Road started in FY23 and implementation of improvements such as sidewalk repairs, ADA repairs, and general maintenance occurred in FY24. Design and construction for projects south of Randolph Road would begin in FY25 and continue into future fiscal years. Initial improvements will be focused around the Four Corners southbound station.

## **PROJECT JUSTIFICATION**

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These projects will complement the initial investment the county and federal government made in the U.S. 29 Flash service by expanding and improving access for pedestrians and cyclists to the stations. The projects will also improve pedestrian and bicyclist mobility and safety. Projects will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways. Improving access to U.S. 29 Flash supports master plan efforts to increase the number of persons traveling by bike, on foot, and via transit. This is in line with the County's Climate Action Plan goals for reducing greenhouse gas emissions. Approved land use plans in the corridor recommend the implementation of transit lanes and new pedestrian and bicycle infrastructure along with U.S. 29 Flash. The project is consistent with the Countywide Transit Corridors Functional Master Plan and County Bicycle Master Plan.

## **FISCAL NOTE**

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Construction cost estimates are based on facility planning conceptual cost estimates completed in FY21 of \$95 million. Construction costs will be updated as design progresses. State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session.

## **DISCLOSURES**

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A pedestrian impact analysis will be performed during design or is in progress. 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**

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Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration & Maryland Transit Administration, utility companies, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Baltimore Gas and Electric, Comcast, Verizon, Maryland Department of Natural Resources, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities, Citizen Advisory Boards, U.S. 29 BRT Corridor Advisory Committee, Neighborhood and Civic Associations, Montgomery County Bicycle Action Group, Washington Area Bicycle Association, Washington Metropolitan Area Transit Authority

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