

Bethesda Bikeway and Pedestrian Facilities (P500119)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	Yes
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Ongoing

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
--	-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,334	1,326	0	8	4	4	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	140	80	0	60	0	0	60	0	0	0	0
Construction	2,045	1,256	0	789	0	0	789	0	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	3,520	2,663	0	857	4	4	849	0	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	3,520	2,663	0	857	4	4	849	0	0	0	0
Total	3,520	2,663	0	857	4	4	849	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				3	0	0	0	1	1	1
Maintenance				3	0	0	0	1	1	1
Net Impact				6	0	0	0	2	2	2

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,520
Expenditure / Encumbrances		2,959
Unencumbered Balance		561

Date First Appropriation	FY 04	
First Cost Estimate		
Current Scope	FY 13	3,520
Last FY's Cost Estimate		3,520

Description

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the Bethesda Central Business District (CBD) Sector Plan to complete the requirements of Stage I development.

Estimated Schedule

The development of the Bethesda Lot 31 Parking Garage (CIP #500932) is expected to be complete in FY15. The design and construction for the remaining projects (Bethesda Avenue, 47th Street, and Willow Lane bike facilities) is expected to be complete in FY17.

Justification

The Bethesda CBD has little net remaining capacity for employment under the current Stage I development restrictions. It is desirable to get the Bethesda CBD into Stage II development to increase employment capacity. The Bethesda CBD Sector Plan of 1994 recommends that certain bikeway and pedestrian improvements be implemented (see Table 5.2 of the Sector Plan) to allow the area to go to Stage II development. Bethesda Central Business District Sector Plan, July 1994.

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.

Fiscal Note

The funding schedule reflects an acceleration of \$79,000 from FY15 into FY14 and a deferral of construction to FY17 to allow time to explore alternatives.

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