

Bethesda Bikeway and Pedestrian Facilities (P500119)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
Yes
None
Ongoing

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,280	1,400	68	812	506	306	0	0	0	0
Land	376	0	0	376	0	376	0	0	0	0
Site Improvements and Utilities	165	80	0	85	0	85	0	0	0	0
Construction	2,408	1,256	0	1,152	0	1,152	0	0	0	0
Other	1	1	0	0	0	0	0	0	0	0
Total	5,230	2,737	68	2,425	506	1,919	0	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	5,230	2,737	68	2,425	506	1,919	0	0	0	0
Total	5,230	2,737	68	2,425	506	1,919	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				4	0	0	1	1	1	1
Net Impact				4	0	0	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	297
Appropriation Request Est.	FY 18	1,413
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,520
Expenditure / Encumbrances		2,993
Unencumbered Balance		527

Date First Appropriation	FY 04
First Cost Estimate	
Current Scope	FY 17 5,230
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.

Location

Bethesda CBD

Estimated Schedule

The design for the remaining Capital Crescent Surface Trail project (Bethesda Avenue, 47th Street, and Willow Lane bike facilities) is expected to be complete in FY17 and construction in FY18.

Cost Change

Scope increase due to the addition of a shared-use path along the northern side of Bethesda Avenue between Woodmont Avenue and Wisconsin Avenue, MD 355; Geometric revisions to the Bethesda Avenue/Woodmont Avenue intersection to shorten the trail crossing distance; and land acquisition.

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 a one year delay in the start of the Capital Crescent Surface Trail construction to FY18.

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