



# Bethesda Bikeway and Pedestrian Facilities

(P500119)

Category	Transportation	Date Last Modified	01/06/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing
Required Adequate Public Facility	Yes		

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	2,658	1,502	496	660	330	165	165	-	-	-	-
Land	360	1	359	-	-	-	-	-	-	-	-
Site Improvements and Utilities	165	80	85	-	-	-	-	-	-	-	-
Construction	5,046	1,257	-	3,789	1,394	1,560	835	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>8,230</b>	<b>2,841</b>	<b>940</b>	<b>4,449</b>	<b>1,724</b>	<b>1,725</b>	<b>1,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	8,230	2,841	940	4,449	1,724	1,725	1,000	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>8,230</b>	<b>2,841</b>	<b>940</b>	<b>4,449</b>	<b>1,724</b>	<b>1,725</b>	<b>1,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
Maintenance	6	-	-	-	2	2	2
Energy	3	-	-	-	1	1	1
<b>NET IMPACT</b>	<b>9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>3</b>	<b>3</b>

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

Appropriation FY 19 Request	2,670	Year First Appropriation	FY04
Appropriation FY 20 Request	165	Last FY's Cost Estimate	5,230
Cumulative Appropriation	5,230		
Expenditure / Encumbrances	3,039		
Unencumbered Balance	2,191		

## Project Description

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the 2017

## Location

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Bethesda Central Business District

## Estimated Schedule

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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 FY18 and construction in FY19. The design for improvements along Woodmont Avenue, Montgomery Lane / Ave, Pearl Street and Norfolk Ave / Cheltenham Drive will continue in FY19-FY20 with construction anticipated in FY19-FY21.

## Cost Change

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Scope increase due to the design and construction of protected bicycle lanes to the west on Woodmont Avenue, to the south on Montgomery Lane/Montgomery Avenue, to the east on Pearl Street/Maryland Avenue, and to the north on Cheltenham Drive. It also includes a protected intersection at Bethesda Avenue and Woodmont Avenue.

## Project Justification

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The 2017 Bethesda Downtown Plan calls for bikeway and pedestrian facility improvements throughout the plan area.

## Other

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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. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

## Fiscal Note

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The funding schedule reflects a one year delay in the start of the Capital Crescent Surface Trail construction to FY19.

## Disclosures

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A pedestrian impact analysis has been completed for this project.

## Coordination

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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, and Capital Crescent Trail (CIP #501316).

