



Bethesda Bikeway and Pedestrian Facilities

(P500119)

Category	Transportation	Date Last Modified	05/09/19
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 FY18	Rem 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	1,671	327	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	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	8,230	3,010	771	4,449	1,724	1,725	1,000	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	8,230	3,010	771	4,449	1,724	1,725	1,000	-	-	-	-
TOTAL FUNDING SOURCES	8,230	3,010	771	4,449	1,724	1,725	1,000	-	-	-	-

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
NET IMPACT	9	-	-	-	3	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	165	Year First Appropriation	FY04
Cumulative Appropriation	7,900	Last FY's Cost Estimate	8,230
Expenditure / Encumbrances	3,161		
Unencumbered Balance	4,739		

PROJECT DESCRIPTION

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the 2017 Bethesda Downtown Plan.

LOCATION

Bethesda Central Business District

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 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

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

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

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

FISCAL NOTE

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

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, and Capital Crescent Trail (CIP #501316).

