



Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD (P502002)

Category	Transportation	Date Last Modified	05/23/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,680	53	647	1,980	515	551	325	424	113	52	-
Construction	7,315	80	377	6,858	875	2,604	1,846	778	422	333	-
TOTAL EXPENDITURES	9,995	133	1,024	8,838	1,390	3,155	2,171	1,202	535	385	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	9,995	133	1,024	8,838	1,390	3,155	2,171	1,202	535	385	-
TOTAL FUNDING SOURCES	9,995	133	1,024	8,838	1,390	3,155	2,171	1,202	535	385	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance	5	-	-	-	-	-	5
Energy	1	-	-	-	-	-	1
NET IMPACT	6	-	-	-	-	-	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY20
Appropriation FY 24 Request	5,068	Last FY's Cost Estimate	4,554
Cumulative Appropriation	2,805		
Expenditure / Encumbrances	361		
Unencumbered Balance	2,444		

PROJECT DESCRIPTION

This project funds the design and construction of bicycle and pedestrian capital infrastructure in the Wheaton Central Business District (CBD) Bicycle and Pedestrian Priority Area (BiPPA) and identified in the Wheaton Central Business District (CBD) and Vicinity Sector Plan. Recommended improvements will include new sidewalks, separated bikeways, shared-use paths, streetscape improvements, lighting, signal and accessibility upgrades, intersection safety improvements, bike parking, bicyclist and pedestrian

wayfinding, and other treatments intended to improve safety and mobility for cyclists and pedestrians. Future projects include intersection safety improvements identified as high priority and near-term in the Wheaton BiPPA Study.

LOCATION

Wheaton CBD and Vicinity

ESTIMATED SCHEDULE

Final Design for Amherst Avenue Bikeway, the first Wheaton BiPPA project, a two-way separated bikeway on the west side of Amherst Avenue from Arcola Avenue to Windham Lane, is currently underway and anticipated to be completed in FY24. Construction is anticipated to begin in FY 25. Design of Grandview/Mason Greenway will completed in FY23. Construction is anticipated to be completed in FY24.

COST CHANGE

Cost increase due to the addition of construction of a neighborhood greenway in FY23 and FY24 and refined construction costs as well as the addition of FY27 and FY28 to this level of effort project.

PROJECT JUSTIFICATION

This project will enhance and promote accessibility, safety, mobility and comfort for people walking and biking in the Wheaton CBD. The primary purpose of this project is to build better and safer facilities. In urban areas, walking and bicycling are among the most affordable forms of transportation, providing safe and efficient access to transit. Providing safe, convenient and attractive bicycle and pedestrian access, along with modernizing aging infrastructure is essential to ensure equity for all and provide access to jobs, education, public services and the social network. The Wheaton CBD and Vicinity includes the Wheaton Metro Station and Bus Transfer Center, the Wheaton CBD, town square and adjacent public park and government office building, high-density housing, commercial and retail uses including small businesses and Westfield Wheaton (mall), employment areas, entertainment venues, Wheaton Regional Park, connections to the Sligo Creek Trail, Wheaton Library, Recreation and Community Center, fire and police stations, the Mid-County Regional Services Center, MNCPPC and multiple County agencies, Proyecto Salud Clinic, the Gilchrist Immigration Resource Center, and the Adult Behavioral Health Program. This project supports the ongoing redevelopment of the Wheaton CBD, and will help meet master planned Non-Auto Driver Mode Share (NADMS) goals.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland National Capital Park and Planning Commission (M-NCPPC), Wheaton Urban District Advisory Committee, Maryland DOT State Highway Administration, Washington Metropolitan Area Transit Authority (WMATA), Department of Permitting Services and utilities.