



Pedestrian Facilities/Bikeways

PROGRAM DESCRIPTION AND OBJECTIVES

The Department of Transportation (DOT) Pedestrian Facilities Program provides safe and convenient new pedestrian walkways for County citizens. Sidewalks reduce the risks associated with walking on the roadway, provide an alternative means of transportation for short trips, and provide access to public transit. Two projects, ADA Compliance: Transportation and the Sidewalk Program - Minor Projects, are a part of the Renew Montgomery effort. Renew Montgomery is a comprehensive program that coordinates DOT services to improve the infrastructure of older neighborhoods assuring effective, safe, and attractive vehicular and pedestrian access.

ADA Compliance: Transportation and Sidewalk Program - Minor Projects are focused on improving pedestrian walkability by creating a safer walking environment utilizing selected engineering technologies, and on ensuring ADA compliance.

The DOT Bikeways Program provides for the construction of bike paths and implementation of other bikeways to provide residents, employees, commuters, and visitors the opportunity to ride bicycles safely to their destinations as an alternative to driving automobiles. The program contributes to energy conservation and improved air quality, as well as to the health and safety of the users. Bikeways provide an additional option in the County's balanced transportation system and reduce congestion. DOT also works in conjunction with the Maryland-National Capital Park and Planning Commission (M-NCPPC) to provide connections to recreational hiker/biker trails in parks, which is integrated into an overall Countywide system of recreational trails.

All projects help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

HIGHLIGHTS

- Add three new projects - Partner with MDOT SHA to design the Sandy Spring Bikeway, a ten-foot-wide shared use path on the north side of MD-108 from Dr. Bird Road to Norwood Road, add funding for the Tuckerman Lane Sidewalk to begin planning for pedestrian and bicycle safety improvements along Tuckerman Lane, and provide funding for the US 29 Pedestrian and Bicycle Improvements for the design and construction of pedestrian and bicycle improvements to Flash stations along the US 29 corridor.
- Construct new protected bicycle lanes in Downtown Bethesda to be known as the "Bethesda Circle" to support Vision Zero goals.
- Construct a new shared use path along Good Hope Road including a pedestrian bridge at the intersection of Hopefield Road.
- Construct a new sidewalk along Oak Drive from the southern intersection with MD 27 to John T. Baker Middle School to support Vision Zero goals.
- Seek federal funding for enhanced Pedestrian Priority Area Improvements and Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph.
- Add funding to Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD to construct additional sub projects.
- Increase funding to Bicycle-Pedestrian Area Improvements - Purple Line for the design and construction of improvements in areas adjacent to future Purple Line Stations.
- Continue funding for two Purple Line-related projects: Capital Crescent Trail and the Silver Spring Green Trail.
- Continue funding for the Metropolitan Branch Trail, including a grade-separated bridge over Georgia Avenue.
- Accelerate MD 355-Clarksburg Shared Use Path.

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- Complete the construction of the Franklin Avenue Sidewalk, and MacArthur Blvd Bikeway Improvements.

PROGRAM CONTACTS

Contact Brady Goldsmith of the Department of Transportation at 240.777.2793 or Anita Aryeetey of the Office of Management and Budget at 240.777.2784 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

The recommended DOT Pedestrian Facilities and Bikeways Program for FY23-28 totals \$289.3 million and includes 29 ongoing projects. The recommended six-year expenditure total represents an increase of \$43.2 million, or 17.9 percent, over the Amended FY21-26 six-year program of \$246.1 million. The increase is primarily due to the addition of three new projects, Sandy Spring Bikeway, Tuckerman Lane Sidewalk, and US 29 Pedestrian and Bicycle Improvements, shifting several projects, including the Bradley Boulevard (MD 191) Improvements, Goldsboro Road Sidewalk and Bikeway, Forest Glen Passageway, Falls Road Bikeway and Pedestrian Facility, and Oak Drive/MD 27 Sidewalk projects, from the beyond six-year column into the six-year period, and cost increases in a number of projects.

VISION ZERO

Vision Zero is the County's comprehensive plan to eliminate serious and fatal injuries for our roadways. The Vision Zero 2030 Action Plan has 45 action items to move from plan to action. The majority of action items are implemented through Capital Improvement Projects to remake our roads into complete streets with sidewalks, bikeways, new signals, and safe driving speeds. The County has maintained focus on County roads while working with the Maryland Department of Transportation State Highway Administration to identify and implement projects on State roads as well. Learn more about Vision Zero and see the latest action plan at montgomerycountymd.gov/visionzero. In total, the recommended CIP includes at least \$433 million for Vision Zero projects.

PEDESTRIAN SAFETY

DOT continues to evaluate existing infrastructure, build necessary enhancements, and add to the County's existing infrastructure to increase the safety and comfort level of pedestrians and ensure ADA compliance. DOT conducts regular meetings with the Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee (PTBSAC) to obtain input and recommendations on pedestrian safety issues. In addition to the projects in the Pedestrian Facilities and Bikeways sub-category, pedestrian safety initiatives will continue to be supported through efforts in the Public Services Program and will continue drawing support from the following ongoing projects: Guardrails, Bus Stop Improvements, Intersection and Spot Improvements, Neighborhood Traffic Calming, Pedestrian Safety Program, Streetlight Enhancements - CBD, Transportation Improvements for Schools, ADA Compliance: Transportation, Resurfacing: Residential/Rural, Sidewalk and Curb Replacement, Streetlighting, Traffic Signals, Advanced Transportation Management System, MCPS - Improved Safe Access to Schools and MNCPPC - Vision Zero.

PEDESTRIAN FACILITIES AND BIKEWAYS IN TRANSPORTATION PROJECTS

In accordance with the Road Code (also known as Context Sensitive Road Design Standards) last adopted in December 2008, all transportation projects are designed and built in a "context sensitive manner," taking into consideration the balance between the provision of new road capacity, pedestrian and bicycling needs, and minimization of impacts to the environment. For this reason, all

road projects provide pedestrian and bicycling facilities, unless there are environmental or community impacts that may outweigh the benefits of providing those facilities or there are Master Planned bikeways in the immediate vicinity of the project being undertaken. Furthermore, in some instances the inclusion of pedestrian and/or bicyclist facilities may go beyond the limits of the road project in order to fill in gaps in the pedestrian or bikeway networks. Also, bridge projects typically include pedestrian and/or bikeway enhancements, such as expanded shoulders, to allow for safe on-road bicycling, sidewalks, or bike paths.

The following list presents all road and bridge projects included in the Recommended FY23-28 CIP for which pedestrian and bicyclist facilities are an integral part of the project.

TRANSPORTATION PROJECTS THAT INCLUDE PEDESTRIAN FACILITIES OR BIKEWAYS

Project #	Project Name	Sidewalk	Bike Path	Shared Use Path	Expanded Shoulder
P500102	Bethesda CBD Streetscape	X			
P500500	Burtonsville Access Road	X		x	
P508000	Subdivision Roads Participation	X	X		
P501116	White Flint District West: Transportation	X	X	X	
P501506	White Flint West Workaround	X	X	X	
P501309	East Gude Drive Roadway Improvements	X			
P501507	Observation Drive Extended	X	X	X	
P509036	Transportation Improvements for Schools	X			
P509337	Facility Planning: Transportation	X	X	X	
P501903	Beach Drive Bridge		X		X
P501701	Dennis Avenue Bridge	X		X	
P501906	Dorsey Mill Road Bridge	X	X	X	
P502104	Brink Road Bridge				X
P502105	Garrett Park Road Bridge			X	X
	<u>Total Projects with Pedestrian Facilities and/or Bikeways</u>	11	6	9	3



ADA Compliance: Transportation

(P509325)

Category	Transportation	Date Last Modified	12/07/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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	5,707	4,389	208	1,110	185	185	185	185	185	185	-
Land	592	592	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	281	88	43	150	25	25	25	25	25	25	-
Construction	8,732	2,726	1,266	4,740	790	790	790	790	790	790	-
TOTAL EXPENDITURES	15,312	7,795	1,517	6,000	1,000	1,000	1,000	1,000	1,000	1,000	-

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
Developer Payments	300	-	300	-	-	-	-	-	-	-	-
G.O. Bonds	15,012	7,795	1,217	6,000	1,000	1,000	1,000	1,000	1,000	1,000	-
TOTAL FUNDING SOURCES	15,312	7,795	1,517	6,000	1,000	1,000	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	1,000	Year First Appropriation	FY93
Appropriation FY 24 Request	1,000	Last FY's Cost Estimate	13,312
Cumulative Appropriation	9,312		
Expenditure / Encumbrances	8,051		
Unencumbered Balance	1,261		

PROJECT DESCRIPTION

This project provides for both curb ramps for sidewalks and new transportation accessibility construction in compliance with the requirements of the Americans with Disabilities Act of 1991 (ADA). This improvement program provides for planning, design, and reconstruction of existing Countywide infrastructure to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provided for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements such as the reconstruction of median breaks and new curb ramps, crosswalks, and sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens, for the on-call transit program Accessible Ride On, and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

COST CHANGE

Addition of FY 27 and FY 28 for the level of effort program.

PROJECT JUSTIFICATION

Areas served by Metrorail and other densely populated areas have existing infrastructure which was constructed without adequate consideration of the specialized needs of persons with disabilities or impaired mobility. This project improves access to public facilities and services throughout the County in compliance with ADA.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

Additional funds earmarked from developers (\$150k per year in FY21-FY22).

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely.

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Department of Housing and Community Affairs, Department of Health and Human Services, Commission on People with Disabilities, Pedestrian Safety Advisory Committee, Commission on Aging, Maryland State Highway Administration, MARC Rail, Sidewalk and Infrastructure Revitalization Project, Sidewalk Program - Minor Projects, U.S. Department of Justice, BIPPA



Bethesda Bikeway and Pedestrian Facilities

(P500119)

Category	Transportation	Date Last Modified	01/08/22
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 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	4,657	3,452	376	829	589	195	45	-	-	-	-
Land	189	189	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	7,506	2,727	1,390	3,389	2,069	1,000	320	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	12,448	6,464	1,766	4,218	2,658	1,195	365	-	-	-	-

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
Developer Payments	272	-	272	-	-	-	-	-	-	-	-
G.O. Bonds	12,176	6,464	1,494	4,218	2,658	1,195	365	-	-	-	-
TOTAL FUNDING SOURCES	12,448	6,464	1,766	4,218	2,658	1,195	365	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance	6	-	-	-	2	2	2
Energy	3	-	-	-	1	1	1
NET IMPACT	9	-	-	-	3	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	2,658	Year First Appropriation	FY04
Appropriation FY 24 Request	1,195	Last FY's Cost Estimate	8,230
Cumulative Appropriation	8,230		
Expenditure / Encumbrances	7,821		
Unencumbered Balance	409		

PROJECT DESCRIPTION

This project includes construction of separated bike facilities on several roadways in downtown Bethesda as planned in the 2017 Bethesda Downtown Plan and the 2018 Bicycle Master Plan. Included is the Capital Crescent Surface Trail Phase 1; the Woodmont Avenue Cycletrack Phases 1, 2A, 2B, and 2C ; the Montgomery Lane/Montgomery Avenue Cycletrack Phases 1, 2A, 2B, and 2C; and the Norfolk/Cheltenham Bikeway.

LOCATION

Bethesda Central Business District

ESTIMATED SCHEDULE

Construction on the Capital Crescent Surface Trail - Phase 1, the Woodmont Avenue Cycletrack - Phase 1, and the Montgomery Avenue/Lane Cycletrack - Phases 1, 2A, and 2B will be completed in FY22. Design and construction of Phase 2 of the Woodmont Avenue Cycletrack, Phases 2C of the Montgomery Avenue Cycletrack will be completed in FY23. The design of the Norfolk/Cheltenham Bikeway will be completed in FY24 with construction in FY25.

COST CHANGE

Cost increase due to higher than anticipated construction costs for Phase 2 of Woodmont Avenue Cycletrack and Phase 2 of the Montgomery Avenue Cycletrack.

PROJECT JUSTIFICATION

The project implements improvements recommended in the Bethesda Downtown Plan (2017) and Bicycle Master Plan (2018). Additionally, it will help the County achieve its non-auto-driver mode share (NADMS) goals and the goals under the County Executive's Vision Zero initiative to reduce roadway crashes with severe injury and death to zero by 2030. These pedestrian and bike facilities will also help the County address the climate action plan.

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 have been further refined.

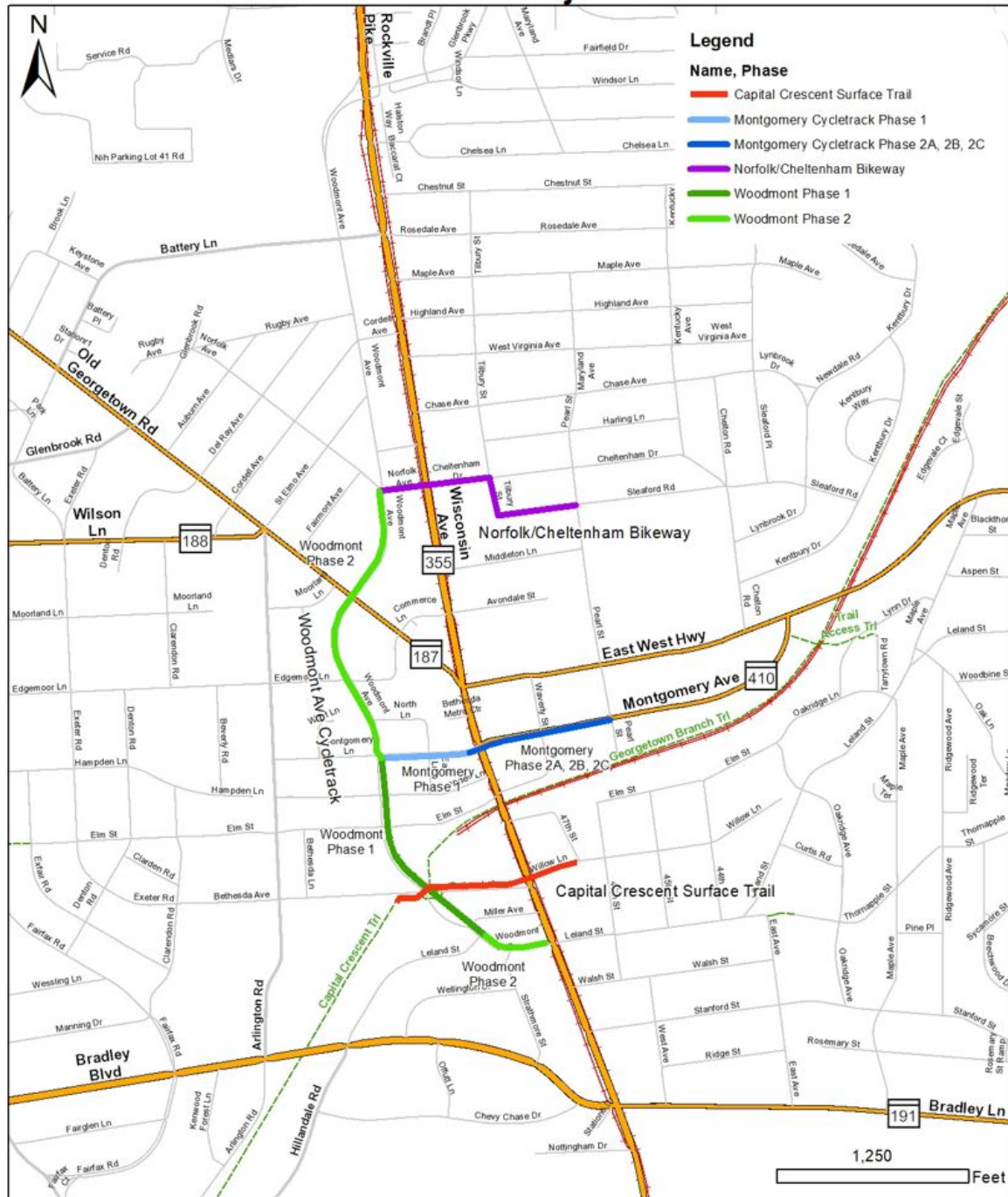
DISCLOSURES

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).

Bethesda Bikeways 500119 Funded Projects





Bicycle-Pedestrian Priority Area Improvements (P501532)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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	7,721	4,231	1,511	1,979	351	263	352	166	552	295	-
Land	12	12	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	11,017	3,724	1,699	5,594	1,283	855	678	1,171	646	961	-
TOTAL EXPENDITURES	18,845	8,062	3,210	7,573	1,634	1,118	1,030	1,337	1,198	1,256	-

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
Current Revenue: General	375	309	66	-	-	-	-	-	-	-	-
G.O. Bonds	18,470	7,753	3,144	7,573	1,634	1,118	1,030	1,337	1,198	1,256	-
TOTAL FUNDING SOURCES	18,845	8,062	3,210	7,573	1,634	1,118	1,030	1,337	1,198	1,256	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance	15	-	-	-	5	5	5
NET IMPACT	15	-	-	-	5	5	5

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	1,634	Year First Appropriation	FY16
Appropriation FY 24 Request	1,118	Last FY's Cost Estimate	16,084
Cumulative Appropriation	11,272		
Expenditure / Encumbrances	9,741		
Unencumbered Balance	1,531		

PROJECT DESCRIPTION

This project provides for the design and construction of pedestrian and bicyclist capital improvements across the County's Bicycle and Pedestrian Priority Areas (BiPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, street lighting, and relocation of

utility poles. This project specifically funds improvements in the following BiPPAs, in addition to general BiPPA spending: Silver Spring CBD, Grosvenor, and Glenmont.

LOCATION

This project will fund improvements in Silver Spring CBD, Grosvenor, and Glenmont in addition to improvements in other designated BiPPA areas.

ESTIMATED SCHEDULE

Design and construction of projects in Silver Spring CBD began in FY16 and will continue into FY26. Design of projects in the Grosvenor BiPPA began in FY17 and will extend into FY23. Design of projects in Glenmont is expected to begin in FY22 and continue into FY24. Design and construction of projects in other BiPPA areas will continue beyond FY24 as a level of effort project.

COST CHANGE

Cost increase due to increased funding in FY26 and addition of FY27 and FY28 to this level of effort project.

PROJECT JUSTIFICATION

This project will enhance efforts in other projects to improve pedestrian and bicyclist mobility, safety, and access in those areas of the County where walking and biking are most prevalent. These efforts will also help meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

The cost of this project is based on concept level estimates. The cost will be updated as design progresses.

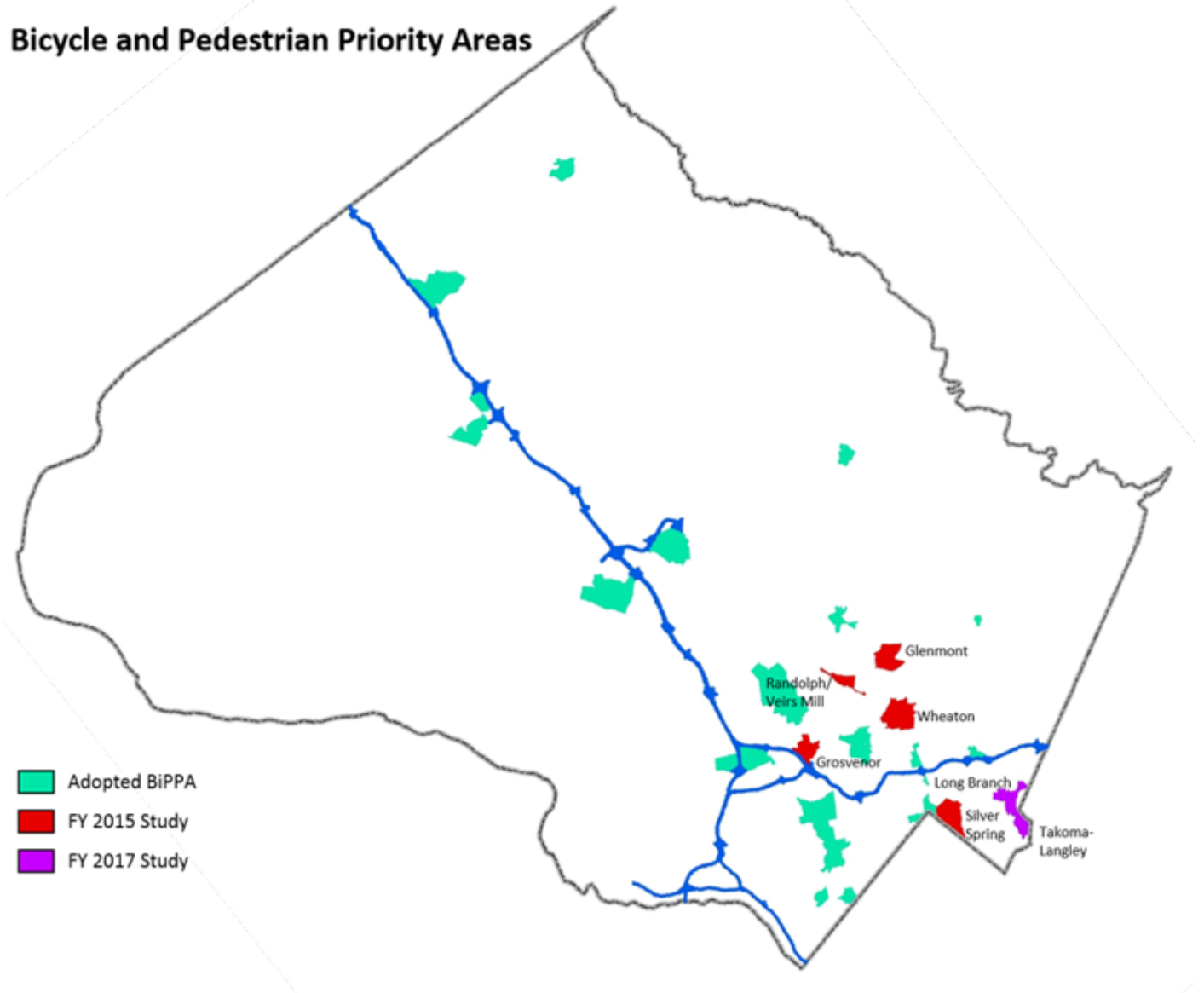
DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely.

COORDINATION

Chambers of Commerce, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority

Bicycle and Pedestrian Priority Areas





Bicycle-Pedestrian Priority Area Improvements - Purple Line (P502004)

Category	Transportation	Date Last Modified	12/29/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	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	2,606	250	104	2,252	792	660	200	200	200	200	-
Site Improvements and Utilities	338	-	38	300	50	50	50	50	50	50	-
Construction	7,273	-	780	6,493	1,169	2,324	750	750	750	750	-
TOTAL EXPENDITURES	10,217	250	922	9,045	2,011	3,034	1,000	1,000	1,000	1,000	-

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	10,217	250	922	9,045	2,011	3,034	1,000	1,000	1,000	1,000	-
TOTAL FUNDING SOURCES	10,217	250	922	9,045	2,011	3,034	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	2,011	Year First Appropriation	FY21
Appropriation FY 24 Request	3,034	Last FY's Cost Estimate	8,217
Cumulative Appropriation	1,172		
Expenditure / Encumbrances	250		
Unencumbered Balance	922		

PROJECT DESCRIPTION

This project provides for the design and construction of high priority bicycle and pedestrian capital improvements in areas adjacent to future Purple Line Stations from Bethesda to Takoma Park within 1/2-mile radius of each station. Proposed projects include:

- Area-wide improvements;
- Bicycle lanes, cycle tracks, sidepath, or sharrows as needed and appropriate for each station's 1/2-mile area;
- Signage and wayfinding improvements;
- Sidewalk gap closure near Purple Line Stations
- Improved trail connections;
- And additional improvements to enhance purple line accessibility.

LOCATION

Purple Line corridor within 1/2-mile of each station

ESTIMATED SCHEDULE

Throughout the Purple Line BiPPAs, area-wide improvements are scheduled to begin in FY22 and continue on an annual basis for design and construction through FY30.

COST CHANGE

Cost increase due to the addition of FY27 and FY28 to this level of effort project.

PROJECT JUSTIFICATION

This project will enhance efforts to improve pedestrian and bicyclist mobility, safety, and access within 1/2-mile of all Purple Line Stations. Efforts include the design and construction of cycle tracks, bicycle lanes, trail connections, and neighborhood greenways as well as pedestrian improvements including sidewalks and ADA-upgrades. These improvements will help improve connectivity for people walking and biking to important community amenities such as schools, retail, and commercial centers as well as accessibility to each of the Purple Line stations. These efforts will also meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero.

FISCAL NOTE

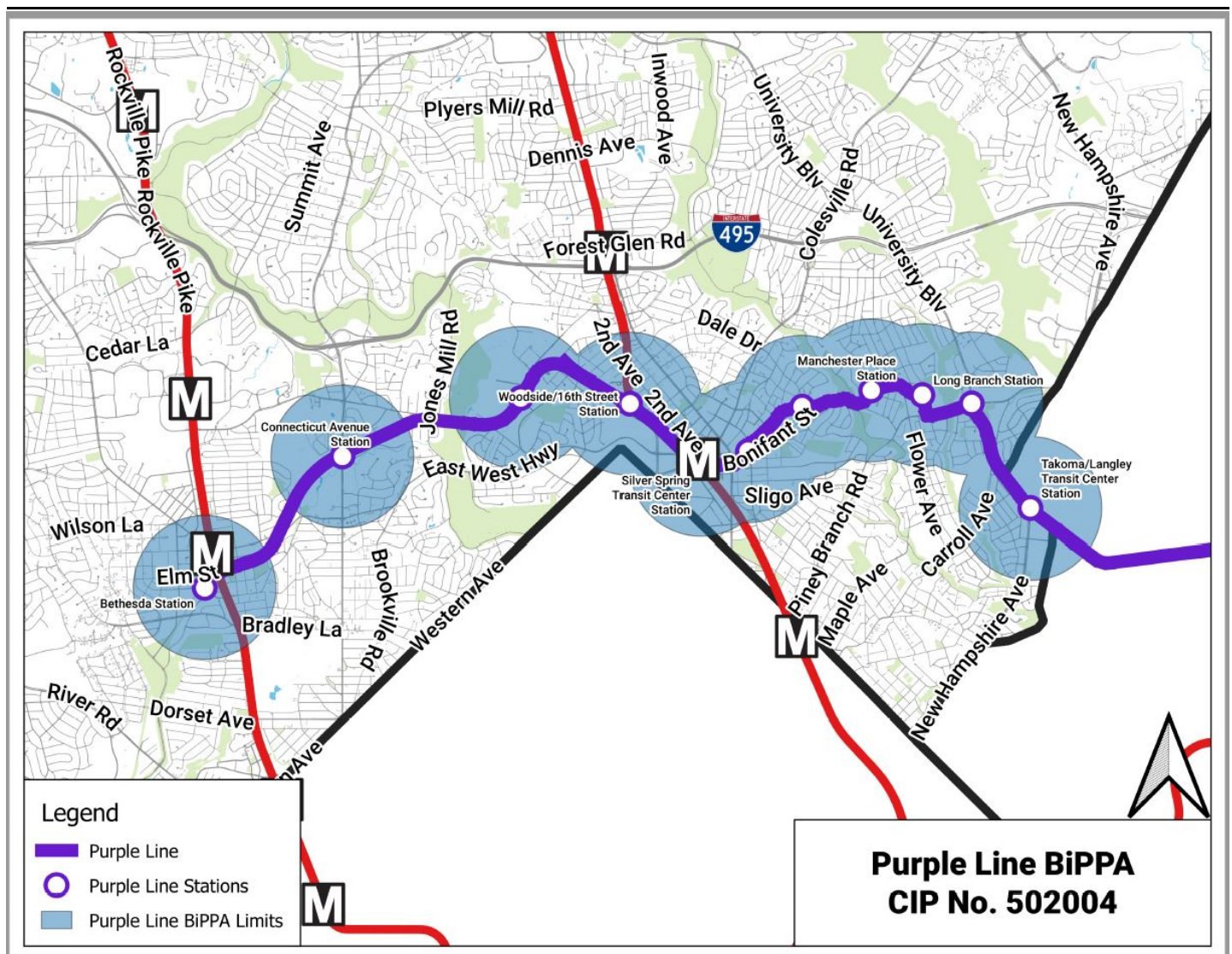
The cost of this project is based on concept level estimates. The cost will be updated as design progresses. The list of projects have not been fully costed.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority





Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph (P502003)

Category	Transportation	Date Last Modified	01/14/22
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	4,301	88	743	3,470	2,670	500	100	100	100	-	-
Land	374	-	-	374	-	374	-	-	-	-	-
Construction	10,292	-	-	10,292	-	-	3,044	3,074	4,174	-	-
TOTAL EXPENDITURES	14,967	88	743	14,136	2,670	874	3,144	3,174	4,274	-	-

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
Federal Aid	5,296	-	-	5,296	-	-	1,572	1,587	2,137	-	-
G.O. Bonds	9,671	88	743	8,840	2,670	874	1,572	1,587	2,137	-	-
TOTAL FUNDING SOURCES	14,967	88	743	14,136	2,670	874	3,144	3,174	4,274	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	2,670	Year First Appropriation	FY20
Appropriation FY 24 Request	874	Last FY's Cost Estimate	3,374
Cumulative Appropriation	831		
Expenditure / Encumbrances	493		
Unencumbered Balance	338		

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements in the Veirs Mill Road/Randolph Road Bicycle-Pedestrian Priority Area (BiPPA) identified in County master plans.

LOCATION

Randolph/Veirs Mill BiPPA

ESTIMATED SCHEDULE

Preliminary design of projects in the Western Sector started in FY21 and continued in FY22. Preliminary design of projects in the Central and Eastern Sectors will take place start in FY22. Design will be complete in FY24. Land acquisition will take place in FY24. Construction is expected to occur in FY25-FY27.

COST CHANGE

Cost increase due to a scope change to build the entire scope of the Veirs Mill and Randolph BiPPA, refined construction costs and acceleration of design to match the timeframe for the design and construction of the Veirs Mill BRT CIP.

PROJECT JUSTIFICATION

This project will enhance efforts in other projects to improve pedestrian and bicyclist mobility, safety, and access in the Randolph/Veirs Mill BiPPA. These efforts will also help to meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030. This work will be coordinated with the Veirs Mill BRT project to minimize duplicative work and provide enhanced access to the BRT stations.

FISCAL NOTE

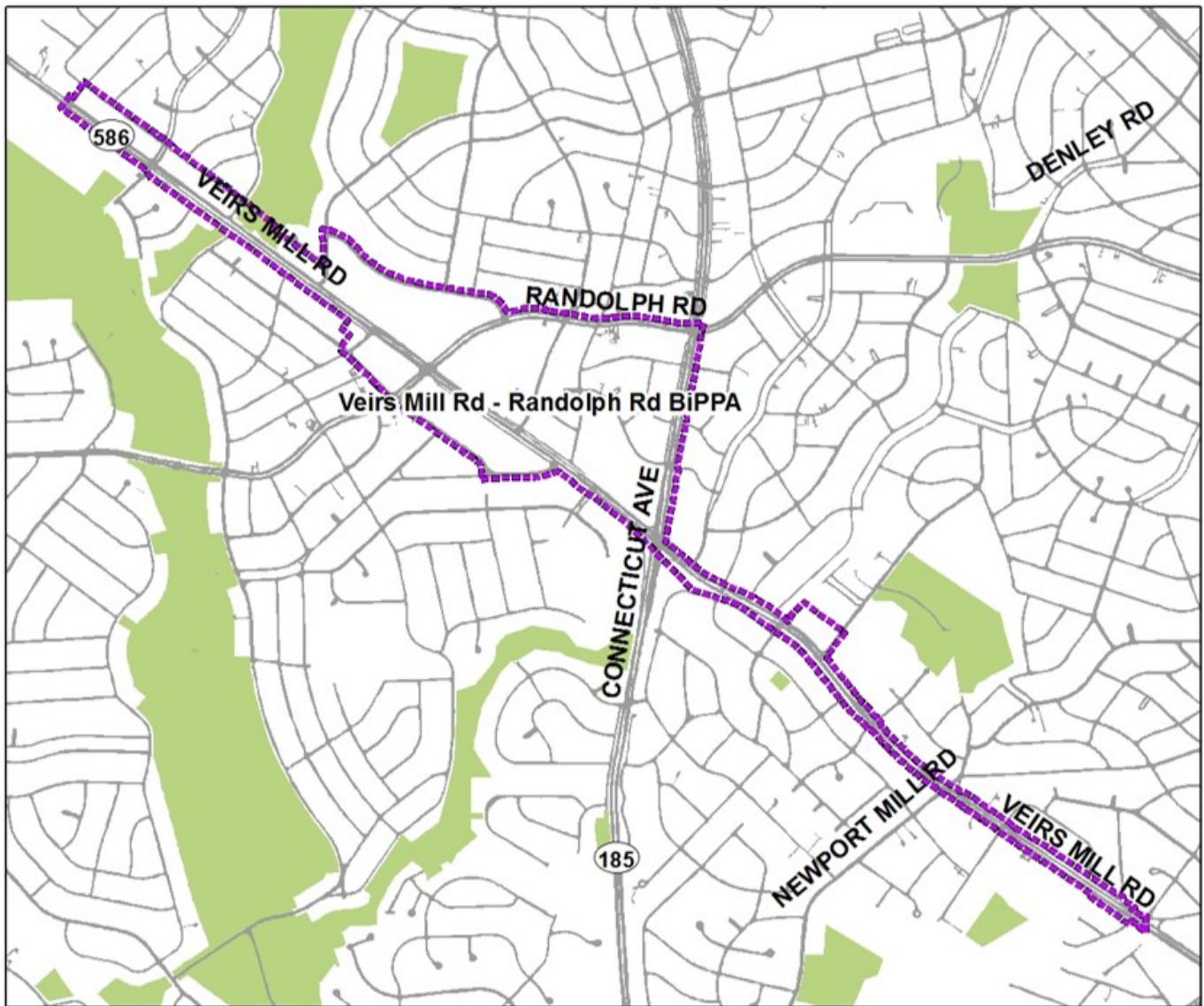
The original cost of this project was based on concept level estimates. The cost has been updated as design progressed and schedule accelerated to coincide with the Veirs Mill Road BRT project. This allows for this project to be included in the Capital Investment Grant (CIG) application to the Federal Transit Administration for the Veirs Mill Road BRT project.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland-National Capital Park & Planning Commission, Maryland Department of Natural Resources, Washington Metropolitan Area Transit Authority.





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

Category	Transportation	Date Last Modified	01/10/22
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	2,355	53	647	1,655	390	301	325	449	113	77	-
Construction	6,440	80	377	5,983	500	1,854	1,846	903	422	458	-
TOTAL EXPENDITURES	8,795	133	1,024	7,638	890	2,155	2,171	1,352	535	535	-

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	8,795	133	1,024	7,638	890	2,155	2,171	1,352	535	535	-
TOTAL FUNDING SOURCES	8,795	133	1,024	7,638	890	2,155	2,171	1,352	535	535	-

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	3,568	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.

COST CHANGE

Cost increase due to refined construction costs and addition of FY27 and FY28.

PROJECT JUSTIFICATION

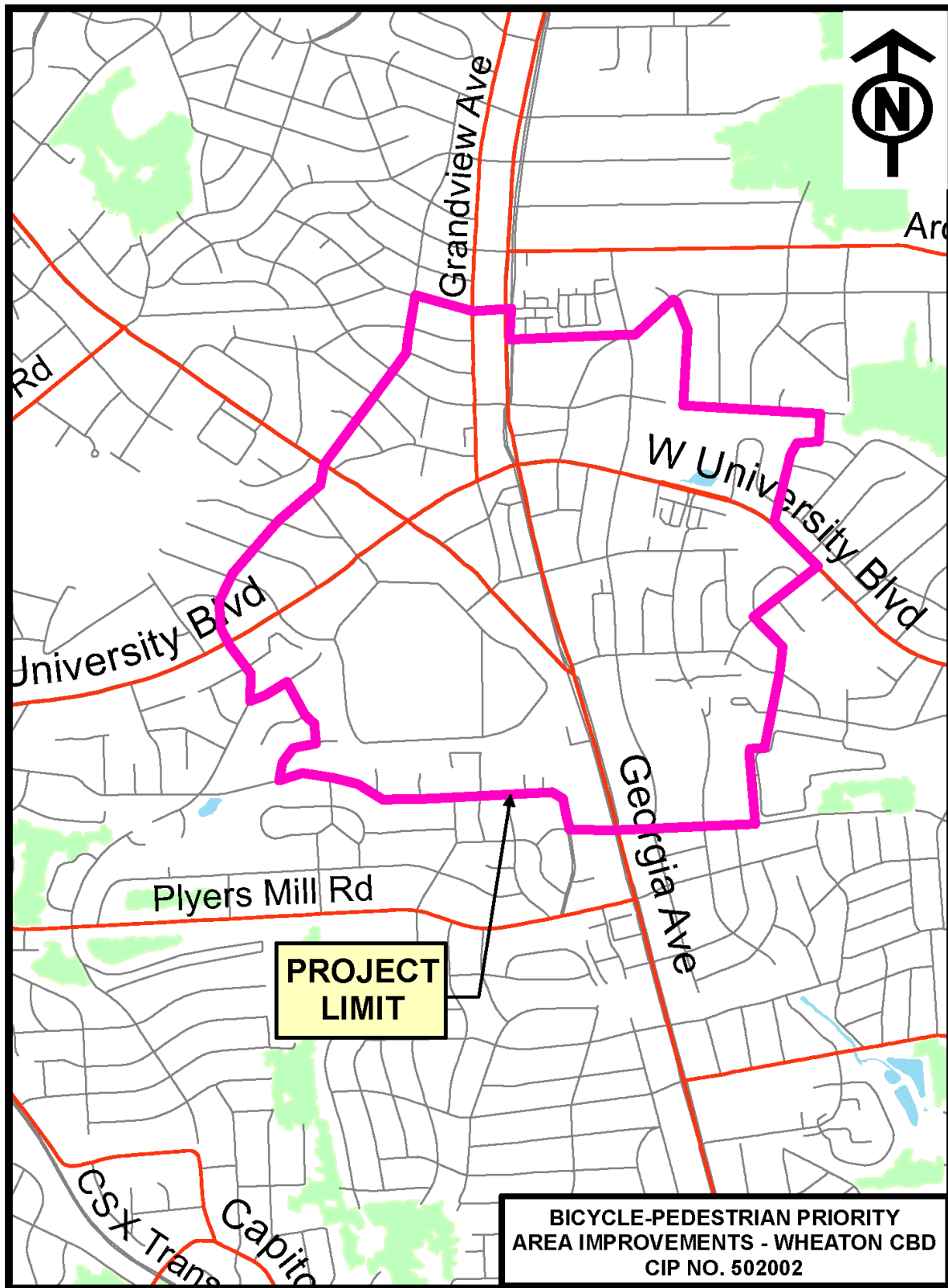
This project will enhance and promote accessibility, safety, mobility and comfort for people walking and biking in the Wheaton CBD. The primary purpose of this project is to build better and safer facilities. In urban areas, walking and bicycling are among the most affordable forms of transportation, 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, WMATA, Department of Permitting Services and utilities.





Bikeway Program Minor Projects

(P507596)

Category	Transportation	Date Last Modified	12/29/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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	8,624	3,752	897	3,975	530	510	935	500	700	800	-
Land	673	192	281	200	-	100	-	-	-	100	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	11,849	1,228	3,536	7,085	2,040	960	705	1,280	1,000	1,100	-
TOTAL EXPENDITURES	21,241	5,267	4,714	11,260	2,570	1,570	1,640	1,780	1,700	2,000	-

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
Contributions	200	200	-	-	-	-	-	-	-	-	-
G.O. Bonds	18,583	2,609	4,714	11,260	2,570	1,570	1,640	1,780	1,700	2,000	-
Impact Tax	1,680	1,680	-	-	-	-	-	-	-	-	-
State Aid	778	778	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	21,241	5,267	4,714	11,260	2,570	1,570	1,640	1,780	1,700	2,000	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance	6	1	1	1	1	1	1
Energy	6	1	1	1	1	1	1
NET IMPACT	12	2	2	2	2	2	2

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	2,570	Year First Appropriation	FY75
Appropriation FY 24 Request	1,570	Last FY's Cost Estimate	17,541
Cumulative Appropriation	9,981		
Expenditure / Encumbrances	7,219		
Unencumbered Balance	2,762		

PROJECT DESCRIPTION

This program provides for the planning, design, and construction of bikeways, trails, neighborhood greenways and directional route signs throughout the County to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. The program will construct bicycle facilities that typically cost less than \$1,000,000 including shared use paths, on-road bicycle facilities, wayfinding, and signed shared routes.

COST CHANGE

Cost increase due to addition of FY27 and FY28 to this level of effort project.

PROJECT JUSTIFICATION

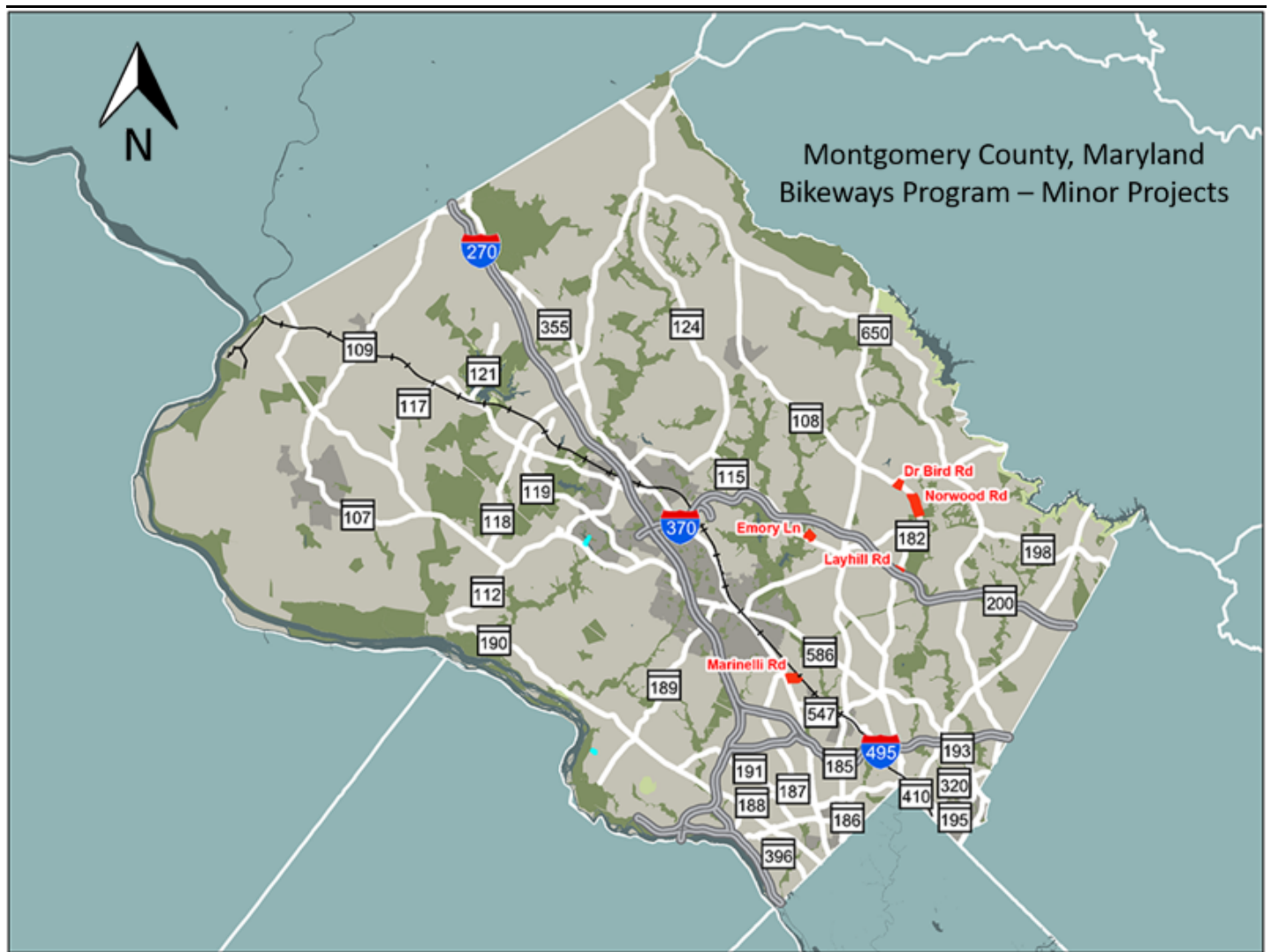
There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles. This program implements the bikeways recommended in local area master plans, in the November 2018 Approved and Adopted Montgomery County Bicycle Master Plan, and those identified by individuals, communities, the Montgomery County Bicycle Action Group, and bikeway segments and connectors necessitated by the subdivision process. Projects identified by individuals and communities will be used as an ongoing project guide which will be implemented in accordance with the funds available in each fiscal year. This program also complements and augments the bikeways that are included in road projects and supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities to zero on all roads by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland Department of Transportation State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Police, Citizen Advisory Boards, Montgomery County Bicycle Action Group, Coalition for the Capital Crescent Trail, Montgomery Bicycle Advocates, Washington Area Bicyclist Association, Washington Metropolitan Area Transit Authority, Department of Permitting Services and Utility Companies.





Bowie Mill Road Bikeway

(P502108)

Category	Transportation	Date Last Modified	01/13/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Darnestown and Vicinity	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	4,395	-	-	3,317	-	1,122	1,123	-	-	1,072	1,078
Land	1,091	-	-	1,091	-	-	-	465	466	160	-
Site Improvements and Utilities	3,146	-	-	2,696	-	-	-	200	179	2,317	450
Construction	12,074	-	-	5,801	-	-	-	-	-	5,801	6,273
TOTAL EXPENDITURES	20,706	-	-	12,905	-	1,122	1,123	665	645	9,350	7,801

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	20,706	-	-	12,905	-	1,122	1,123	665	645	9,350	7,801
TOTAL FUNDING SOURCES	20,706	-	-	12,905	-	1,122	1,123	665	645	9,350	7,801

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	2,245	Last FY's Cost Estimate	20,706
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight to ten-foot wide sidepath for 3.3 miles along Bowie Mill Road from Olney Laytonsville Road (MD 108) to Muncaster Mill Road (MD 115) and continues along Muncaster Mill Road to Needwood Road. The project also provides a new pedestrian bridge over Rock Creek North Branch for continuation of the sidepath along Bowie Mill Road.

LOCATION

Olney-Derwood

ESTIMATED SCHEDULE

Design to start in FY24 and be completed in FY25. Land acquisition to start in FY26 and be completed in FY28. Construction to start in FY28 and be completed in FY29.

PROJECT JUSTIFICATION

The Montgomery County Bicycle Master Plan, approved in November 2018, recommends a sidepath along Bowie Mill Road. The project is a critical connection in the existing bicycle network between the existing trails and important destinations including Needwood Road Bike Path, North Branch Trail, the Inter-County Connector (ICC) Trail, Shady Grove Metro Station, Sequoyah Elementary School, Colonel Zadok Magruder High School, and Olney Town Center.

OTHER

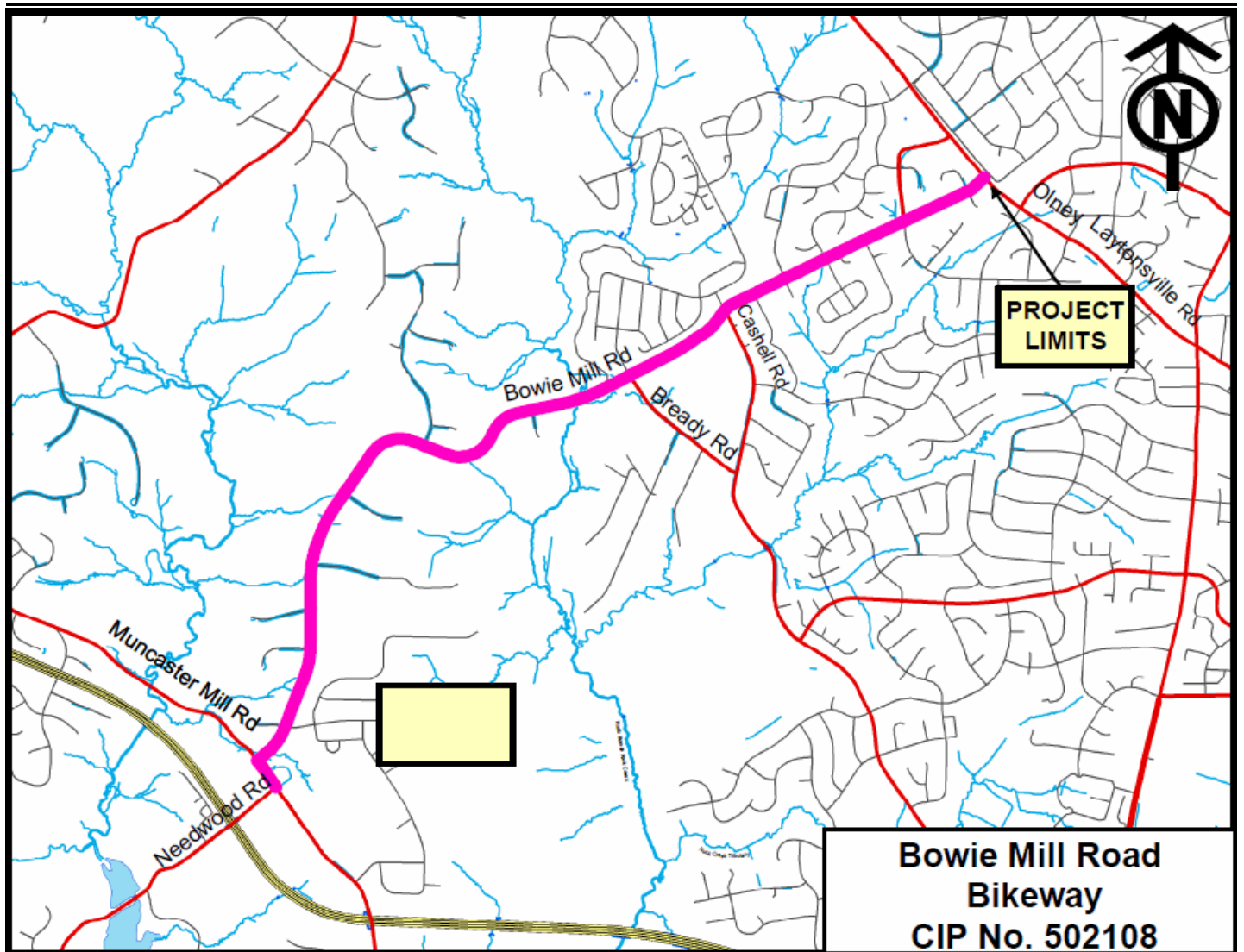
This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Greater Olney Civic Association (GOCA), and utility companies





Bradley Boulevard (MD 191) Improvements (P501733)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final 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	3,036	216	528	2,292	583	5	48	698	958	-	-
Land	2,408	1	-	2,407	200	750	1,457	-	-	-	-
Site Improvements and Utilities	2,160	-	-	2,160	-	-	1,940	220	-	-	-
Construction	8,861	1	-	8,860	-	-	-	3,202	5,658	-	-
TOTAL EXPENDITURES	16,465	218	528	15,719	783	755	3,445	4,120	6,616	-	-

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	16,465	218	528	15,719	783	755	3,445	4,120	6,616	-	-
TOTAL FUNDING SOURCES	16,465	218	528	15,719	783	755	3,445	4,120	6,616	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	205	Year First Appropriation	FY21
Appropriation FY 24 Request	2,212	Last FY's Cost Estimate	16,465
Cumulative Appropriation	1,324		
Expenditure / Encumbrances	1,250		
Unencumbered Balance	74		

PROJECT DESCRIPTION

This project provides for completing final design and construction for the master planned dual bikeway along Bradley Boulevard (MD 191) which includes two 11' traffic lanes, two 4' on-road bike lanes, a 10' off-road shared use path on the north side of the road, and a 5' sidewalk on the south side of the road. The project limits extend approximately one mile from about 450' south of Wilson Lane to Glenbrook Road. The project will coordinate with a separate MCDOT intersection improvement project to connect the existing sidewalk on Bradley Boulevard east of Goldsboro Road and an existing sidewalk on Wilson Lane to improve pedestrian safety and provide access to transit stops and the Bethesda Central Business District. The project also includes two additional un-signalized crosswalks across Bradley Boulevard at Durbin Road and Pembroke Road, drainage improvements, and pedestrian lighting. This project also includes the land acquisitions and utility relocations that support the roadway improvements.

ESTIMATED SCHEDULE

Final design began in FY21 and will finish in FY23. Land acquisition to begin in FY23. Construction is scheduled to start in FY26 and be completed in FY27.

PROJECT JUSTIFICATION

The Montgomery County Bikeway Master Plan, adopted in November 2018, recommends a north-side sidepath and conventional bike lanes in this segment of Bradley Boulevard. The service area is predominantly residential with several schools (Landon, Whitman HS, and Pyle MS) that could potentially generate bike-trips. Bethesda Row and other shopping centers are located a half mile to the east. There are 17 Montgomery County Ride-On bus stops (8 westbound and 9 eastbound) within the project area. This project will comply with area master plans, improve bicycle and pedestrian facilities, encourage bicycle usage, and improve safety for all users. It will improve access to major destinations in and beyond the project area and ultimately connect to other sidewalk and bicycle facilities.

OTHER

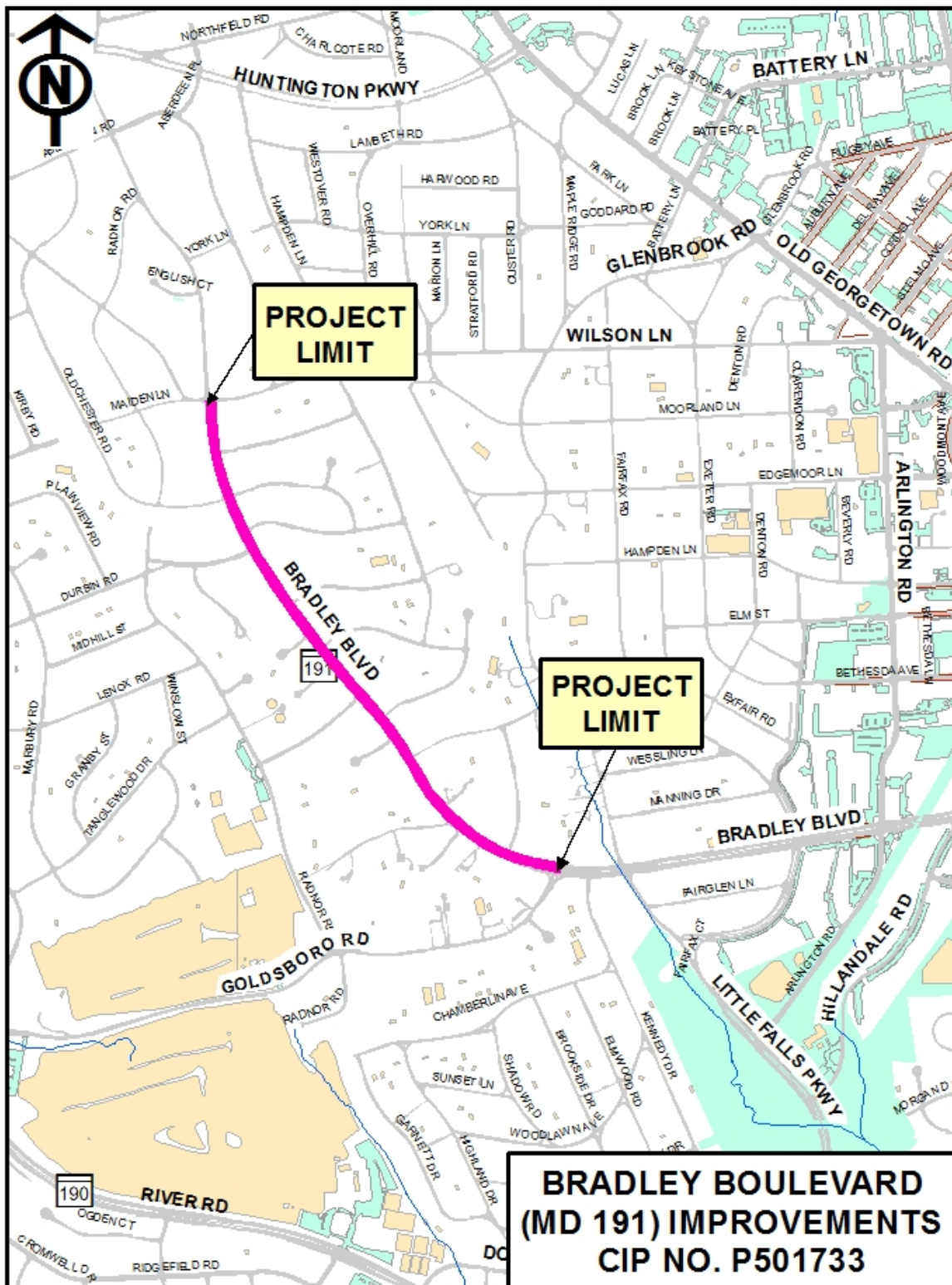
The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

The cost estimate is based on preliminary design only. A more accurate cost estimate will be prepared upon completion of final design.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.





Capital Crescent Trail

(P501316)

Category	Transportation	Date Last Modified	01/11/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

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	10,841	2,896	1,005	40	40	-	-	-	-	-	6,900
Land	1,190	1,190	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2,308	8	-	-	-	-	-	-	-	-	2,300
Construction	98,758	33,720	10,542	8,121	4,813	3,308	-	-	-	-	46,375
Other	3,000	-	-	3,000	3,000	-	-	-	-	-	-
TOTAL EXPENDITURES	116,097	37,814	11,547	11,161	7,853	3,308	-	-	-	-	55,575

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	83,187	27,763	9,688	11,161	7,853	3,308	-	-	-	-	34,575
Impact Tax	11,910	10,051	1,859	-	-	-	-	-	-	-	-
State Aid	21,000	-	-	-	-	-	-	-	-	-	21,000
TOTAL FUNDING SOURCES	116,097	37,814	11,547	11,161	7,853	3,308	-	-	-	-	55,575

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance	35	-	-	5	10	10	10
Energy	40	-	-	10	10	10	10
NET IMPACT	75	-	-	15	20	20	20

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	323	Year First Appropriation	FY15
Appropriation FY 24 Request	3,308	Last FY's Cost Estimate	116,097
Cumulative Appropriation	56,891		
Expenditure / Encumbrances	39,658		
Unencumbered Balance	17,233		

PROJECT DESCRIPTION

This project provides for the funding of the Capital Crescent trail, including the main trail from Woodmont Avenue in Bethesda to Silver Spring as a largely 12-foot-wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, a new tunnel beneath Wisconsin Avenue, Phase 2 of the Capital Crescent Surface Trail Project along 47th Street which was previously included in CIP No. 500119, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

ESTIMATED SCHEDULE

Construction of the tunnel under Wisconsin Avenue to start in FY25.

COST CHANGE

Total project cost reduced by \$660k.

PROJECT JUSTIFICATION

This trail will be part of a larger system to enable non-motorized traffic in the Washington, DC region. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

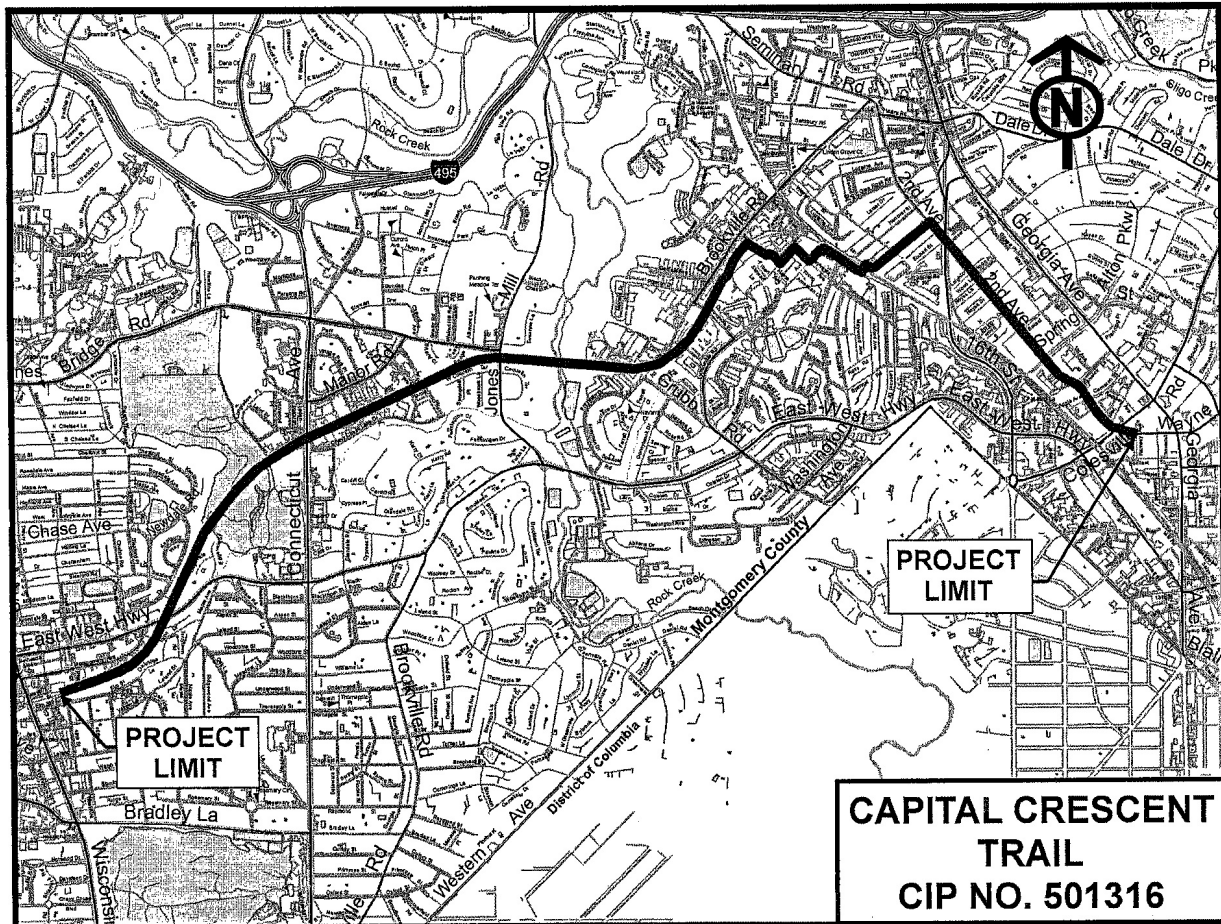
In March of 2021, the schedule was adjusted to shift funding from each year to the next year from FY21 through FY25 to further reflect the expected construction progress and estimated billing schedule based on the Purple Line's plan to re-solicit a new general contractor to complete the project. The current schedule for construction of the tunnel beneath Wisconsin Avenue is contingent on receiving \$21 million in non-County funds for this purpose by FY25.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, Coalition for the Capital Crescent Trail, CSX Transportation, Washington Metropolitan Area Transit Authority. Special Capital Projects Legislation [Bill No. 32-14] was adopted by Council by June 17, 2014.





Dale Drive Shared Use Path and Safety Improvements

(P502109)

Category	Transportation	Date Last Modified	01/13/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	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	2,240	264	1,089	887	-	119	435	333	-	-	-
Land	1,221	-	-	1,221	708	513	-	-	-	-	-
Site Improvements and Utilities	612	-	-	612	-	612	-	-	-	-	-
Construction	6,142	-	-	6,142	-	-	2,842	3,300	-	-	-
TOTAL EXPENDITURES	10,215	264	1,089	8,862	708	1,244	3,277	3,633	-	-	-

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	10,215	264	1,089	8,862	708	1,244	3,277	3,633	-	-	-
TOTAL FUNDING SOURCES	10,215	264	1,089	8,862	708	1,244	3,277	3,633	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	1,221	Year First Appropriation	FY21
Appropriation FY 24 Request	7,641	Last FY's Cost Estimate	8,449
Cumulative Appropriation	1,353		
Expenditure / Encumbrances	1,190		
Unencumbered Balance	163		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight-foot wide shared use path approximately 1 mile of length along the north side of Dale Drive from Georgia Avenue (MD 97) to Colesville Road (US 29). The project also provides minor intersection safety improvements within the project limits to improve existing sight distance and crosswalks.

LOCATION

Silver Spring

ESTIMATED SCHEDULE

Design, land acquisition, and construction will be completed in FY22, FY24, and FY26, respectively. The construction will have a duration of 2 years.

COST CHANGE

Cost increase due to additional pedestrian connection along south side of Dale Drive from Georgia Avenue to Woodland Drive, drainage improvements and traffic calming measures on Dale Drive within the project limits.

PROJECT JUSTIFICATION

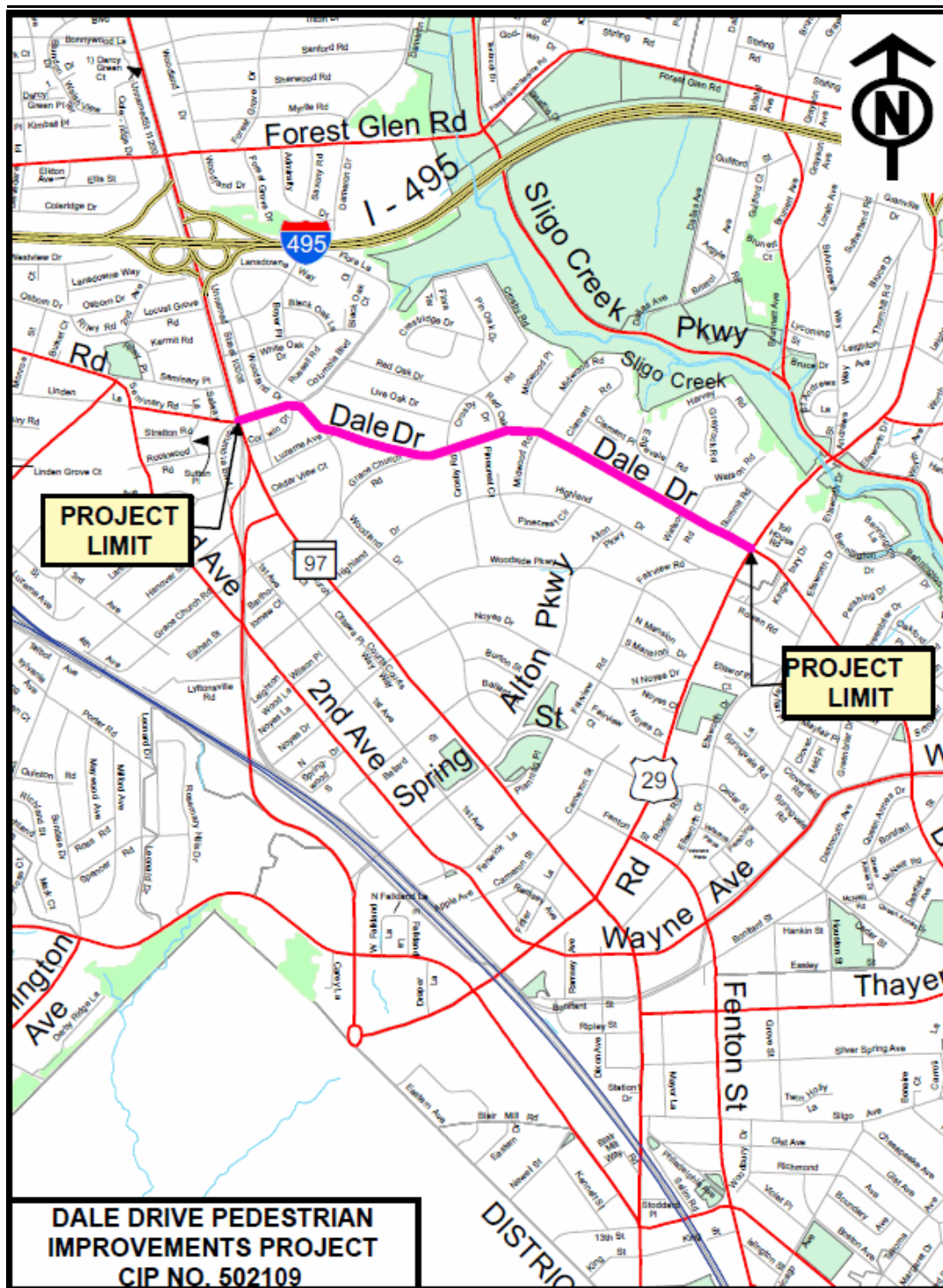
There are only short segments of sidewalk scattered within the project limits but no continuous pedestrian facilities on this section of Dale Drive, where several school bus stops are located. This section of Dale Drive is also the last missing link of pedestrian facilities on Dale Drive and a connection to the future Purple Line Station on Dale Drive and Wayne Avenue, as well as the Sligo Creek Trail. The Montgomery County Bicycle Master Plan, approved in November 2018, recommends a shared use path or sidewalk to be added for this section of Dale Drive.

OTHER

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.





Falls Road Bikeway and Pedestrian Facility

(P500905)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Potomac-Cabin John and Vicinity	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	3,426	-	1,640	975	-	-	-	-	-	975	811
Land	2,700	-	-	2,700	-	-	-	-	1,619	1,081	-
Site Improvements and Utilities	3,000	-	-	1,500	-	-	-	-	-	1,500	1,500
Construction	17,985	-	-	5,890	-	-	-	-	-	5,890	12,095
TOTAL EXPENDITURES	27,111	-	1,640	11,065	-	-	-	-	1,619	9,446	14,406

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
Federal Aid	1,230	-	1,230	-	-	-	-	-	-	-	-
G.O. Bonds	25,881	-	410	11,065	-	-	-	-	1,619	9,446	14,406
TOTAL FUNDING SOURCES	27,111	-	1,640	11,065	-	-	-	-	1,619	9,446	14,406

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY16
Appropriation FY 24 Request	-	Last FY's Cost Estimate	27,111
Cumulative Appropriation	1,640		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,640		

PROJECT DESCRIPTION

This project provides funds to develop final design plans, acquire right-of-way, and construct approximately 4 miles of an 8-10 foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. Falls Road is classified as a major highway and has a number of side street connections along the project corridor. The path will provide pedestrians and cyclists safe access to communities along this project corridor, and will provide a connection to existing pedestrian facilities to the north (Rockville) and to the south (Potomac).

LOCATION

Falls Road from River Road to Dunster Road

ESTIMATED SCHEDULE

Final design to occur in FY22. Land acquisition, utilities, and construction costs are phased to occur once final design is completed beginning in FY27.

PROJECT JUSTIFICATION

This path provides access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road. The 2002 Potomac Subregion Master Plan calls for a Class I (off-road) bike path along Falls Road from the Rockville City limit to MacArthur Boulevard. The path is a missing link between existing bicycle facilities within the City of Rockville and existing path along Falls Road south of River Road.

OTHER

Montgomery County Department of Transportation has completed Phase 2 facility planning, preliminary design, with funds from the annual bikeway program. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

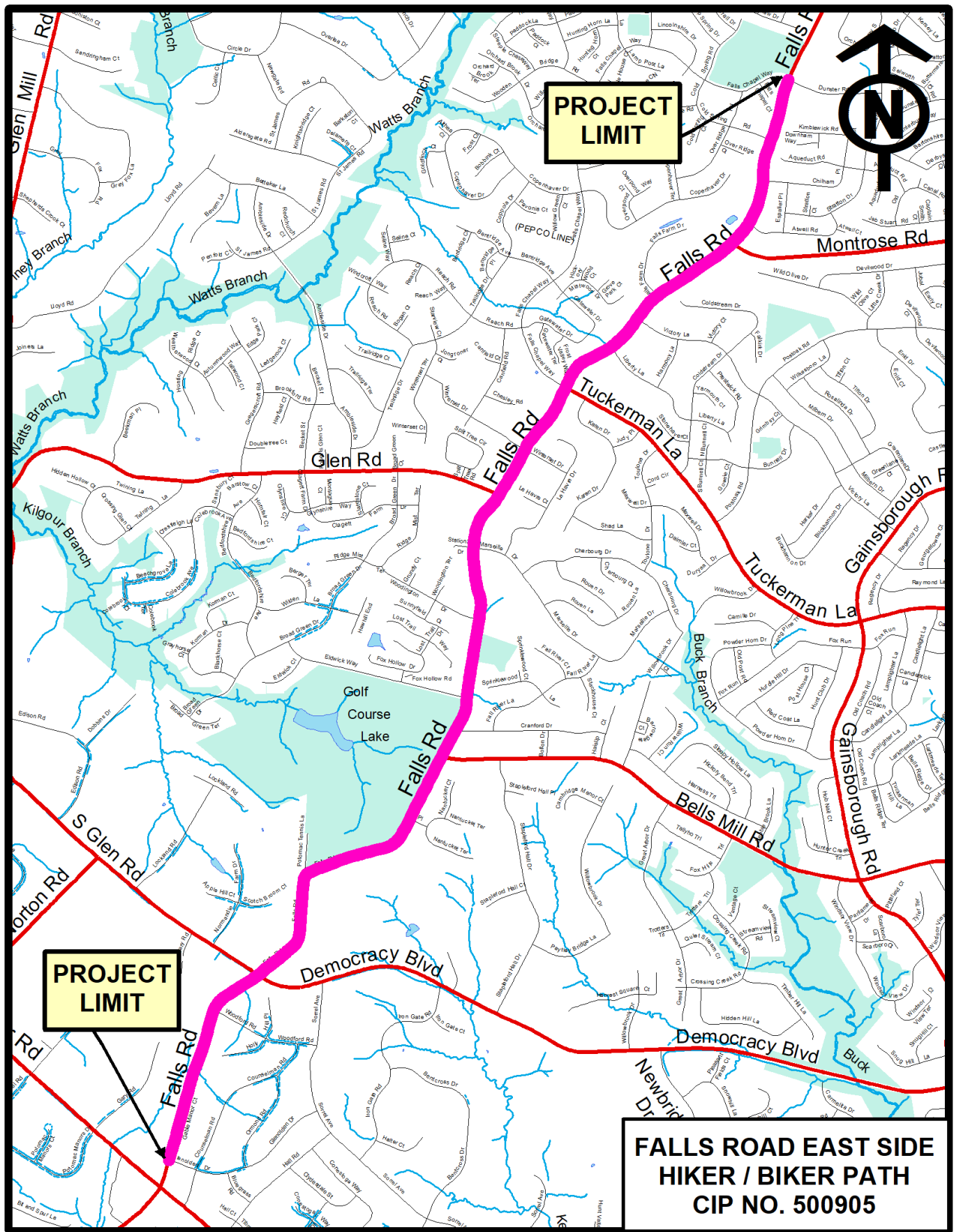
Construction cost estimate is based on design that was completed in 2009. Final construction cost will be determined after final design is completed. Federal Aid in FY22 includes the Transportation Alternative Program (TAP) grant in the amount of \$1.23M.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), State Highway Administration, Utility Companies, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Verizon, Maryland Department of Natural Resources; Special Capital Projects Legislation will be proposed by the County Executive.





Fenton Street Cycletrack

(P502001)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	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	2,231	140	1,140	951	449	502	-	-	-	-	-
Land	345	-	-	345	345	-	-	-	-	-	-
Site Improvements and Utilities	200	-	-	200	200	-	-	-	-	-	-
Construction	8,785	-	490	8,295	4,002	4,293	-	-	-	-	-
TOTAL EXPENDITURES	11,561	140	1,630	9,791	4,996	4,795	-	-	-	-	-

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	11,561	140	1,630	9,791	4,996	4,795	-	-	-	-	-
TOTAL FUNDING SOURCES	11,561	140	1,630	9,791	4,996	4,795	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance	20	-	-	5	5	5	5
NET IMPACT	20	-	-	5	5	5	5

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	9,387	Year First Appropriation	FY20
Appropriation FY 24 Request	-	Last FY's Cost Estimate	4,860
Cumulative Appropriation	2,174		
Expenditure / Encumbrances	1,309		
Unencumbered Balance	865		

PROJECT DESCRIPTION

This project provides for the design and construction of the Fenton Street Cycletrack in the Silver Spring CBD Bicycle and Pedestrian Priority Area (BiPPA). Recommended improvements include the construction of a separated bikeway between King Street and Planning Place along Fenton Street and will include wayfinding, stormwater management, ADA-improvements, and other treatments intended to improve safety and mobility for people walking and biking.

LOCATION

Silver Spring CBD BiPPA

ESTIMATED SCHEDULE

Design of the Fenton Street Bikeway started in FY21. Construction of the project is expected to take place in several phases. Construction of the Cameron to Planning Place Bikeway (Segment 1) will be completed in FY22. Segment 3 will be Gist Avenue to Bonifant Street and will be constructed in FY23. Segment 2 will be Bonifant Street to Cameron Street and will be constructed in FY24. Segment 4 has been pulled into a separate CIP project and will include the portion of the project from Gist Avenue to King Street. Segment 4 is in design (FY21-FY22) and construction is expected in FY23.

COST CHANGE

Project increase due to scope change based on community feedback and construction cost increases.

PROJECT JUSTIFICATION

This project will create a low-stress bicycle route along Fenton Street from King Street to Planning Place, connecting the future purple line station with businesses, restaurants, and residential development along Fenton Street. The Bicycle Master Plan calls for separated bike lanes which will provide a high-quality low-stress route which connects to the Green Trail, Wayne Ave / Second Avenue, and Spring Street / Cedar Street separated bikeway. Pedestrian safety treatments are also included in the project. These efforts will also meet master planned non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030. Additional elements have been added to the project to improve accessibility for people with disabilities.

FISCAL NOTE

The cost of this project is based on concept level estimates. The cost will be updated as design progresses.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Silver Spring Regional Service Center, Silver Spring Urban District, Utility companies, Washington Metropolitan Area Transit Authority





Forest Glen Passageway

(P501911)

Category	Transportation	Date Last Modified	01/09/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	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	5,797	2	1,250	4,545	100	70	1,000	1,125	1,125	1,125	-
Land	430	-	-	430	-	430	-	-	-	-	-
Site Improvements and Utilities	4,150	-	-	4,150	-	900	-	1,625	1,625	-	-
Construction	30,175	-	-	30,175	-	-	-	7,675	14,250	8,250	-
TOTAL EXPENDITURES	40,552	2	1,250	39,300	100	1,400	1,000	10,425	17,000	9,375	-

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	40,552	2	1,250	39,300	100	1,400	1,000	10,425	17,000	9,375	-
TOTAL FUNDING SOURCES	40,552	2	1,250	39,300	100	1,400	1,000	10,425	17,000	9,375	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY21
Appropriation FY 24 Request	1,000	Last FY's Cost Estimate	40,552
Cumulative Appropriation	2,752		
Expenditure / Encumbrances	72		
Unencumbered Balance	2,680		

PROJECT DESCRIPTION

This project provides for design, right-of-way acquisition, utility relocations, and construction of a new grade separated connection under Georgia Avenue to improve access to the Forest Glen Metro Station from neighborhoods and institutions located on the east side of Georgia Avenue. There is currently an underground walkway from the parking and bus area on the northwest quadrant of the intersection to the southwest quadrant. A new connection would be made to this passageway connecting the southwest quadrant to the northeast quadrant. A ramp connection and elevators bring the underground connection to grade on the northeast corner of the intersection.

LOCATION

MD97 (Georgia Avenue) at Forest Glen Road/Forest Glen Metro Station.

ESTIMATED SCHEDULE

Design started in FY22, utility relocations will begin in FY24 and construction will begin in FY26.

PROJECT JUSTIFICATION

This project is needed to improve the mobility and safety for all facility users within the project area by reducing existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 97 (Georgia Avenue) and Forest Glen Road to access the Metro Station. This project will eliminate the need for these at-grade pedestrian crossings and will also facilitate crossing of the road for community members who are not using Metro. Traffic volumes and speeds on MD 97 can be very high and pedestrians must cross over eight lanes of traffic. These crossings can be very intimidating, reducing community connectivity and use of the Forest Glen Metro Station. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

OTHER

Site improvements and utilities funding has been adjusted to FY26 on the front end of construction because the utility relocations will need to come early on to allow for excavation.

FISCAL NOTE

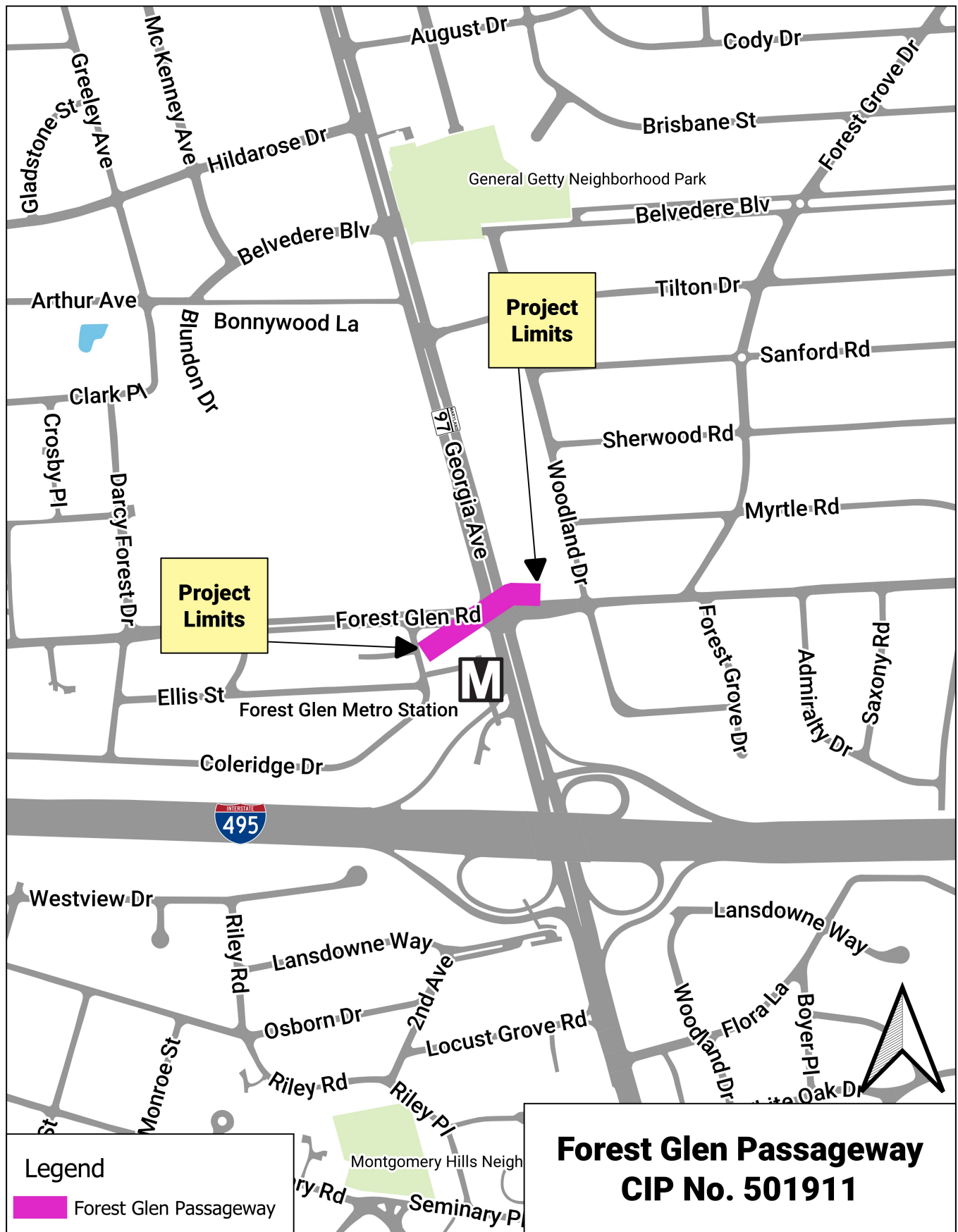
Construction costs are based on conceptual plans and will be updated as design progresses.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority.





Franklin Avenue Sidewalk (P501734)

Category	Transportation	Date Last Modified	09/03/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Final 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	914	415	286	213	213	-	-	-	-	-	-
Land	865	-	865	-	-	-	-	-	-	-	-
Construction	1,521	-	-	1,521	1,521	-	-	-	-	-	-
TOTAL EXPENDITURES	3,300	415	1,151	1,734	1,734	-	-	-	-	-	-

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	3,300	415	1,151	1,734	1,734	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,300	415	1,151	1,734	1,734	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	1,734	Year First Appropriation	FY20
Appropriation FY 24 Request	-	Last FY's Cost Estimate	3,300
Cumulative Appropriation	1,566		
Expenditure / Encumbrances	575		
Unencumbered Balance	991		

PROJECT DESCRIPTION

This project provides for a continuous sidewalk along the north side of Franklin Ave from Colesville Rd (US 29) to University Blvd (MD 193). The project includes 4,600 linear feet of sidewalk, new curb and gutter, and storm drains.

LOCATION

Silver Spring

ESTIMATED SCHEDULE

Construction will begin in FY23.

PROJECT JUSTIFICATION

This project is needed to construct a missing segment of sidewalk along the north side of Franklin Ave. Continuous and safe pedestrian access will be provided to existing sidewalks and bikeways, transit stops, churches, schools and public facilities in the Silver Spring area. This project conforms to the 2000 East Silver Spring Master Plan.

OTHER

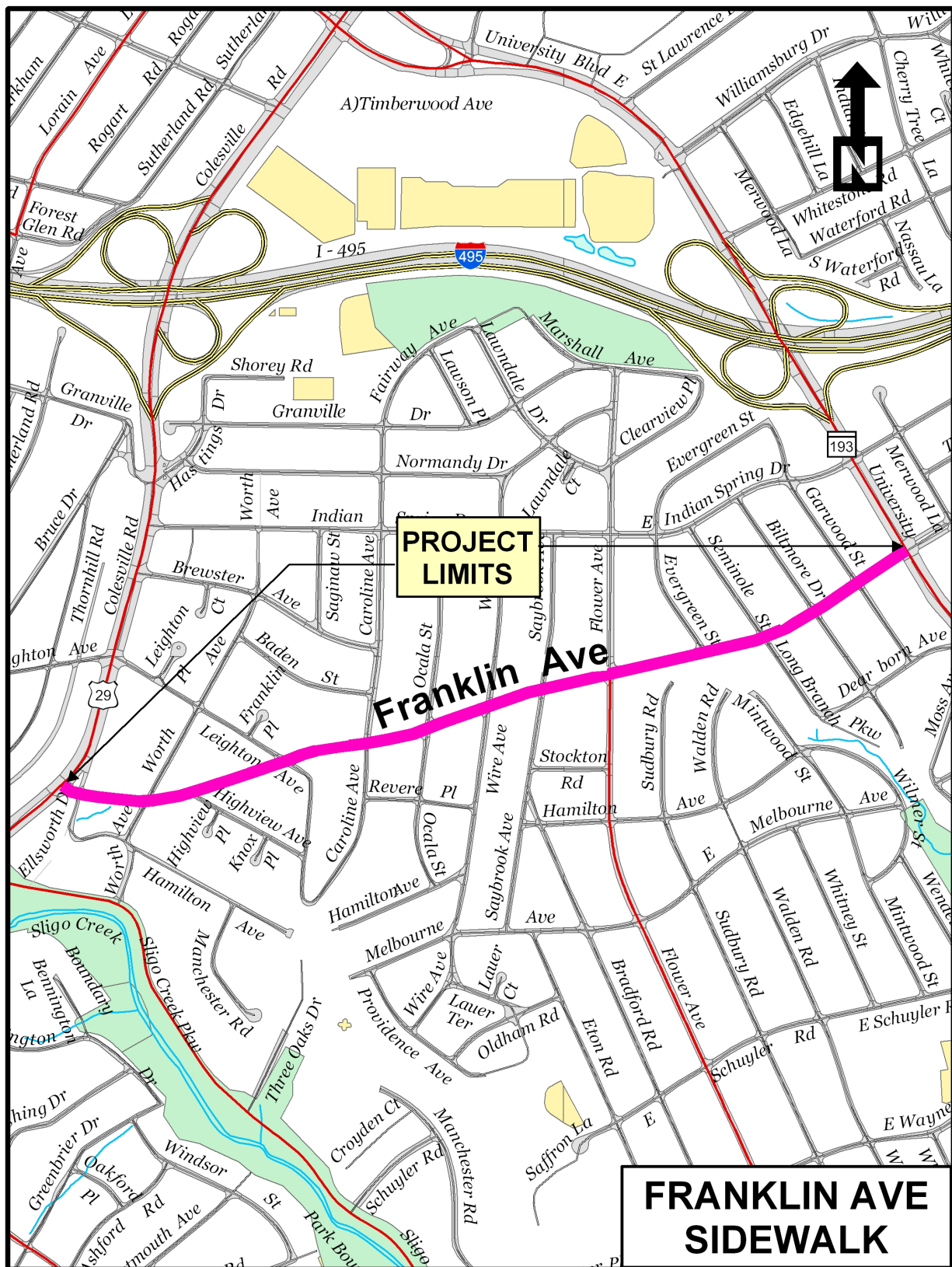
Preliminary Design was completed in the Facility Planning - Transportation project in FY15. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Office of the County Executive, Maryland-National Capital Park and Planning Commission, Department of General Services, Department of Permitting Services, Silver Spring Transportation Management District, Silver Spring Chamber of Commerce.





Goldsboro Road Sidewalk and Bikeway

(P501917)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	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	3,769	-	-	3,397	-	364	930	528	722	853	372
Land	574	-	-	574	-	-	-	574	-	-	-
Site Improvements and Utilities	1,150	-	-	1,150	-	-	-	-	575	575	-
Construction	15,603	-	-	9,638	-	-	-	-	2,769	6,869	5,965
TOTAL EXPENDITURES	21,096	-	-	14,759	-	364	930	1,102	4,066	8,297	6,337

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	21,096	-	-	14,759	-	364	930	1,102	4,066	8,297	6,337
TOTAL FUNDING SOURCES	21,096	-	-	14,759	-	364	930	1,102	4,066	8,297	6,337

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	1,822	Last FY's Cost Estimate	21,096
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the final design and construction of two 11-foot travel lanes for a one mile segment of Goldsboro Road (MD 614) from MacArthur Boulevard to River Road (MD 190), a shared use path along the north side, a 5-foot sidewalk on the south side at selected locations. Where feasible, drainage improvements are included in the scope of the project. The existing pedestrian bridge over Minnehaha Branch on the south side of Goldsboro Road near Wedgewood Road is proposed to be replaced.

LOCATION

Goldsboro Road (MD 614) from MacArthur Boulevard to River Road (MD 190)

ESTIMATED SCHEDULE

Design will start in FY24. Land acquisition is scheduled in FY26. Construction is scheduled to start in FY27.

PROJECT JUSTIFICATION

This project will comply with the 1990 Bethesda-Chevy Chase Master Plan and the 2018 Countywide Bikeways Master Plan to improve pedestrian and bicycle facilities, encourage usage and improve safety for all users. It will improve access to major destinations in and beyond the project area and ultimately connect to other sidewalk and bicycle facilities.

OTHER

The preliminary design costs for this project are covered in the "Facility Planning - Transportation" project (#509337). Right-of-way acquisition is required. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

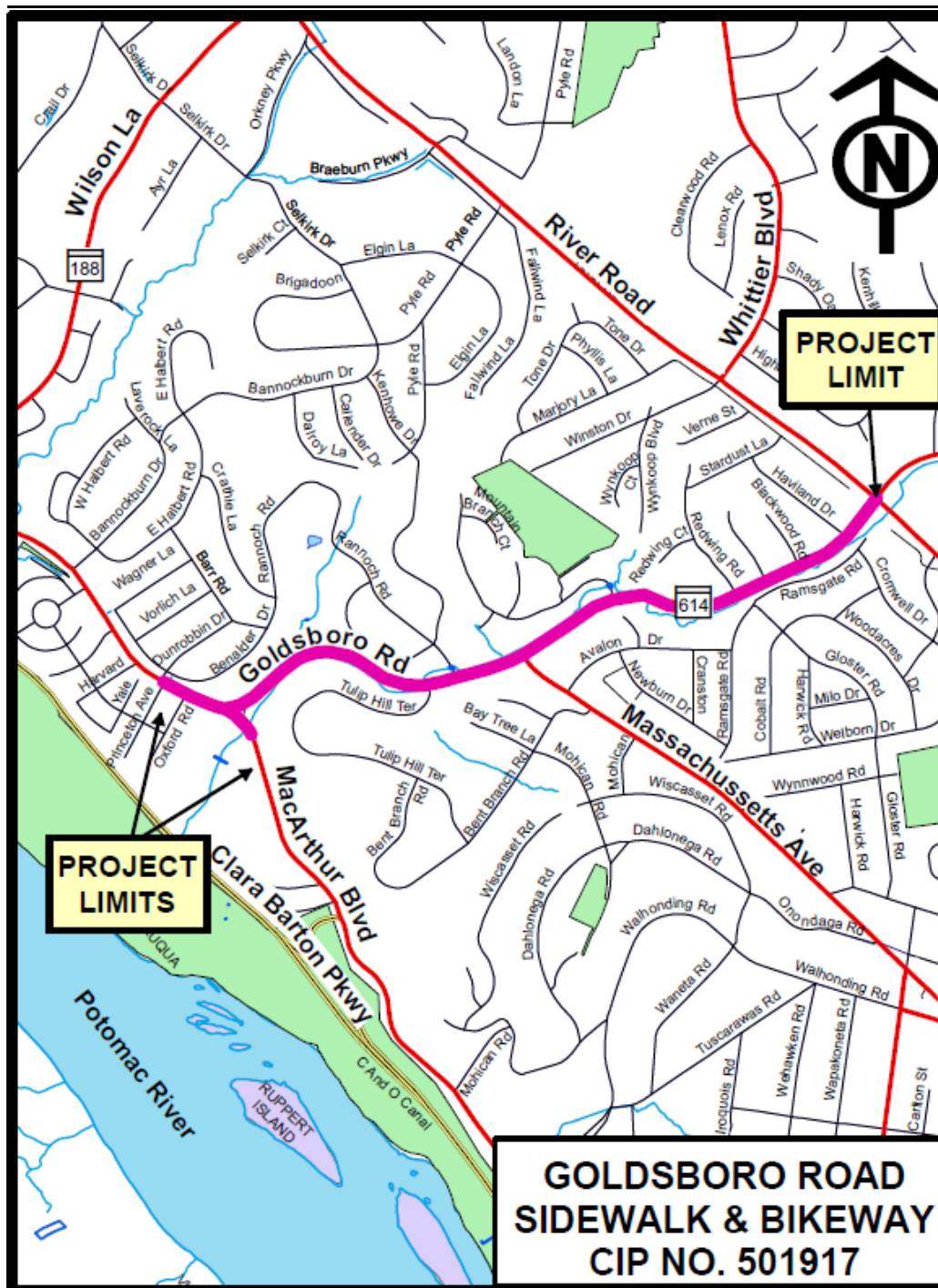
Construction cost estimates will be updated during the final design phase.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Facility Planning - Transportation CIP No. 509337, U.S. Army Corps of Engineers, Maryland DOT State Highway Administration, Maryland Department of the Environment, National Park Service, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utilities





Good Hope Road Shared Use Path

(P501902)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Cloverly-Norwood	Status	Final 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	1,903	1,211	115	577	458	119	-	-	-	-	-
Land	889	7	814	68	68	-	-	-	-	-	-
Site Improvements and Utilities	49	-	49	-	-	-	-	-	-	-	-
Construction	2,879	1	-	2,878	2,299	579	-	-	-	-	-
TOTAL EXPENDITURES	5,720	1,219	978	3,523	2,825	698	-	-	-	-	-

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	5,720	1,219	978	3,523	2,825	698	-	-	-	-	-
TOTAL FUNDING SOURCES	5,720	1,219	978	3,523	2,825	698	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance	20	-	-	5	5	5	5
Energy	4	-	-	1	1	1	1
NET IMPACT	24	-	-	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	990	Year First Appropriation	FY19
Appropriation FY 24 Request	-	Last FY's Cost Estimate	4,730
Cumulative Appropriation	4,730		
Expenditure / Encumbrances	1,400		
Unencumbered Balance	3,330		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight-foot wide sidepath along the west side of Good Hope Road over 4,500 feet of length from Windmill Lane to Rainbow Drive in Cloverly. The project also provides a pedestrian bridge that is 40-foot long and eight-foot wide at the intersection of Good Hope Road and Hopefield Road. The project site is located within the Upper

LOCATION

Cloverly

ESTIMATED SCHEDULE

Design was completed in FY21. Land acquisition will be completed in FY23. Construction will be completed in FY24. The construction will have a duration of 18 months.

COST CHANGE

Cost increase due to Special Protection Area and Floodplain District Permit requirements.

PROJECT JUSTIFICATION

The project enhances the pedestrian safety along Good Hope Road from Windmill Lane to Rainbow Drive. The pedestrian bridge addresses a section of the road where there is no sidewalk or shoulder for pedestrians. The Cloverly Master Plan, adopted in July 1997, recommends a sidewalk along Good Hope Road. The project was also requested by the Good Hope Estates Civic Association.

OTHER

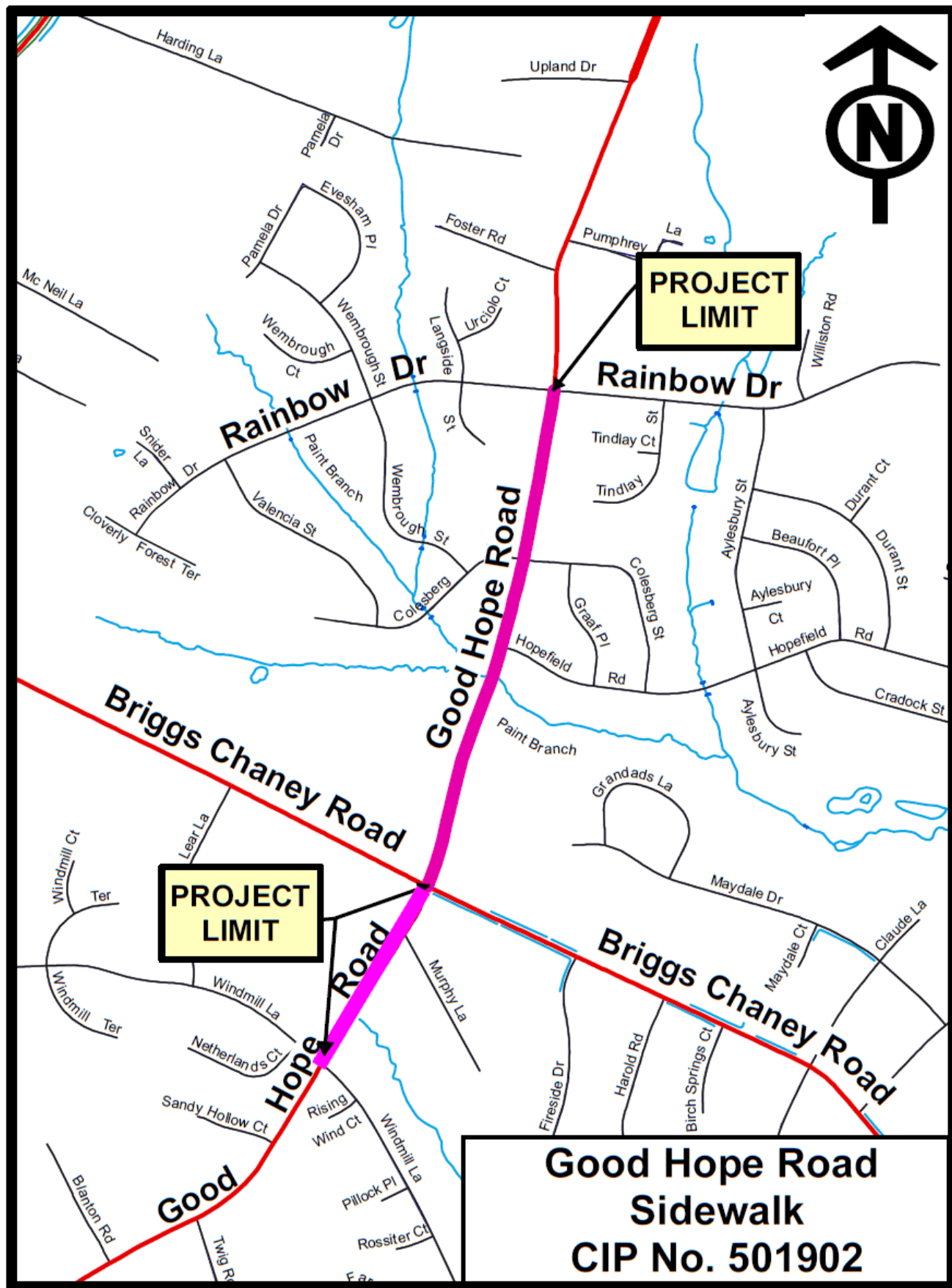
The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland Department of the Environment





Life Sciences Center Loop Trail

(P501742)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Final 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	2,329	398	1,031	900	-	-	-	300	600	-	-
Land	1,200	-	-	1,200	-	-	1,200	-	-	-	-
Construction	9,372	1	-	9,371	-	-	-	3,370	6,001	-	-
TOTAL EXPENDITURES	12,901	399	1,031	11,471	-	-	1,200	3,670	6,601	-	-

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
Contributions	11,471	-	-	11,471	-	-	1,200	3,670	6,601	-	-
Current Revenue: General	400	336	64	-	-	-	-	-	-	-	-
G.O. Bonds	1,030	63	967	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	12,901	399	1,031	11,471	-	-	1,200	3,670	6,601	-	-

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	FY17
Appropriation FY 24 Request	-	Last FY's Cost Estimate	12,901
Cumulative Appropriation	1,430		
Expenditure / Encumbrances	710		
Unencumbered Balance	720		

PROJECT DESCRIPTION

The project provides for the planning of the of 3.5 mile Life Sciences Center Loop Trail, a 8 to 12-foot wide shared use path that is a central feature of the Life Sciences Center (LSC) area of the Great Seneca Science Corridor Master Plan. The Life Sciences Center Loop

Trail is a critical staging element to increasing the non-auto driver mode share (NADMS) prior to the expansion of stage 2 of the master plan's development. The shared use path will widen existing sidewalks along certain existing or planned streets in the Life Science Center (Omega Drive, Medical Center Drive, Johns Hopkins Drive, Belward Campus Drive, Discoverly Drive) as well as new roadways through the Public Safety Training Academy (PSTA) property and Crown Farm. The planning and design will create a trail design that is able to respond to varying right-of-way widths and other local conditions while providing a trail system that is recognizable and will attract walkers, runners and bicycle riders and will contribute to the LSC's sense of place. The design will enable both private developers and the county to build their respective pieces of the LSC loop in a consistent manner.

ESTIMATED SCHEDULE

Preliminary design began in FY17 and was completed in FY18. Final design started in FY21 and should be completed in FY22. Land acquisition will start in FY25 and construction in FY26-27.

PROJECT JUSTIFICATION

This project will enhance and improve pedestrian and bicycle mobility, help meet master plan non-auto-driver mode share (NADMS) goals and support the critical staging element to advance to stage 2 of the master plan's development.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

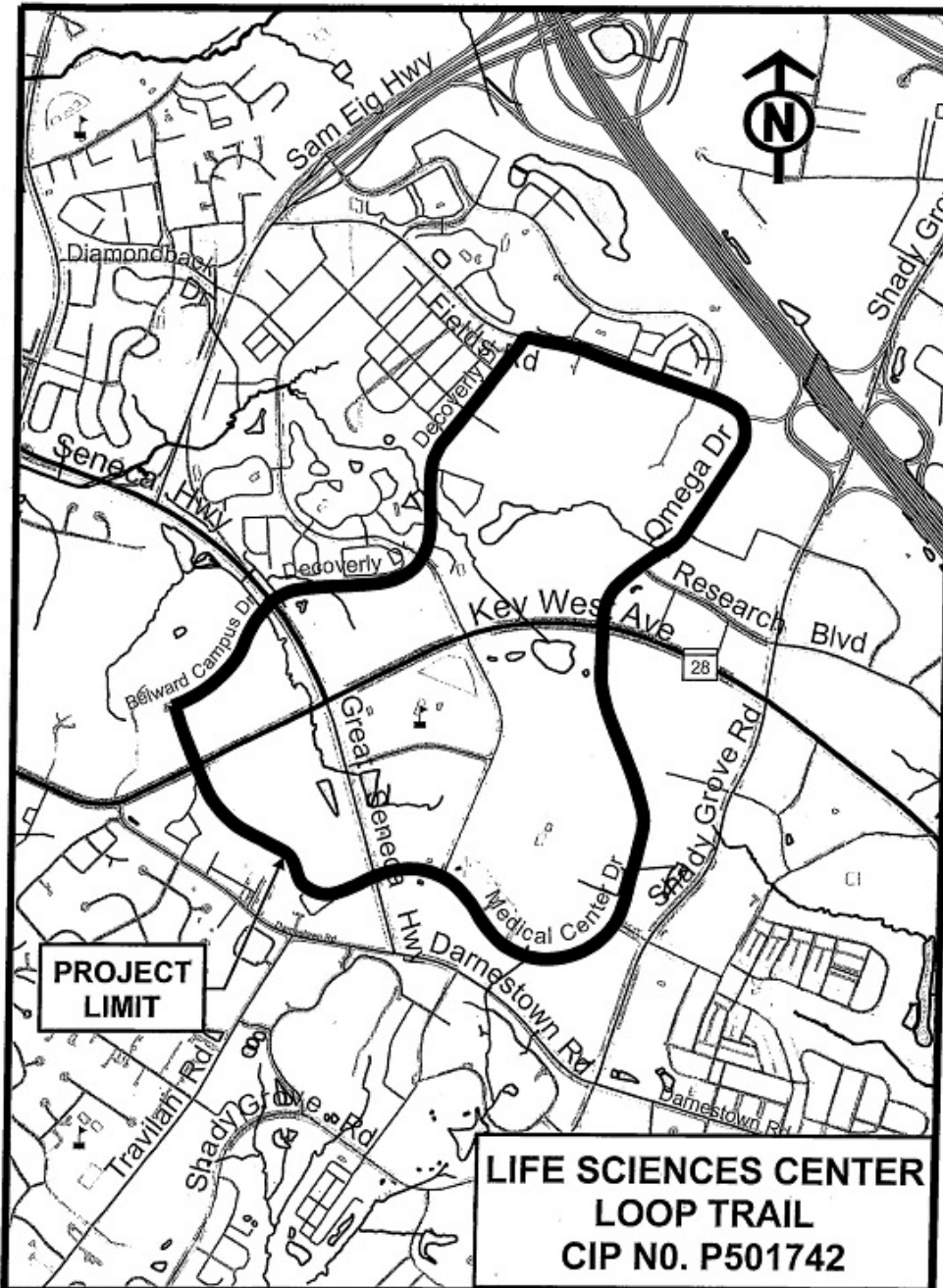
Developer contributions of \$11,471,000 are expected to fund land acquisition and construction.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Chambers of Commerce, City of Gaithersburg, City of Rockville, Department of General Services, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland (MDOT) State Highway Administration, MDOT Maryland Transit Administration, Regional Service Centers, Universities at Shady Grove, Urban Districts, Utility Companies, Washington Metropolitan Area Transit Authority





MacArthur Blvd Bikeway Improvements (P500718)

Category	Transportation	Date Last Modified	12/31/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final 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	5,418	3,100	1,019	1,299	418	441	440	-	-	-	-
Land	258	181	-	77	-	77	-	-	-	-	-
Site Improvements and Utilities	144	8	-	136	-	132	4	-	-	-	-
Construction	15,385	5,563	-	9,822	-	5,818	4,004	-	-	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	21,208	8,855	1,019	11,334	418	6,468	4,448	-	-	-	-

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	21,208	8,855	1,019	11,334	418	6,468	4,448	-	-	-	-
TOTAL FUNDING SOURCES	21,208	8,855	1,019	11,334	418	6,468	4,448	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance	66	-	-	-	22	22	22
NET IMPACT	66	-	-	-	22	22	22

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	90	Year First Appropriation	FY07
Appropriation FY 24 Request	10,916	Last FY's Cost Estimate	18,901
Cumulative Appropriation	10,202		
Expenditure / Encumbrances	9,799		
Unencumbered Balance	403		

PROJECT DESCRIPTION

This project provides shared use path improvements along 4.7 miles of MacArthur Boulevard from I-495 to the District of Columbia. To increase capacity and enhance safety for users, the existing shared-use path along the south side of MacArthur Boulevard will be widened, wherever feasible, to an eight-foot paved width with a five-foot wide grass buffer provided between the path and the

roadway. In addition, to encourage alternate modes of travel and to accommodate the needs of on-road commuters and experienced bicyclists, the roadway itself will be widened, wherever feasible, to a consistent 26-foot pavement width, essentially adding a three-foot wide shoulder to each side of the existing 20-foot pavement width. The project will also provide safety improvements along MacArthur Boulevard to enhance overall safety for pedestrians, cyclists and motorists alike.

LOCATION

MacArthur Boulevard between I-495 and the District of Columbia

ESTIMATED SCHEDULE

I-495 to Oberlin Avenue: Construction of approximately 2.6 miles of shared use path completed in FY15. Oberlin Avenue to the District line: Design started in FY22. Construction will be completed in FY25.

COST CHANGE

Cost increase due to inflation.

PROJECT JUSTIFICATION

This project improves safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. In addition, spot improvements will improve deficiencies and immediate safety on MacArthur Boulevard. The Department of Transportation (DOT) prepared a Transportation Facility Planning Study document entitled "MacArthur Boulevard Bike Path/Lane Improvements". Project Prospectus in February 2004, is consistent with the October 2004 Potomac Subregion Master Plan and the 2018 Bicycle Master Plan.

OTHER

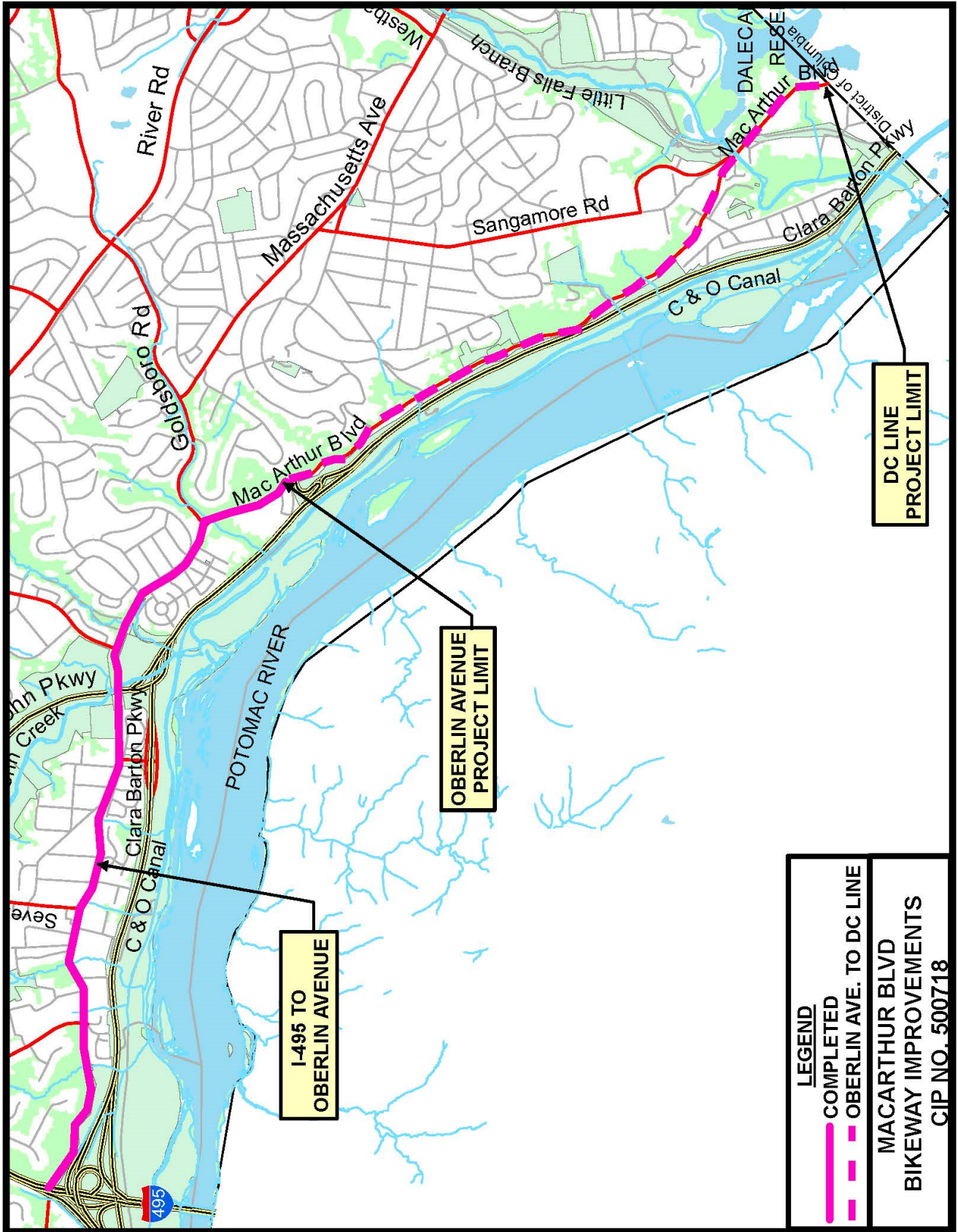
Preliminary design costs were funded through Facility Planning: Transportation (CIP #509337). The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

U.S. Army Corps of Engineers (Washington Aqueduct Division), National Park Service (NPS), Maryland Department Of Natural Resources (DNR), Maryland-National Capital Park and Planning Commission (M-NCPPC), Town Of Glen Echo, Washington Suburban Sanitary Commission (WSSC), PEPCO, Verizon, Comcast; Special Capital Projects Legislation will be proposed by the County Executive.





MD355-Clarksburg Shared Use Path

(P501744)

Category	Transportation	Date Last Modified	12/31/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Final 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	1,733	1,040	24	669	485	184	-	-	-	-	-
Land	1,165	1	-	1,164	901	263	-	-	-	-	-
Site Improvements and Utilities	292	32	-	260	260	-	-	-	-	-	-
Construction	3,274	-	-	3,274	1,776	1,498	-	-	-	-	-
TOTAL EXPENDITURES	6,464	1,073	24	5,367	3,422	1,945	-	-	-	-	-

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	2,005	319	1	1,685	1,024	661	-	-	-	-	-
Impact Tax	191	168	23	-	-	-	-	-	-	-	-
Intergovernmental	72	63	-	9	9	-	-	-	-	-	-
State Aid	4,196	523	-	3,673	2,389	1,284	-	-	-	-	-
TOTAL FUNDING SOURCES	6,464	1,073	24	5,367	3,422	1,945	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance	8	-	-	2	2	2	2
Energy	8	-	-	2	2	2	2
NET IMPACT	16	-	-	4	4	4	4

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	5,187	Year First Appropriation	FY17
Appropriation FY 24 Request	-	Last FY's Cost Estimate	6,398
Cumulative Appropriation	1,277		
Expenditure / Encumbrances	1,129		
Unencumbered Balance	148		

PROJECT DESCRIPTION

This project is to provide design, land acquisition, utility relocations, and construction of a new 8 to 10- foot wide shared use bike path along the eastern side of Frederick Road (MD 355) from Snowden Farm Parkway to 430 feet north of Clarksburg Road (MD 121) and from 670 feet south of the intersection to Stringtown Road. The total length of the project is approximately 2,500 linear feet. The segment of the shared use path between Spire Street and 430 feet north of Clarksburg Road is to be constructed as part of the Clarksburg at MD 355 Intersection Improvement Project. This project also provides construction of approximately 550 feet of retaining walls to reduce impacts to adjacent properties.

LOCATION

Frederick Road from Snowden Farm Parkway to Stringtown Road.

ESTIMATED SCHEDULE

Final design completed in FY22. Land acquisition in FY23 and FY24. Construction is to start in FY23 and complete in FY24.

COST CHANGE

Cost increase due to completion of final design.

PROJECT JUSTIFICATION

This project provides links between the northern limits of the Frederick Road Bike Path, CIP #501118, and the southern limits of the Little Bennett Regional Park Trail Connector. The planned facilities will improve pedestrian and bicyclist safety and access to the Clarksburg Town Center, Clarksburg High School, and Little Bennett Regional Park. The project leverages State Aid.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

This project was awarded \$523,000 in State Aid in FY19 and an additional \$127,000 in FY21 to fund design. Funds for this project were originally programmed in Public Facilities Roads CIP # 5071310. It is anticipated that State/Federal grants will be pursued to partially fund construction.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Frederick Road Bike C.I.P. Project No. 501118. Little Bennett Regional Park Trail Connector, Clarksburg Road/MD355/MD 121 Intersection Improvement Project C.I.P. No. 508000, Maryland National Park & Planning Commission.



Metropolitan Branch Trail

(P501110)

Category	Transportation	Date Last Modified	01/13/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

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	7,491	3,843	1,712	1,936	1,136	800	-	-	-	-	-
Land	1,467	670	797	-	-	-	-	-	-	-	-
Site Improvements and Utilities	475	9	466	-	-	-	-	-	-	-	-
Construction	11,229	450	2,495	8,284	5,200	3,084	-	-	-	-	-
TOTAL EXPENDITURES	20,662	4,972	5,470	10,220	6,336	3,884	-	-	-	-	-

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	18,615	2,925	5,470	10,220	6,336	3,884	-	-	-	-	-
Impact Tax	2,047	2,047	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,662	4,972	5,470	10,220	6,336	3,884	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance	40	-	-	10	10	10	10
Energy	8	-	-	2	2	2	2
NET IMPACT	48	-	-	12	12	12	12

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY11
Appropriation FY 24 Request	-	Last FY's Cost Estimate	20,662
Cumulative Appropriation	20,662		
Expenditure / Encumbrances	5,063		
Unencumbered Balance	15,599		

PROJECT DESCRIPTION

This project provides for the design, land acquisition, utility relocations, and construction of the 0.6 mile segment of the trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be

designed to be 8 feet to 12 feet in width. The construction will be performed in three phases: the initial phase will construct the trail segment along Fenton Street and King Street; the second phase will extend the trail to Georgia Avenue; the final phase will construct a new bridge over Georgia Avenue and extend the trail to Ripley Street. The design for the second phase will include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, and the construction of retaining walls. Two sections of the trail north of the B&O train station will be constructed by a developer during the development of the new Progress Place and the redevelopment of the existing Progress Place sites. This project's scope of work includes connecting the two developer installed trail segments and widening the existing section at Ripley Street.

ESTIMATED SCHEDULE

Schedule delays due to delayed approval from WMATA, CSX, and MPI. Phase I construction was completed in 2018. Phase II design and property acquisition will be completed in FY22. Utility relocations will start in FY21 and end in FY22. Construction to start in FY22 and be completed in 30 months.

PROJECT JUSTIFICATION

The Metropolitan Branch Trail is to be part of a larger system of trails to enable non-motorized travel around the Washington region. The overall goal for these trails is to create a bicycle beltway that links Union Station and the Mall in Washington, D.C. to Takoma Park, Silver Spring, and Bethesda in Maryland. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be Americans with Disabilities Act of 1990 (ADA) accessible. Plans & Studies: 2000 Silver Spring Central Business District Sector Plan. Disabilities Act of 1990 (ADA).

OTHER

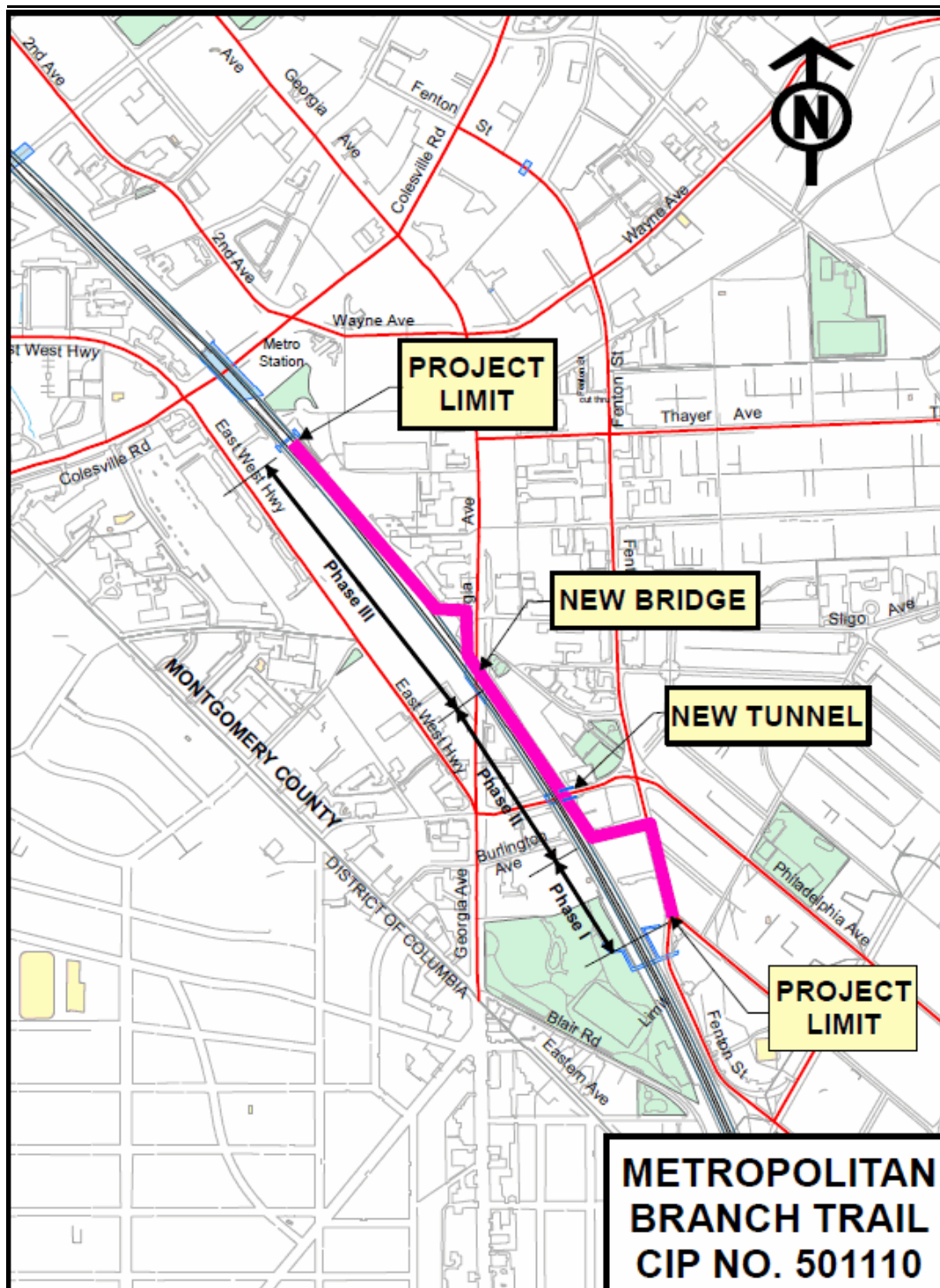
The initial design for the project was funded through Facility Planning: Transportation (CIP#509337). The expenditures reflect the previously approved FY13-18 alignment over Georgia Avenue, which provides a crossing that is safe, cost-effective, and has a more limited visual impact than other proposed alternatives. This project will be coordinated with the redevelopment of Progress Place and other construction activity in the Ripley district of Silver Spring to minimize impacts to surrounding property owners. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Metropolitan Area Transit Authority, CSX-Transportation, Maryland DOT State Highway Administration, Montgomery College, Maryland Historical Trust, Purple Line Project, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Health and Human Services. Special Capital Projects Legislation was enacted on June 23, 2015 and signed into law on July 6, 2015 (Bill No. 29-15).





Oak Drive/MD 27 Sidewalk

(P501908)

Category	Transportation	Date Last Modified	01/07/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Damascus and Vicinity	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	3,240	99	36	3,105	-	-	1,459	1,435	142	69	-
Land	2,616	442	279	1,895	-	-	-	-	1,265	630	-
Site Improvements and Utilities	1,580	-	23	1,557	-	-	-	-	1,100	457	-
Construction	5,075	-	537	4,538	-	-	-	-	2,488	2,050	-
TOTAL EXPENDITURES	12,511	541	875	11,095	-	-	1,459	1,435	4,995	3,206	-

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	12,511	541	875	11,095	-	-	1,459	1,435	4,995	3,206	-
TOTAL FUNDING SOURCES	12,511	541	875	11,095	-	-	1,459	1,435	4,995	3,206	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY19
Appropriation FY 24 Request	-	Last FY's Cost Estimate	12,511
Cumulative Appropriation	1,416		
Expenditure / Encumbrances	918		
Unencumbered Balance	498		

PROJECT DESCRIPTION

The total project is comprised of 3 phases. Phase I includes a 4,200 foot segment of Oak Drive and a 350 foot segment of Kingstead road. This phase provides a 5' concrete sidewalk with green buffer along the west side of Oak Drive from its southern intersection with MD 27 to the John T. Baker Middle School. A 5' sidewalk is also provided along the south side of Kingstead Road from Oak Drive to the John Haines park. Phase II will include a 2,300 foot segment of MD 27 (Ridge Road) starting at the northern intersection with Oak Drive and ending at the existing sidewalk at Damascus High School. Phase III will include a 2,500 foot segment of MD 27 (Ridge Road) starting at the southern intersection with Oak Drive and ending at the existing sidewalk at Ridge Landing Place.

ESTIMATED SCHEDULE

Phase I started in FY19 and will be complete in FY21. Phases II and III Final Design will start in FY25. The implementation schedule is based on an estimate of 6 months to complete Phase 2, followed by 12 months to complete Phase 3

PROJECT JUSTIFICATION

The project is needed to address the lack of continuous and safe pedestrian access to existing sidewalks and bikeways, transit stops, commercial areas, and community and public facilities in the Damascus area. The 2006 Damascus master plan and 2018 Countywide Bikeways Master Plan recommends sidewalk in the project area.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

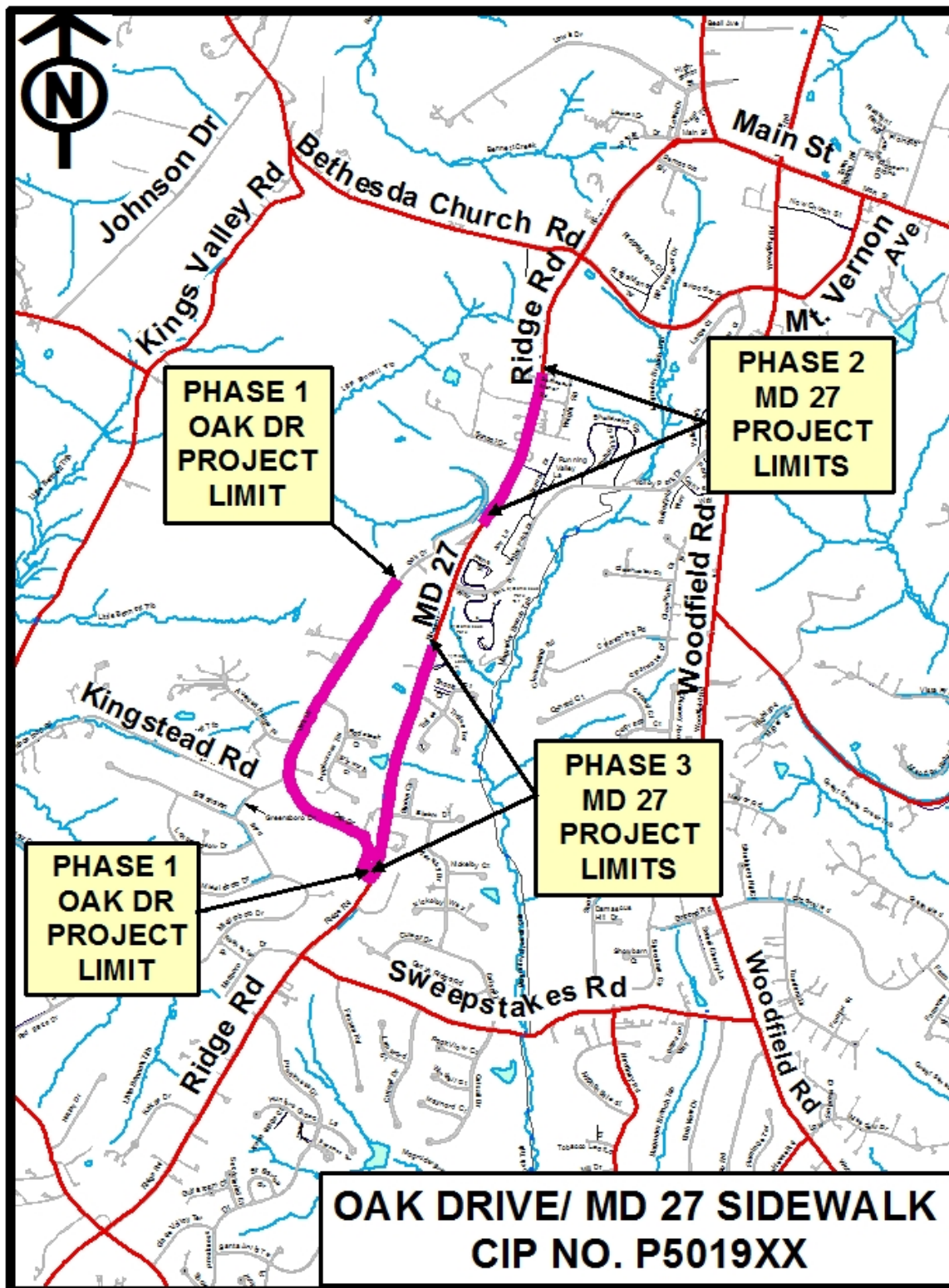
Construction cost estimates for Phase II and Phase III will be updated during the final design.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Department of Permitting Services, Department of Environmental Protection, State Highway Administration, Maryland-National Capital Park and Planning Commission, PEPCO, Washington Gas, Washington Suburban Sanitation Commission, Verizon





Sandy Spring Bikeway

(P502306)

Category	Transportation	Date Last Modified	01/10/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Patuxent Watershed Conservation Area	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	200	-	-	200	200	-	-	-	-	-	-
TOTAL EXPENDITURES	200	-	-	200	200	-	-	-	-	-	-

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	200	-	-	200	200	-	-	-	-	-	-
TOTAL FUNDING SOURCES	200	-	-	200	200	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	200	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The project provides for a cost share with the Maryland Department of Transportation State Highway Administration (MDOT SHA) for the final design and construction of a ten foot wide shared use path on the north side of MD 108 from Dr. Bird Road to Norwood Road. The project is approximately .86 of a mile and will complete missing segments of existing shared use paths along the MD 108 corridor. Where feasible, drainage improvements are included in the scope of the project.

LOCATION

Sandy Spring - Ashton area

ESTIMATED SCHEDULE

MDOT SHA will start Design in FY 23. Construction, also by MDOT SHA, is anticipated in FY 25 and 26

PROJECT JUSTIFICATION

Constructing these segments will help close a significant gap in Montgomery County's active transportation system. As a critical component of multi-modal infrastructure, these sidewalks and shared use paths will connect residents and visitors to destinations along the corridor such as the: Olney Theatre, Sherwood Elementary School and High School, area restaurants and retail, and transit in Sandy Spring. This project is part of the Heritage Triangle Trail, which will provide for a safe walkable and bikeable shared use path network to the existing cultural resources in the Sandy Spring/Ashton and Olney area. This project will comply with the 2018 Approved and Adopted Montgomery County Bicycle Master Plan, the Sandy Spring and Ashton Master Plans and the Vision Zero 2030 Plan goals.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries within the County's roadways to zero by 2030 and to provide a safe, low stress and connected bicycle network.

FISCAL NOTE

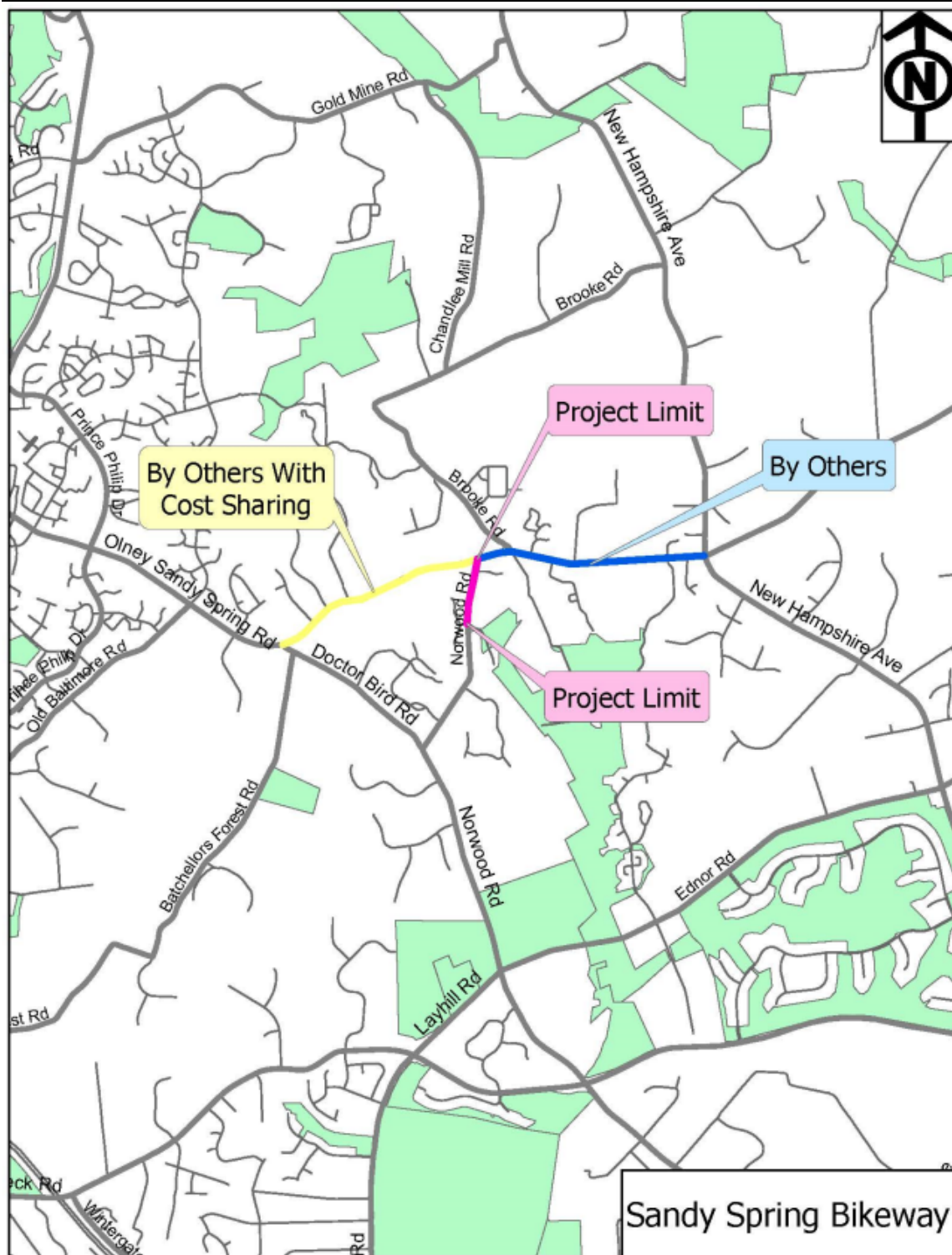
The County is providing \$200,000 as part of its contribution to the final design to be completed by the Maryland Department of Transportation State Highway Administration through the Bicycle Retrofit Program. Additional County funding will be needed to provide a 25 percent match of the total construction cost and all of the land acquisition costs. Additional funding amounts will be determined at the conclusion of design.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

COORDINATION

Maryland DOT State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utility Companies





Seven Locks Bikeway and Safety Improvements

(P501303)

Category	Transportation	Date Last Modified	01/07/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Travilah and Vicinity	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	3,972	-	-	-	-	-	-	-	-	-	3,972
Land	4,766	-	-	-	-	-	-	-	-	-	4,766
Site Improvements and Utilities	378	-	-	-	-	-	-	-	-	-	378
Construction	17,644	-	-	-	-	-	-	-	-	-	17,644
TOTAL EXPENDITURES	26,760	-	-	-	-	-	-	-	-	-	26,760

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	26,760	-	-	-	-	-	-	-	-	-	26,760
TOTAL FUNDING SOURCES	26,760	-	-	-	-	-	-	-	-	-	26,760

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	26,760
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for pedestrian and bicycle improvements for dual bicycle facilities (on-road and off-road) and enhanced, continuous pedestrian facilities along Seven Locks Road from Montrose Road to Bradley Boulevard (3.3 miles) plus a bike path on Montrose Road between Seven Locks Road and the I-270 ramp, plus northbound and eastbound auxiliary through lanes with on-road bike lanes at the intersection of Seven Locks Road and Tuckerman Lane. The project is broken down into three phases: Phase I provides dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Montrose Road to Tuckerman Lane including the bike path on Montrose and the improvements to the Tuckerman Lane intersection. Phase II provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Tuckerman Lane to Democracy Boulevard. Phase III provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Democracy Boulevard to Bradley Boulevard.

LOCATION

Potomac-Travilah

ESTIMATED SCHEDULE

\$500,000 was provided in Facility Planning: Transportation CIP Project (#509337) in FY21 to refresh conceptual design. Construction is scheduled beyond the six years. The schedule will be reevaluated once facility planning is completed.

PROJECT JUSTIFICATION

This project is needed to address bicycle facility disconnects along Seven Locks Road. The roadway lacks adequate north-south, on-road/off-road bicycle facilities necessary to provide continuity and connection between existing and future bike facilities. Continuous bicycle and pedestrian facilities are needed to allow safe access to residential, retail and commercial destinations, as well as existing religious and educational and facilities. Plans and studies include: 2002 Potomac Sub-Region Master Plan; 2018 Countywide Bikeways Master Plan and MCDOT Facility Planning Phase I & II

OTHER

Costs are based on preliminary design. Construction cost will be updated during the design phase. This project currently provides funding for Phase I improvements only. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030. A facility planning refresh occurred in FY22 to determine changes needed to meet current pedestrian and bicycle guidelines.

FISCAL NOTE

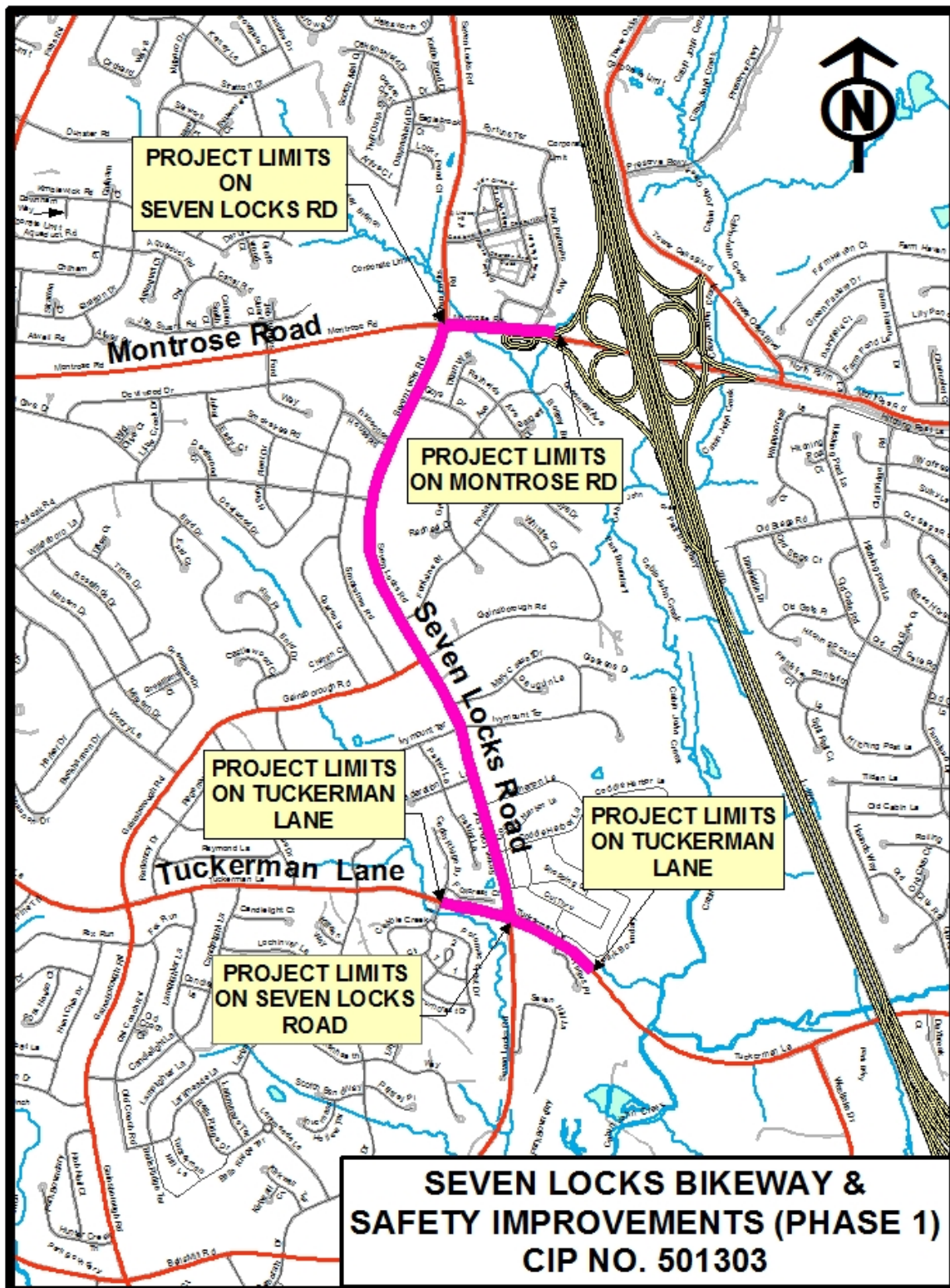
The total estimated cost of the project for all three phases is approximately \$70 million, including design, land acquisition, site improvements, utility relocation, and construction. The project can be built in phases to better absorb cost and financial constraints.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Pepco, Verizon, Washington Gas, Washington Suburban Sanitary Commission; Special Capital Projects Legislation will be proposed by the County Executive.





Sidewalk Program Minor Projects

(P506747)

Category	Transportation	Date Last Modified	01/10/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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	12,362	6,939	605	4,818	1,017	520	761	840	840	840	-
Land	2,437	2,268	11	158	10	6	25	25	46	46	-
Site Improvements and Utilities	340	240	10	90	20	14	14	14	14	14	-
Construction	28,453	9,041	2,520	16,892	3,297	2,374	2,200	3,621	2,700	2,700	-
TOTAL EXPENDITURES	43,592	18,488	3,146	21,958	4,344	2,914	3,000	4,500	3,600	3,600	-

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	43,516	18,412	3,146	21,958	4,344	2,914	3,000	4,500	3,600	3,600	-
State Aid	76	76	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	43,592	18,488	3,146	21,958	4,344	2,914	3,000	4,500	3,600	3,600	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	4,344	Year First Appropriation	FY67
Appropriation FY 24 Request	2,914	Last FY's Cost Estimate	36,392
Cumulative Appropriation	21,634		
Expenditure / Encumbrances	18,623		
Unencumbered Balance	3,011		

PROJECT DESCRIPTION

This pedestrian access improvement program provides sidewalks on County-owned roads and some State-maintained roadways. Some funds from this project will go to support the Renew Montgomery program. The Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on the list. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act of 1990 (ADA) compliance.

COST CHANGE

Cost change due to the addition of FY 27 and FY 28 to this ongoing Level of Effort project.

PROJECT JUSTIFICATION

In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations, bus stops, shopping and medical centers, employment, recreational, and school sites. This program also complements and augments the bikeways that are included in road projects.

OTHER

Projects originate from private citizens, citizen associations, and public agencies. Projects are evaluated and scheduled using sidewalk prioritization procedures. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

In accordance with the FY22-23 Vision Zero Work Plan, DOT is reviewing the program intake process to ensure sidewalk requests are prioritized based on equity, safety, need, and data.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Renew Montgomery Program, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Montgomery County Public Schools, Washington Metropolitan Area Transit Authority, Sidewalk and Infrastructure Revitalization , Maryland Mass Transit Administration, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities



Silver Spring Green Trail

(P509975)

Category	Transportation	Date Last Modified	10/18/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Under Construction

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	1,354	1,204	150	-	-	-	-	-	-	-	-
Land	7	7	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5	5	-	-	-	-	-	-	-	-	-
Construction	608	357	87	164	112	45	6	1	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,975	1,574	237	164	112	45	6	1	-	-	-

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
Current Revenue: General	265	265	-	-	-	-	-	-	-	-	-
G.O. Bonds	862	461	237	164	112	45	6	1	-	-	-
PAYGO	848	848	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,975	1,574	237	164	112	45	6	1	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	64	Year First Appropriation	FY99
Appropriation FY 24 Request	-	Last FY's Cost Estimate	1,975
Cumulative Appropriation	1,911		
Expenditure / Encumbrances	1,574		
Unencumbered Balance	337		

PROJECT DESCRIPTION

This project provides for an urban trail along the selected Purple Line alignment along Wayne Avenue in Silver Spring. A Memorandum of Understanding (MOU) will be established between the County and the Maryland Transit Administration (MTA) to incorporate the design and construction of the trail as a part of the design and construction of the Purple Line. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the trail includes the design, property acquisition, and construction of the trail through the Silver Spring Central Business District (CBD), along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This trail is part of a transportation corridor and is not a recreation area of State or local significance. The trail will include an 8 to 10 foot wide bituminous shared use path, lighting, and landscaping. The trail will provide access to the Silver Spring Transit Station via the Metropolitan Branch and the future Capital Crescent Trail.

ESTIMATED SCHEDULE

In FY21, the schedule was revised again based on actual progress and MTA's latest revised cash flow projection.

PROJECT JUSTIFICATION

This project will create an important link through Silver Spring to the Silver Spring Transit Center and will provide connectivity to other trails and mitigate congestion on area roads.

OTHER

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

FISCAL NOTE

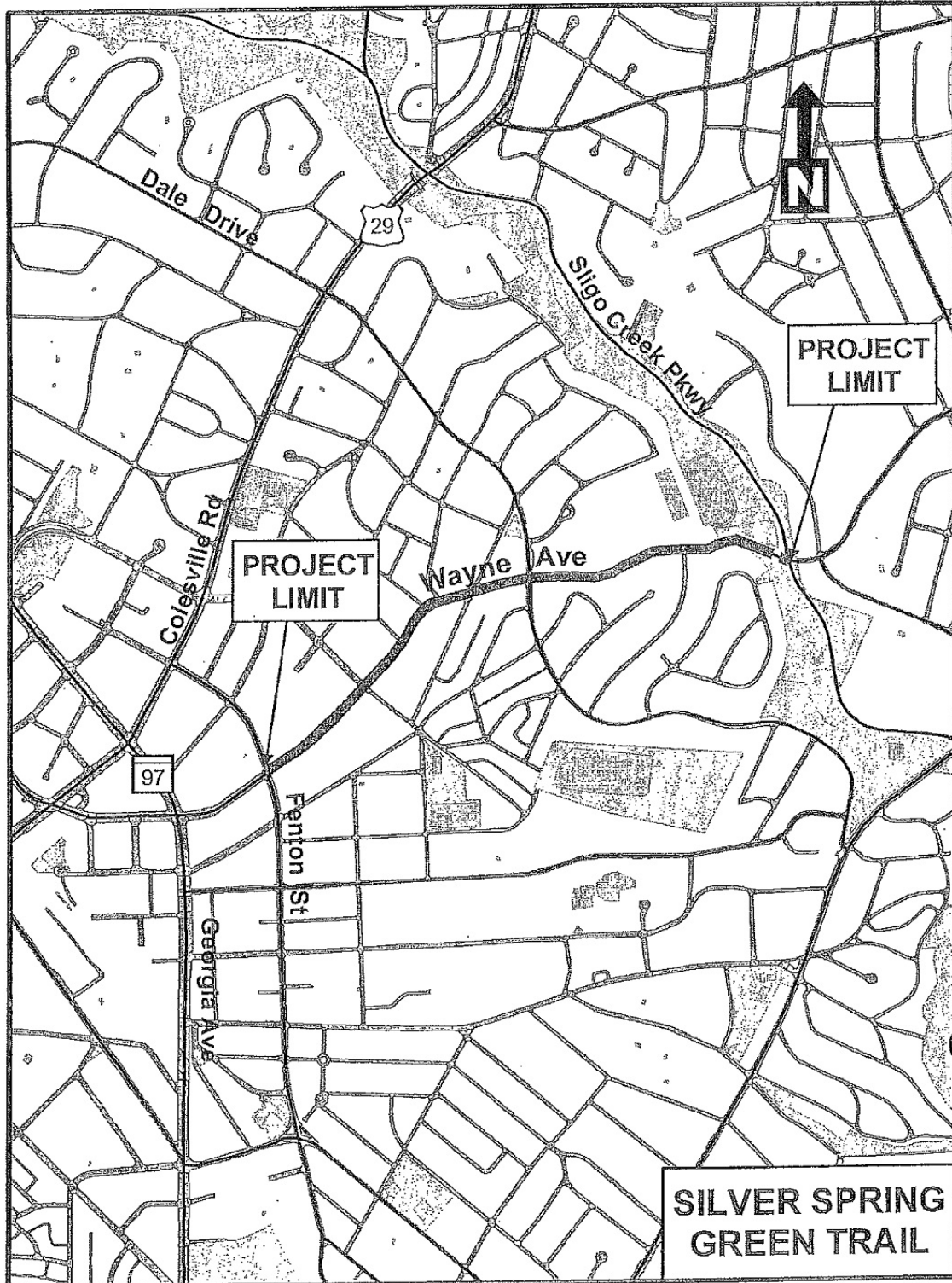
In March of 2021, the schedule was adjusted to shift funding from each year to the next year from FY21 through FY26 to further reflect the expected construction progress and estimated billing schedule based on the Purple Line's plan to re-solicit a new general contractor to complete the project.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority, Utility Companies, Silver Spring Chamber of Commerce, Silver Spring Transportation Management District, Maryland Transit Administration





Transportation Improvements For Schools (P509036)

Category	Transportation	Date Last Modified	01/08/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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	810	288	108	414	69	69	69	69	69	69	-
Land	651	651	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	222	24	48	150	25	25	25	25	25	25	-
Construction	1,505	736	79	690	115	115	115	115	115	115	-
TOTAL EXPENDITURES	3,188	1,699	235	1,254	209	209	209	209	209	209	-

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	3,188	1,699	235	1,254	209	209	209	209	209	209	-
TOTAL FUNDING SOURCES	3,188	1,699	235	1,254	209	209	209	209	209	209	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	209	Year First Appropriation	FY89
Appropriation FY 24 Request	209	Last FY's Cost Estimate	2,770
Cumulative Appropriation	1,934		
Expenditure / Encumbrances	1,711		
Unencumbered Balance	223		

PROJECT DESCRIPTION

This project provides for transportation improvements such as intersection modifications, sidewalks, traffic signals, streetlights, etc., necessary for safe pedestrian and vehicular circulation for schools identified in the Montgomery County Public Schools (MCPS) Capital Program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

COST CHANGE

Cost change due to the addition of FY 27 and FY 28 to this ongoing project.

PROJECT JUSTIFICATION

This project is the result of a task force which included representatives from the County Executive, County Council, MCPS, Maryland-National Capital Park and Planning Commission (M-NCPPC), and the Maryland State Highway Administration (MSHA). The construction of schools in the County must be supported by off-site transportation improvements to provide safe access. An individual study has been undertaken to identify requirements related to each new school.

OTHER

Projects included in this program are subject to Council-approved changes in the MCPS program. Safety assessments and studies as part of the Safe Routes to Schools Program are funded in the Department of Transportation's (DOT) operating budget. Recommendations from those studies can result in the need for capital improvements that are beyond the scope of the operating budget. Current/Planned Projects: William B. Gibbs Jr Elementary School, Northwest High School, Jones Lane Elementary School and Bradley Hills Elementary School.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely.

COORDINATION

Montgomery County Public Schools, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland State Highway Administration, Montgomery County Pedestrian Safety Advisory Committee



Tuckerman Lane Sidewalk

(P502302)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Potomac-Cabin John and Vicinity	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	39	-	-	39	-	-	-	-	39	-	-
Land	81	-	-	81	-	-	-	-	81	-	-
Construction	417	-	-	417	-	-	-	-	149	268	-
TOTAL EXPENDITURES	537	-	-	537	-	-	-	-	269	268	-

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	537	-	-	537	-	-	-	-	269	268	-
TOTAL FUNDING SOURCES	537	-	-	537	-	-	-	-	269	268	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for design and construction of a sidewalk along the south side of Tuckerman Lane from Gainsborough Road to the end of the existing sidewalk approximately 380 feet west of Potomac Crest Drive. This project was identified during Facility Planning of the Tuckerman Lane Bicycle and Pedestrian Improvements as a smaller, more affordable improvement that connects Churchill High School to an existing sidewalk segment and which can be implemented more quickly than the broader scope contemplated in the Facility Planning study.

LOCATION

Potomac-Cabin John Vicinity

ESTIMATED SCHEDULE

Facility Planning for Bicycle and Pedestrian Improvements on Tuckerman Lane between Falls Road and Old Georgetown Road was completed in FY22 and preliminary design of the segment (known as Segment 1) between Falls Road and Seven Locks Road is underway. Final design of the sidewalk portion of this segment will be completed in FY27 and construction will occur in FY28. The shared use path, on-road bike lanes and remaining sidewalk in Segment 1 is not programmed as part of this project, nor is preliminary design of Segments 2 (Seven Locks Road to Angus Place), 3 (Angus Place to Whisperwood Lane) and 4 (Whisperwood Lane to Old Georgetown Road).

PROJECT JUSTIFICATION

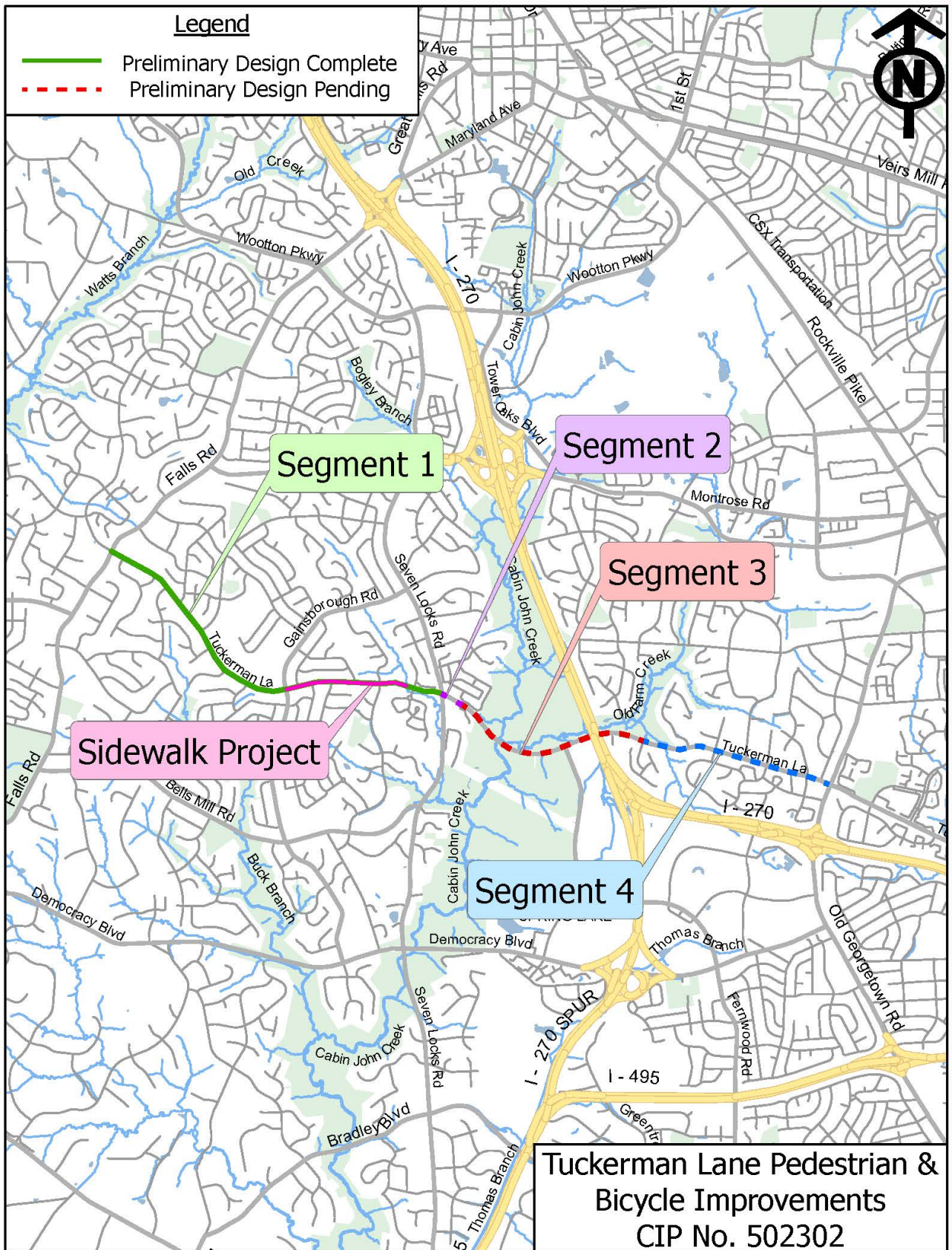
The purpose of the project is to improve pedestrian and bicyclist safety along Tuckerman Lane. There are no pedestrian facilities on the south side of Tuckerman Lane within the project limits. This segment of Tuckerman Lane is mainly residential where several schools are located, including Herbert Hoover Middle School and Winston Churchill High School.

OTHER

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.





US 29 Pedestrian and Bicycle Improvements (P502304)

Category	Transportation	Date Last Modified	01/11/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	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	1,500	-	-	1,500	-	-	250	250	500	500	-
Construction	4,500	-	-	4,500	-	-	750	750	1,500	1,500	-
TOTAL EXPENDITURES	6,000	-	-	6,000	-	-	1,000	1,000	2,000	2,000	-

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	6,000	-	-	6,000	-	-	1,000	1,000	2,000	2,000	-
TOTAL FUNDING SOURCES	6,000	-	-	6,000	-	-	1,000	1,000	2,000	2,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project funds the design and construction of pedestrian and bicycle improvements to Flash stations along the US 29 corridor. First and last mile connections to Flash BRT stations along US 29 were identified as part of the US 29 Mobility and Reliability Study effort. These sub projects would expand and improve the existing pedestrian and bicycle network by filling gaps and upgrading existing facilities. Potential projects could include new and upgraded crosswalks and pedestrian signals, new and upgraded curb ramps, new and upgraded sidewalks, and new and upgraded bicycle facilities. Projects that improve ADA access will be prioritized.

LOCATION

Areas around the US 29 Flash stations along US 29 Colesville Road/Columbia Pike, Lockwood Drive, Stewart Lane, Castle Boulevard, Briggs Chaney Park And Ride, and Burtonsville Park and Ride.

ESTIMATED SCHEDULE

Design and construction of projects could begin as soon as FY25 and continue into the following fiscal years.

PROJECT JUSTIFICATION

These projects will complement the initial investment the county and federal government made in the US 29 Flash service by expanding and improving access for pedestrians and cyclists to the stations. The projects will also improve pedestrian and bicyclist mobility and safety. Projects will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways. Improving access to US 29 Flash supports master plan efforts to increase the number of persons traveling by bike, on foot, and via transit. This is in line with the County's Climate Action Plan goals for reducing greenhouse gas emissions. The project supports the following countywide vision goals: Safe Neighborhoods, Easier Commutes, and a Growing Economy. Approved land use plans in the corridor recommend the implementation of transit lanes and new pedestrian and bicycle infrastructure along with US 29 Flash. The project is consistent with the Countywide Transit Corridors Functional Master Plan and County Bicycle Master Plan.

FISCAL NOTE

Construction cost estimates are based on facility planning conceptual cost estimates completed in FY21 of \$95 million. Construction costs will be updated as design progresses.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), Maryland DOT State Highway Administration & Maryland Transit Administration, Utility Companies, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Baltimore Gas & Electric (BG&E), Comcast, Verizon, Maryland Department of Natural Resources, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities, Citizen Advisory Boards, US 29 BRT Corridor Advisory Committee, Neighborhood and Civic Associations, Montgomery County Bicycle Action Group, Washington Area Bicycle Association, and Washington Metropolitan Area Transit Authority (WMATA).

