



MacArthur Blvd Bikeway Improvements (P500718)

Category	Transportation	Date Last Modified	03/13/23
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 FY22	Rem 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	3,683	436	1,299	418	23	200	658	-	-	-
Land	258	181	-	77	-	77	-	-	-	-	-
Site Improvements and Utilities	144	8	-	136	-	-	100	36	-	-	-
Construction	15,385	5,563	-	9,822	-	-	2,500	7,322	-	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	21,208	9,438	436	11,334	418	100	2,800	8,016	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	20,625	8,855	436	11,334	418	100	2,800	8,016	-	-	-
Impact Tax	583	583	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	21,208	9,438	436	11,334	418	100	2,800	8,016	-	-	-

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 24 Approp. Request	10,916	Year First Appropriation	FY07
Cumulative Appropriation	10,292	Last FY's Cost Estimate	21,208
Expenditure / Encumbrances	9,848		
Unencumbered Balance	444		

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 FY26.

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.

FISCAL NOTE

FY22 funding switch between GO Bonds and Impact Taxes.

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.

