



Facility Planning - Pedestrian Facilities and Bikeways

(P502312)

Category	Transportation	Date Last Modified	03/14/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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	7,280	-	-	5,715	1,030	1,055	1,020	890	565	1,155	1,565
TOTAL EXPENDITURES	7,280	-	-	5,715	1,030	1,055	1,020	890	565	1,155	1,565

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
Current Revenue: General	7,280	-	-	5,715	1,030	1,055	1,020	890	565	1,155	1,565
TOTAL FUNDING SOURCES	7,280	-	-	5,715	1,030	1,055	1,020	890	565	1,155	1,565

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Approp. Request	1,055	Year First Appropriation	FY23
Cumulative Appropriation	1,030	Last FY's Cost Estimate	13,290
Expenditure / Encumbrances	-		
Unencumbered Balance	1,030		

PROJECT DESCRIPTION

This project provides for planning and preliminary engineering design for new and reconstructed pedestrian facility and bikeway projects under consideration for inclusion in the Capital Improvements Program (CIP). Prior to the establishment of a stand-alone project in the CIP, the Department of Transportation will perform Phase I of facility planning, a rigorous planning-level investigation of the following critical project elements: purpose and need; usage forecasts; traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation are considered. At the end of Phase I, the Transportation, Infrastructure, Energy and Environment (T&E) Committee of the County Council reviews the work and determines if the project has the merits to advance to Phase II of facility planning: preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing specific and detailed features of the project, from which its impacts and costs can be more accurately assessed. At the completion of Phase II, the County Executive and County Council hold project-specific public hearings to determine if the candidate project merits consideration in the CIP as a funded stand-alone project.

COST CHANGE

Cost change reflects the addition of Streateries in Bethesda, Silver Spring and Wheaton, and cost reductions due to the following: 1) a new streamlined planning and review process (MacArthur Boulevard Bikeway, Middlebrook Road & Wisteria Drive Multi-modal Improvements, and Capital View/Metropolitan Sidewalk); 2) reductions when projects are being addressed by private developers or through other County projects (Capital View/Metropolitan Sidewalk, Great Seneca Shared Use Path and Westlake/Rock Springs Complete Streets); 3) and delays to reflect funding constraints (Grosvenor Lane Sidepath and Goshen Road South Ped/Bike Improvements).

PROJECT JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. Facility Planning provides decision makers with reliable information to determine if a master-planned transportation recommendation merits inclusion in the CIP as a stand-alone project. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

FISCAL NOTE

Beginning in FY23, this project splits the original Facility Planning - Transportation (P509337) into three separate facility planning projects by mode: Facility Planning - Roads (P509337), Facility Planning - Mass Transit (P502308), and Facility Planning - Pedestrian Facilities and Bikeways (P502312).

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Maryland Department of the Environment, Maryland Department of Natural Resources, U.S. Army Corps of Engineers, Department of Permitting Services, Utilities, Municipalities, affected communities, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee

FACILITY PLANNING PEDESTRIAN FACILITIES AND BIKEWAYS - No. 502312

FY23-28 PDF Project List (* New as of FY23-FY28)

Studies Underway or to Start in FY23-24:

- Middlebrook Road/Wisteria Drive Multi-Modal Improvements (MD118 - Great Seneca Highway) - Phase 1 Planning Only
- Sandy Spring Bikeway (MD108 - MD182 - Norwood Road)
- Capitol View Ave/Metropolitan Ave (MD192) Sidewalk/Bikeway (Forest Glen Road - Ferndale Street) -

Candidate Studies to Start in FY25-28:

- Germantown MARC Station Bicycle & Pedestrian Improvements*
- Westlake/Rock Springs Complete Streets - Phase 1 Planning Only
- Facility Planning - Equitable Bikeways*

Phase 1 Planning Only

- ADA Design Guidelines
- Shady Grove Road Ped/Bike Improvements
- MacArthur Boulevard Bikeway (Falls/Fawsett Road - Old Anglers Inn)* - Phase 1 Planning Only
- Streeteries (Woodmont, Price Ave/Elkins Ave, & Newell Street)*