



Facility Planning - Pedestrian Facilities and Bikeways

(P502312)

Category	Transportation	Date Last Modified	06/09/22
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	13,290	-	-	9,325	1,030	1,350	1,670	1,155	765	3,355	3,965
TOTAL EXPENDITURES	13,290	-	-	9,325	1,030	1,350	1,670	1,155	765	3,355	3,965

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	13,290	-	-	9,325	1,030	1,350	1,670	1,155	765	3,355	3,965
TOTAL FUNDING SOURCES	13,290	-	-	9,325	1,030	1,350	1,670	1,155	765	3,355	3,965

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	1,350	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.

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)
- Sandy Spring Bikeway (MD108 - MD182 - Norwood Road)
- Capitol View Ave/Metropolitan Ave (MD192) Sidewalk/Bikeway (Forest Glen Road - Ferndale Street)
- ADA Design Guidelines
- Shady Grove Road Ped/Bike Improvements
- MacArthur Boulevard Bikeway (Falls Road - Stable Lane)
- Great Seneca Share Use Path*

Candidate Studies to Start in FY25-28:

- Germantown MARC Station Bicycle & Pedestrian Improvements*
- Grosvenor Lane Sidepath*
- Norwood Road Bicycle & Pedestrian Facilities*
- PepCo Pathway
- Lyttonsville Bicycle & Pedestrian Priority Area
- Westlake/Rock Springs Complete Streets
- Tuckerman Lane Sidewalk (Falls Road - Old Georgetown Road - Priorities Falls to Seven Locks and Ferndale to Old Georgetown Road)
- Norfolk Avenue Shared Street (Woodmont Avenue to Rugby Avenue)