



US 29 Pedestrian and Bicycle Improvements (P502304)

Category	Transportation	Date Last Modified	01/11/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Colesville-White Oak and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY24	Rem FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	2,190	2	498	1,690	540	150	250	250	250	250	-
Construction	5,716	-	2,000	3,716	-	406	780	811	843	876	-
TOTAL EXPENDITURES	7,906	2	2,498	5,406	540	556	1,030	1,061	1,093	1,126	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY24	Rem FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	5,406	-	-	5,406	540	556	1,030	1,061	1,093	1,126	-
State Aid	2,500	2	2,498	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,906	2	2,498	5,406	540	556	1,030	1,061	1,093	1,126	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	5	-	1	1	1	1	1
Energy	-	-	-	-	-	-	-
NET IMPACT	5	-	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 26 Request	556	Year First Appropriation	FY23
Cumulative Appropriation	3,040	Last FY's Cost Estimate	7,906
Expenditure / Encumbrances	2		
Unencumbered Balance	3,038		

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. Added State Aid

will support improvements north of Randolph Road.

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

Identification of improvements north of Randolph road started in FY23 and implementation of improvements such as sidewalk repairs, ADA repairs, and general maintenance occurred in FY24. Design and construction for projects south of Randolph Road would begin in FY25 and continue into future fiscal years. Initial improvements will be focused around the Four Corners southbound station.

COST CHANGE

Cost increase due to inflation in FY25-28. Funding for FY29 and FY30 was added.

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. State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session. It is intended to address first- and last-mile access for stations north of Randolph Road.

DISCLOSURES

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

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