



Facility Planning - Pedestrian Facilities and Bikeways

(P502312)

Category	Transportation	Date Last Modified	02/29/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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	7,478	706	1,379	5,393	1,049	677	614	1,015	1,096	942	-
TOTAL EXPENDITURES	7,478	706	1,379	5,393	1,049	677	614	1,015	1,096	942	-

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
Current Revenue: General	7,478	706	1,379	5,393	1,049	677	614	1,015	1,096	942	-
TOTAL FUNDING SOURCES	7,478	706	1,379	5,393	1,049	677	614	1,015	1,096	942	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 26 Request	677	Year First Appropriation	FY23
Cumulative Appropriation	3,134	Last FY's Cost Estimate	7,478
Expenditure / Encumbrances	1,014		
Unencumbered Balance	2,120		

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

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

FY25-30 PDF Project List (* New as of FY25-FY30)

Studies Underway or to Start in FY24-25:

- 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) - 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

Candidate Studies to Start in FY26-30:

- Germantown MARC Station Bicycle & Pedestrian Improvements
- Westlake/Rock Springs Complete Streets - Phase 1 Planning Only
- Grosvenor Lane Sidepath*

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- Streateries (Woodmont, Price Ave/Elkins Ave, & Newell Street)
 - Facility Planning - Equitable Bikeways