



Pedestrian Safety Program

(P500333)

Category	Transportation	Date Last Modified	04/15/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	28,367	20,567	-	7,800	1,300	1,300	1,300	1,300	1,300	1,300	-
Site Improvements and Utilities	18,422	10,221	2,368	5,833	1,146	883	921	961	961	961	-
Construction	24,163	4,355	4,973	14,835	3,901	2,061	2,150	2,241	2,241	2,241	-
Other	4,394	4,394	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	75,346	39,537	7,341	28,468	6,347	4,244	4,371	4,502	4,502	4,502	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Current Revenue: General	16,566	8,475	2,991	5,100	850	850	850	850	850	850	-
Federal Aid	1,227	-	-	1,227	1,227	-	-	-	-	-	-
G.O. Bond Premium	650	650	-	-	-	-	-	-	-	-	-
G.O. Bonds	43,636	17,145	4,350	22,141	4,270	3,394	3,521	3,652	3,652	3,652	-
PAYGO	2,782	2,782	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	9,665	9,665	-	-	-	-	-	-	-	-	-
State Aid	820	820	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	75,346	39,537	7,341	28,468	6,347	4,244	4,371	4,502	4,502	4,502	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	330	30	40	50	60	70	80
NET IMPACT	330	30	40	50	60	70	80

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Approp. Request	6,347	Year First Appropriation	FY03
Appropriation FY 28 Approp. Request	4,244	Last FY's Cost Estimate	65,115
Cumulative Appropriation	46,878		
Expenditure / Encumbrances	41,428		
Unencumbered Balance	5,450		

PROJECT DESCRIPTION

This project provides for the review and analysis of existing physical infrastructure and traffic controls for improving pedestrian and bicycle safety and reaching the County's Vision Zero goal of eliminating serious and fatal crashes on our roadways by 2030. This project involves study, design, and construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; pedestrian hybrid beacons (PHBs); pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; bicycle signings and markings; relocating, adding, or eliminating bus stops; lane narrowing and road diets; accessible pedestrian signals or warning beacons; and improving signage. Study and construction improvement projects are data driven and prioritized based on the Vision Zero Action Plan's High Injury Network and schools identified through the Safe Routes to School Program. The improvements will be made in compliance with the requirements of the Americans with Disabilities Act (ADA). This project combines infrastructure improvements with community engagement and education for traffic safety and Safe Routes to School outreach initiatives.

COST CHANGE

The increase in cost was due to the addition of funding for FY31 and FY32 for this ongoing project, and federal grant awards.

PROJECT JUSTIFICATION

Montgomery County's history of prioritizing pedestrian and bicyclist safety includes the 2002 Blue Ribbon Panel, 2007 Pedestrian Safety Initiative, and most recently the Vision Zero 2030 Action Plan. This project improves safety for people walking and biking along Montgomery County roadways and areas such as school walksheds and along roadway corridors identified as high-crash corridors in the Vision Zero Action Plan. The improvements proposed under this project will enhance and/or add to the County's existing infrastructure to increase the safety and comfort level for pedestrians, which in turn will encourage pedestrian activity and safer access to schools and mass transit. This project is intended to support the strategies for enhancing pedestrian safety by piloting new and innovative techniques for improving traffic control device compliance by pedestrians, cyclists, and motorists. Various studies for improvements will be done under this project with an emphasis on pedestrian safety and traffic circulation. Safe Routes to Schools walkability audits for Montgomery County schools are completed through this program, and studies identify needs and prioritize schools based on the need for signage, pavement markings, circulation, sidewalks, and pedestrian accessibility.

FISCAL NOTE

Funding switch between GO Bonds and Recordation Tax Premium to fund FY25 expenditures. Federal Aid totaling \$1,227,000 added in FY27 reflects grants received, including two Maryland Department of Transportation State Highway Administration Highway Safety Improvements Program grants totaling \$900,000 to install pedestrian hybrid beacons at five locations, a \$46,664 Transportation Alternative Program grant to construct pedestrian safety improvements, and \$280,000 in partial funding from a 2024 Safe Streets and Roads for All grant for the Safe Turns Demonstration Project.

DISCLOSURES

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

Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, Mass Transit

Administration, Maryland State Highway Administration, Wheaton Central Business District, Wheaton Regional Services Center, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian, Bicycle, Traffic Safety Advisory Committee, Citizen's Advisory Boards, various CIP Projects