



Bicycle-Pedestrian Priority Area Improvements - Purple Line (P502004)

Category	Transportation	Date Last Modified	01/11/26
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Under Construction

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	5,427	2,129	1,218	2,080	972	614	346	148	-	-	-
Land	1,055	6	349	700	350	350	-	-	-	-	-
Site Improvements and Utilities	502	-	107	395	-	260	135	-	-	-	-
Construction	13,733	2,757	3,556	7,420	1,640	2,830	2,083	867	-	-	-
TOTAL EXPENDITURES	20,717	4,892	5,230	10,595	2,962	4,054	2,564	1,015	-	-	-

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
G.O. Bonds	13,279	765	5,230	7,284	1,462	2,243	2,564	1,015	-	-	-
Impact Tax	4,127	4,127	-	-	-	-	-	-	-	-	-
State Aid	3,311	-	-	3,311	1,500	1,811	-	-	-	-	-
TOTAL FUNDING SOURCES	20,717	4,892	5,230	10,595	2,962	4,054	2,564	1,015	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	49	3	6	10	10	10	10
Energy	11	1	2	2	2	2	2
NET IMPACT	60	4	8	12	12	12	12

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	1,500	Year First Appropriation	FY21
Appropriation FY 28 Request	1,811	Last FY's Cost Estimate	15,617
Cumulative Appropriation	14,696		
Expenditure / Encumbrances	6,231		
Unencumbered Balance	8,465		

PROJECT DESCRIPTION

This project provides for the design and construction of high priority bicycle and pedestrian capital improvements in areas adjacent to future Purple Line stations from Bethesda to Takoma Park within half mile radius of each station. Proposed projects include: 1) area-wide improvements; 2) bicycle lanes, cycle tracks, sidepath, or sharrows as needed and appropriate for each station's half mile area; 3) signage and wayfinding improvements; 4) sidewalk gap closure near Purple Line stations; 5) improved trail connections; 6) construction of a neighborhood greenway; and 7) additional improvements to enhance purple line accessibility.

LOCATION

Purple Line corridor within half mile of each station.

ESTIMATED SCHEDULE

Throughout the Purple Line BiPPAs, area-wide improvements began in FY22 and continue on an annual basis for design and construction through FY30. Planned for FY 26 (Sidewalks): Gilbert Street, Langley Drive, Osage Street, Ludlow Street, Hudson Street, Glenview Avenue, and Plymouth Street. Planned for FY27 (Sidewalks): Cloverfield Road, Dale Drive, Deerfield Avenue, Houston Street, Thayer Avenue and Hankin Street. Planned for FY28 (Sidewalks): 16th Street, 2nd Avenue, Ballard Street, Lytonnesville Road, Lytonnsville Place, and Brookeville Road. Pedestrian safety improvements and bikelanes on Flower Avenue. Planned for FY29 and FY30: Pedestrian safety improvements and bikelanes on Carroll Avenue and Piney Branch Road.

COST CHANGE

Construction costs increased as design progresses and additional pedestrian improvements are added to the project scope funded by State aid.

PROJECT JUSTIFICATION

This project will enhance efforts to improve pedestrian and bicyclist mobility, safety, and access within half mile of all Purple Line stations. Efforts include the design and construction of cycle tracks, bicycle lanes, trail connections, and neighborhood greenways as well as pedestrian improvements including sidewalks and ADA-upgrades. These improvements will help improve connectivity for people walking and biking to important community amenities such as schools, retail, and commercial centers as well as accessibility to each of the Purple Line stations. These efforts will also meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero.

OTHER

Through FY25, 412 ADA and sidewalk repairs were completed.

FISCAL NOTE

State aid from the 2025 Maryland General Assembly (Bill 350) totaling \$3,311,000 is supported by the Transportation Trust Fund. The cost of this project is based on concept-level estimates. The cost estimates will be updated as the design progresses. FY25 actuals funding switch between GO Bonds and Impact Taxes.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. 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

Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Regional Services Centers, Urban Districts, utility companies, Washington Metropolitan Area Transit Authority

