



Bikeway Program Minor Projects

(P507596)

Category	Transportation	Date Last Modified	01/11/26
SubCategory	Pedestrian Facilities/Bikeways	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	14,099	7,616	1,136	5,347	350	1,108	1,138	1,293	663	795	-
Land	597	318	79	200	-	-	-	-	200	-	-
Site Improvements and Utilities	890	572	318	-	-	-	-	-	-	-	-
Construction	17,718	3,893	6,258	7,567	2,264	992	962	807	1,237	1,305	-
TOTAL EXPENDITURES	33,304	12,399	7,791	13,114	2,614	2,100	2,100	2,100	2,100	2,100	-

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
Contributions	1,036	1,036	-	-	-	-	-	-	-	-	-
G.O. Bonds	23,128	3,265	7,263	12,600	2,100	2,100	2,100	2,100	2,100	2,100	-
Impact Tax	6,562	6,562	-	-	-	-	-	-	-	-	-
State Aid	2,578	1,536	528	514	514	-	-	-	-	-	-
TOTAL FUNDING SOURCES	33,304	12,399	7,791	13,114	2,614	2,100	2,100	2,100	2,100	2,100	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	30	3	4	5	6	6	6
Energy	30	3	4	5	6	6	6
NET IMPACT	60	6	8	10	12	12	12

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	2,614	Year First Appropriation	FY75
Appropriation FY 28 Request	2,100	Last FY's Cost Estimate	28,822
Cumulative Appropriation	20,190		
Expenditure / Encumbrances	15,377		
Unencumbered Balance	4,813		

PROJECT DESCRIPTION

This program provides for the planning, design, and construction of bikeways, trails, neighborhood greenways and directional route signs throughout the County to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. The program will construct bicycle facilities that typically cost less than \$1.0 million including shared use paths, on-road bicycle facilities, wayfinding, and signed shared routes.

COST CHANGE

Cost increase is due to minor annual funding adjustments and the addition of FY31 and FY32 to this level of effort project.

PROJECT JUSTIFICATION

There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy lifestyles. This program implements the bikeways recommended in local area master plans, in the November 2018 Approved and Adopted Montgomery County Bicycle Master Plan, and those identified by individuals, communities, the Montgomery County Bicycle Action Group, and bikeway segments and connectors necessitated by the subdivision process. Projects identified by individuals and communities will be used as an ongoing project guide which will be implemented in accordance with the funds available in each fiscal year. This program also complements and augments the bikeways that are included in road projects and supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities to zero on all roads by 2030.

OTHER

Recently completed projects include Emory Lane shared-use path, Muncaster Mill Road shared-use path, and Marinelli Road separated bike lanes. Ongoing projects include Heritage Triangle Trail, Norwood Road shared use path, and Washington Grove - Brown Street connector path. Projects included within the 6-year CIP are Executive Blvd/Grand Park Ave separated bike lanes, Glen Echo-CCT connector trail, Layhill Road shared-use path, Good Hope Road shared-use path extension, Friendship Blvd bikeway, and Broadbirch Drive separated bike lanes.

FISCAL NOTE

\$814,000 in developer contributions programmed in FY26 and FY27 to complete design and permitting from the Bullis School entrance to Democracy Boulevard as well as construct improvements along Falls Road. FY25 actuals funding switch between GO Bonds, Impact Taxes and Contributions.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. 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

Maryland Department of Transportation State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Police, Citizen Advisory Boards, Montgomery County Bicycle Action Group, Coalition for the Capital Crescent Trail, Montgomery Bicycle Advocates, Washington Area Bicyclist Association, Washington Metropolitan Area Transit Authority,

