

White Flint Traffic Analysis and Mitigation -- No. 501202

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2011
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,503	0	0	1,503	0	459	415	243	243	143	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,503	0	0	1,503	0	459	415	243	243	143	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	760	0	0	760	0	0	131	243	243	143	0
Impact Tax	743	0	0	743	0	459	284	0	0	0	0
Total	1,503	0	0	1,503	0	459	415	243	243	143	0

DESCRIPTION

This project is in direct response to requirements of the Approved White Flint Sector Plan. It is composed of three components with the overall goal of mitigating the traffic impacts on communities and major intersections outside of and surrounding the White Flint Sector Plan area that will occur as a result of redevelopment densities approved under the new White Flint Sector Plan.

These components include:

- A) Cut-through traffic monitoring and mitigation- \$320,000.
- B) Capacity improvements to address congested intersections- \$685,000.
- C) A study of strategies and implementation techniques to achieve the Sector Plan's modal split goals. The modal split study will identify specific infrastructure projects to create an improved transit, pedestrian, and biking infrastructure; and programs needed to accomplish the mode share goals; determine funding sources for these strategies; and determine the scope and cost of project components- \$498,000.

Once specific improvements are identified and concepts developed, detailed design and construction will be programmed in a stand alone PDF.

ESTIMATED SCHEDULE

Component A- Access Restrictions: data collection to commence in FY 12; site specific studies to commence in FY 14.

Component B- Intersection Mitigation: site specific preliminary engineering and concept plan development to commence in FY 12 based on M-NCPPC Comprehensive Local Area Transportation Review (CLATR) evaluation .

Component C- Modal Split Activities: transit, pedestrian, bicycle access, and safety studies in FY 12; data collection and updating Transportation Demand Management (TDM) information in FY 12-13.

JUSTIFICATION

Component A: The new White Flint Sector Plan area was approved by Council on March 23, 2010. This plan allows for significantly higher density than the existing development. As a result neighborhoods surrounding the Sector Plan area could be potentially impacted by increases in cut-through traffic. The approved Sector Plan states: "Before any additional development can be approved, the following actions must be taken: Initiate development of plans for through-traffic access restrictions for the residential neighborhoods abutting the Sector Plan area, including traffic from future development in White Flint, and implement these plans if sufficient neighborhood consensus is attained."

Component B: The approved plan did not address the possible negative impact on the roads/intersections outside of the Sector Plan boundary but the plan recognized that those impacts could occur. Therefore, major intersections along primary corridors leading into the Sector Plan area need to be evaluated and appropriate safety and capacity improvements identified and implemented to fully fulfill the vision of the plan. This component is not part of the phasing process but needs to be addressed to mitigate impacts from the Sector Plan.

Component C: The plan also recognized that capacity improvements alone would not be sufficient to manage the increased traffic resulting from the higher densities within the Sector Plan area. The Sector Plan states: "The following prerequisite must be met during Phase 1 before moving to Phase 2: Achieve thirty-four percent non-auto driver mode share for the Sector Plan area". Increasing the modal split within the White Flint Sector Plan boundary is an integral component to the overall success of the Plan's vision. Transit, pedestrian, bicycle access, safety studies, and a TDM planning and implementation efforts are required to facilitate White Flint's transition from a highly automobile oriented environment to a more transit, pedestrian, and bicycle friendly environment.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY12</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY12</td> <td>1,503</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY12	(\$000)	First Cost Estimate	FY12	1,503	Current Scope			Last FY's Cost Estimate		0	Maryland-National Capital Park and Planning Commission Maryland State Highway Administration U.S. Army Corps of Engineers Montgomery County Department of Permitting Services Montgomery County Department of Environmental Protection Montgomery County Pedestrian and Traffic Safety Advisory Committee Citizen's Advisory Boards Neighborhood Home Owner's Associations Utility Companies Civic Associations White Flint Transportation Management District (TMD)	See Map on Next Page
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A monitoring mechanism for the modal split will also be developed.

FISCAL NOTE

Programmed impact taxes have already been collected from the White Flint Metro Station Policy Area (MSPA).

OTHER DISCLOSURES

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