



White Flint Traffic Analysis and Mitigation (P501202)

Category	Transportation	Date Last Modified	01/11/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Planning Stage

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	1,334	1,117	217	-	-	-	-	-	-	-	-
Site Improvements and Utilities	226	226	-	-	-	-	-	-	-	-	-
Construction	173	173	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,733	1,516	217	-	-	-	-	-	-	-	-

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	1,048	831	217	-	-	-	-	-	-	-	-
Impact Tax	685	685	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,733	1,516	217	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY12
Appropriation FY 28 Request	-	Last FY's Cost Estimate	2,057
Cumulative Appropriation	1,733		
Expenditure / Encumbrances	1,651		
Unencumbered Balance	82		

PROJECT DESCRIPTION

This project is in direct response to requirements of the approved White Flint Sector Plan. The original scope of this project was 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; (B) capacity improvements to address congested intersections; and (C) a study of strategies and implementation techniques to achieve the Sector Plan's modal split goals. Components B and C are completed, and only the ongoing monitoring (component A) remains as an ongoing effort.

ESTIMATED SCHEDULE

Component A-access restrictions: ongoing bi-annual data collection is on-going, and site specific studies will be conducted if and when traffic data indicates need. Component B- intersection mitigation: complete. Component C- modal split activities: complete.

COST CHANGE

Cost decreases reflect the lack of development and need for traffic analysis.

PROJECT JUSTIFICATION

The new White Flint Sector Plan area was approved on March 23, 2010. The plan allows for significantly higher density than the existing development. As a result neighborhoods surrounding the Sector Plan area could be potentially impacted by an increase 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."

FISCAL NOTE

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

DISCLOSURES

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

COORDINATION

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 homeowners' associations, utility companies, civic associations, White Flint Transportation Management District (TMD)