

extension of Midcounty to the ICC is constructed. The CLV in the existing configuration merits study on its own, but studying the entire corridor to determine the best option given the uncertainties regarding the ICC and the northern extension of Midcounty Hwy constitutes the most prudent course of analysis and was recommended in the recent draft of the Shady Grove Study Area Master Plan. The study needs to begin soon to allow coordination with the State's action on the ICC.

12. Longdraft Rd, widen to 4 lanes between Quince Orchard Rd (MD 124) and Clopper Rd (MD 117): complete facility planning and fund for construction

This project will provide parallel capacity in Gaithersburg to relieve Quince Orchard Rd (MD 124).

13. Watkins Mill Rd, extend road from approximately 1400 feet north of Clopper Rd (MD 117) to Frederick Rd (MD 355): complete facility planning and fund for construction

This project works in conjunction with the State's project to build a grade-separated interchange at Watkins Mill Rd and I-270 to provide a new access route to and across I-270 and provide relief to both Montgomery Village Ave and Clopper Rd (MD 117), the main access routes to I-270 in the area. The 2003 AADT along Montgomery Village Ave between I-270 and Frederick Rd (MD 355) was 81,000 vehicles. Both existing routes currently experience congestion, as shown in the GPS travel time and speed data. The City of Gaithersburg has significantly down-planned land use in this area, which makes the need for the improvement less pressing and thus a lower priority.

8. Items to Add in Next Report

This report is by no means exhaustive; rather, it is the first in a series of annual reports that will transition the Council into a new role: congestion tracking. However, there is a balancing act between collecting data to meet the regulatory requirements of the APFO and collecting data for effective congestion monitoring. Congestion monitoring by its very nature is extremely data intensive. The ability to report on congestion and development approvals is primarily a function of data availability, which is in turn a function of resource availability and data collection policies. Besides widely expanding the spatial and temporal extent of the existing datasets presented in this ADAC report, other data and potential measures under consideration for next year's ADAC report include:

- Including the transit system and other non-auto modes in the investigation and analysis of congestion and in the priority recommendations
- Examining safety measures and the relationship of safety to congestion
- Expanding use of the State's database of average annual daily traffic (AADT)