

MARYLAND-NATIONAL CAPITAL PARK AND  
PLANNING COMMISSION

+ + + + +

MONTGOMERY COUNTY PLANNING BOARD  
+ + + + +  
COUNTYWIDE TRANSIT CORRIDORS FUNCTIONAL  
MASTER PLAN PUBLIC HEARING

+ + + + +

THURSDAY, MAY 16, 2013

+ + + + +

The Montgomery County Planning Board met in the Montgomery County Planning Department Auditorium, Montgomery Regional Office Building, 8787 Georgia Avenue, Silver Spring, Maryland, at 6:00 p.m., Françoise Carrier, Planning Board Chair, presiding.

PRESENT

FRANÇOISE CARRIER, Planning Board Chair,

The Maryland-National Capital Park and Planning Commission

CASEY ANDERSON, Planning Board Member and Commissioner

NORMAN DREYFUSS, Planning Board Member and Commissioner

AMY PRESLEY, Planning Board Member and

Commissioner

ALSO PRESENT

LARRY COLE, Functional Planning and Policy Division

DAVID ANSPACHER, Functional Planning and Policy Division

MARY DOLAN, Functional Planning and Policy Division

T-A-B-L-E O-F C-O-N-T-E-N-T-S

Opening Statement

Larry Cole . . . . . 4

Testimony

Dan Reed . . . . . 8

Amy Donin. . . . . 11

Theodore Van Houten. . . . . 15

Stewart Schwartz . . . . . 17

Nancy Ables. . . . . 23

Robert Dyer. . . . . 29

Richard Levine . . . . . 32

Michele Riley. . . . . 37

Christine Slater . . . . . 44

Harriet Quinn. . . . . 47

James Williamson . . . . . 52

Ethan Goffman. . . . . 56

Drew Morrison . . . . . 62

Fred Schultz . . . . . 65

Daniel Wilhelm . . . . . 70

David Anderson . . . . . 74

Clarence Steinberg . . . . . 76

Harold McDougall . . . . . 79

Marie Park . . . . . 85

Heather Brutz. . . . . 93

Tony Hausner . . . . . 95

Barbara Ditzler. . . . . 97

Eileen Finnegan. . . . . 99

Jonathan Wellemeyer. . . . . 104

Mary Ann Nyamweya. . . . . 107

Elaine Akst. . . . . 111

Virginia Bigger. . . . . 118

Freda Mitchem. . . . . 122

Livia Nicolescu . . . . . 128

Elizabeth Ewing. . . . . 131

Christopher Bradbury . . . . . 135

Robert Faul-Zeitler. . . . . 139

K. Travis Ballie . . . . . 142

James Russ . . . . . 145

James Zepp . . . . . 149

Brian Ditzler. . . . . 154

Peter Gray . . . . . 157

Evan Goldman . . . . . 159

T-A-B-L-E O-F C-O-N-T-E-N-T-S (Continued)

Testimony (continued)

Francine Waters. . . . .	.164
Beth Daly. . . . .	.169
Natalie Goldberg . . . . .	.173
Ben Ross . . . . .	.176
Mark Winston . . . . .	.179
Pamela Lindstrom . . . . .	.186
Cherian Eapen. . . . .	.192
Jonathan Genn. . . . .	.196
Stephen Poor . . . . .	.201
Elizabeth Brenner-Leifer . . . . .	.207
Adjournment . . . . .	.212

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22

P-R-O-C-E-E-D-I-N-G-S

6:13 p.m.

CHAIR CARRIER: Okay. We're going to get started, folks. Mr. Cole, do you have an opening presentation?

MR. COLE: Not a presentation, just a statement.

CHAIR CARRIER: Okay. Welcome to our public hearing on the Countywide Transit Corridors Functional Master Plan.

MR. COLE: Good evening. For the record, I'm Larry Cole, Functional Planning and Policy. Tonight's item is the public hearing of the Countywide Transit Corridors Functional Master Plan. With us this evening are Dave Anspacher and Mary Dolan, also of Functional Planning and Policy.

The official record of tonight's hearing will include: The Countywide Transit Corridors Functional Master Plan; an amendment to the Master Plan of Highways, as amended; the Master Plan of Bikeways, as amended; the

1 Purple Line Functional Plan, as amended; and  
2 the General Plan on Wedges and Corridors for  
3 the Physical Development of the  
4 Maryland/Washington Regional District for  
5 Montgomery and Prince Georges Counties, as  
6 amended.

7 Also, the Appendix for the  
8 Countywide Transit Corridors Functional Master  
9 Plan; the Letters of Transmittal to the County  
10 Executive, the County Council, Adjacent  
11 Municipalities, the Maryland State Highway  
12 Administration; and the Montgomery County  
13 Delegation; copies of newspaper ads for  
14 tonight's hearing and certified proof of  
15 publication from the Gazette and the  
16 Washington Examiner; all comments including  
17 emails received from the public and government  
18 agencies between the ad publication and the  
19 closing of the public record; and a transcript  
20 of the public hearing, when available.

21 We recommend that the record for  
22 this public hearing remain open for two weeks

1       until May 30th, 2013, given that the staff  
2       memo for the Board's first work session is due  
3       on that day. We'll summarize and respond to  
4       the testimony received after tonight's hearing  
5       to the best of your ability and respond to any  
6       remaining comments the following week.

7               Before the Board hears testimony,  
8       I'd like to discuss the process that we  
9       followed for this Functional Plan which was  
10      outlined in the scope of work the Board  
11      approved in September of 2011.

12              Our starting point was the 150-  
13      mile network in Montgomery County DOT's  
14      Feasibility Plan with consideration given to  
15      additional corridors recommended by the Rapid  
16      Transit Task Force whose final report  
17      recommended a 162-mile network. Our  
18      recommended network by contrast is 79 miles  
19      total. That's just to give you the range of  
20      options and considerations in there.

21              And that concludes our opening  
22      statement for tonight's hearing.

1 CHAIR CARRIER: Thank you, Mr.  
2 Cole.

3 We have a long list of speakers.  
4 I'm delighted of course to see there was a lot  
5 of interest in this very important plan. We  
6 do hope that everybody will get a chance to  
7 speak. And if we have a lot of people left  
8 over at the end of the night, we'll think  
9 about whether we can fit in another session.  
10 I would encourage people to try to avoid  
11 repetition. If you've just heard somebody say  
12 what you were going to say, you should feel  
13 free to say I really agree with the person who  
14 just spoke. And that will mean just as much  
15 to us.

16 So I will call up the first few  
17 people. Greg Ossont. Is Mr. Ossont here? I  
18 thought he was going to be here to speak for  
19 county government.

20 (No audible response.)

21 CHAIR CARRIER: How about Steve  
22 Elmendorf?

1 (No audible response.)

2 CHAIR CARRIER: Neither one?

3 Okay. Dan Reed. Christine Slater. Lindsay  
4 Hoffman. Theodore Van Houten. Heather Brutz.

5 Okay. Looks like some people  
6 aren't here, so we'll see who isn't when we  
7 get there.

8 Mr. Reed, you're first.

9 MR. REED: Thank you. Hi, my name  
10 is Dan Reed. I'm an urban planner, a board  
11 member of the Action Committee for Transit,  
12 and I live on Route 29 in East County. I'd  
13 like to testify in support of bus rapid  
14 transit on my street and elsewhere in  
15 Montgomery County.

16 Seven years ago I had a lousy bus  
17 commute to an internship in Bethesda. It  
18 regularly took over an hour-and-a-half, most  
19 of which was spent going down Route 29 to  
20 Silver Spring where I'd switch buses. The  
21 experience inspired me to start writing a blog  
22 called "Just Up the Pike" about ways to make



1 the Route 29 corridor a better place to live  
2 and get around. Through the blog I met so  
3 many people in this community for whom transit  
4 is a life line, whether because they can't  
5 drive, can't afford to drive, or like me want  
6 to drive less, and they're hungry for an  
7 alternative to traffic.

8 After riding the Orange Line BRT  
9 in Los Angeles last fall, I was convinced it  
10 would be a good solution for my street, Route  
11 29, and the other 10 proposed BRT corridors in  
12 Montgomery County. I'm confident BRT will  
13 help us get where we're going to today and  
14 support future development like in White Flint  
15 and Rockville Pike. However, BRT won't be as  
16 effective if buses don't have their own  
17 dedicated lanes, particularly major choke  
18 points where it's geometrically impossible to  
19 move everybody in a car, places like Wisconsin  
20 Avenue in Bethesda, or Four Corners, here in  
21 East County, where I spend hours every week.

22 It may sound counterintuitive to

1 purpose a lane for transit. People will tell  
2 you, including this evening, that there's no  
3 room for transit. That's false. It  
4 guarantees a fast reliable alternative to  
5 sitting in traffic. And without that, people  
6 who have the option to drive will continue to  
7 do so.

8            Luckily this plan proposes giving  
9 buses a dedicated right-of-way in many parts  
10 of the county, but in other ways it shies away  
11 from making a firm recommendation whether  
12 because of logistical difficulties or vocal  
13 resistance from a small handful of neighbors.  
14 We can't afford to be wishy-washy about this.  
15 People will continue to come here, and that's  
16 a good thing, but forcing them to bring their  
17 cars isn't.

18            Growing up in Montgomery County I  
19 was taught that our community values diversity  
20 in all its forms and that must include a  
21 diversity of transportation options. This  
22 plan isn't about taking away something from

1 drivers, but putting those who ride transit on  
2 equal footing with them.

3 I urge you to support this plan  
4 and to stand firm for dedicated lanes and for  
5 BRT in Montgomery County. Thank you for your  
6 time.

7 CHAIR CARRIER: Thank you very  
8 much. Is Tina Slater coming, do you know?

9 MR. REED: She is. She might be  
10 stuck in traffic.

11 (Laughter.)

12 CHAIR CARRIER: Okay. Well, I'll  
13 call her again later.

14 Would you be Ms. Hoffman?

15 MS. DONIN: I'm not, but I'm here  
16 for Lindsay.

17 CHAIR CARRIER: Okay.

18 MS. DONIN: All right. Good  
19 evening, Commissioners. My name is Amy Donin,  
20 and I'm here on behalf of the Friends of White  
21 Flint. Friends promotes a sustainable,  
22 walkable, and engaging White Flint. We

1 include residents, businesses, and property  
2 owners and seek consensus to achieve positive  
3 solutions. We have been actively involved in  
4 the White Flint Sector Plan since 2007,  
5 holding hundreds of meetings and meeting with  
6 thousands of residents to find consensus and  
7 community support for the plan in place today.

8           The award-winning White Flint  
9 Sector Plan recommends, quote, "A transit  
10 focus multi-modal mobility system that  
11 supports the proposed urban center and local  
12 neighborhoods." More specifically, it  
13 suggests bus rapid transit on Rockville Pike  
14 and we believe it is the right solution for  
15 this emerging area.

16           We are pleased that the Countywide  
17 Transit Corridors Plan includes BRT through  
18 White Flint, and notes that the Maryland 355  
19 south corridor, where White Flint is, has the  
20 highest daily ridership forecast for any  
21 corridor evaluated in this plan. White Flint  
22 is already a nationally-recognized example of

1 suburban redevelopment and is poised to become  
2 an economic engine in this county, which is  
3 the economic engine for the State of Maryland.  
4 But in order for White Flint to reach its  
5 potential, we must have the most forward-  
6 thinking infrastructure possible.

7 Right now traffic on Rockville  
8 Pike through White Flint is no treat. Even  
9 without redevelopment, this traffic will only  
10 get worse unless we put some smart solutions  
11 to work. We use cars because we don't have a  
12 choice.

13 However, with a reliable  
14 alternative we can entice more drivers out of  
15 their cars for more of their trips. We  
16 believe that this is only truly rapid transit  
17 when lanes are dedicated for its use.  
18 Otherwise, vehicles are just buses sitting in  
19 the same traffic as everyone else.

20 The reliability offered by  
21 dedicated lanes gives riders the confidence to  
22 trust transit to get them where they need to

1 be when they need to be there. And each time  
2 a rapid transit vehicle buzzes by cars stalled  
3 in gridlock the system will earn a few new  
4 customers.

5 We are not anti-car. We are pro-  
6 options. But car has long been king on  
7 Rockville Pike and just as we are introducing  
8 a new mix of uses on the pike, we need to  
9 introduce new modes of transportation as well.

10 We do not want to welcome our new  
11 neighbors and businesses to the area with  
12 unmanageable traffic, nor penalize those who  
13 are already here, many of whom are excited to  
14 be a part of a visionary new community, but  
15 are understandably concerned about an  
16 increasingly bad traffic situation. A new  
17 Rockville Pike is the crux of a new White  
18 Flint.

19 We ask that you continue to  
20 support the vision of the White Flint Sector  
21 Plan with the Countywide Transit Corridors  
22 Plan, and not only include BRT on Rockville

1 Pike, but also dedicate lanes for transit.

2 Thank you for your time and attention.

3 CHAIR CARRIER: Thank you.

4 Mr. Van Houten?

5 MR. VAN HOUTEN: Yes. Good  
6 evening. My name is Ted Van Houten. I live  
7 car-free in Silver Spring and I support the  
8 Countywide Transit Corridors Functional Master  
9 Plan as a way to increase accessibility for  
10 transit riders across Montgomery County.

11 Montgomery County is fortunate to  
12 have a lot of transit options; Metrorail,  
13 Metro and Ride On Buses, MARC. And we'll have  
14 Capital Bikeshare by the end of the year.  
15 Fingers crossed.

16 Bus rapid transit would be a new  
17 service and enhance the existing transit  
18 network. On Georgia Avenue and Route 355, bus  
19 rapid transit can serve the areas between  
20 Metrorail stations and help to fill in the  
21 gaps which are at least a mile long between  
22 stations and often longer. On routes that

1 already have Metro service, BRT will help  
2 people take transit who live too far to walk  
3 to a Metro station. On Viers Mill Road and  
4 US-29, bus rapid transit is the most cost-  
5 effective way to provide new transit service  
6 and the best way to connect growing  
7 communities.

8 Traffic across the county is bad  
9 enough and if we don't take advantage of the  
10 opportunity that BRT presents, traffic will  
11 only get worse, choking our environment and  
12 Montgomery County's economic competitiveness.

13 As the BRT plans continues to  
14 evolve it's important to keep the features  
15 that will distinguish it from existing bus  
16 service. BRT vehicles must receive signal  
17 priority. They must have separate branding  
18 from regular buses. And most importantly, BRT  
19 must have dedicated lanes, especially in  
20 bottlenecks and along congested corridors.  
21 BRT must be implemented in a way that is  
22 convenient and efficient as possible to the



1 people who will ride it, which will increase  
2 ridership and decrease the amount of traffic  
3 for those who will continue to drive.

4 The Institute for Transportation  
5 and Development Policy has standards for BRT,  
6 ranking them as gold, silver and bronze. They  
7 recently released a report surveying BRT  
8 routes in America and found that only five of  
9 them meet their standards, all ranked at the  
10 bronze level, which is the lowest. No gold  
11 standard BRT currently exists in the United  
12 States. Let's change that and strive to build  
13 the best BRT system in the nation right here  
14 in Montgomery County. Thank you.

15 CHAIR CARRIER: Thank you all.  
16 I'll call the next group, and I'll circle back  
17 to people who weren't here when I called them  
18 the first time. Stewart Schwartz. Nancy  
19 Ables. Harriet Quinn. Robert Dyer. Richard  
20 Levine.

21 Oh, I'm sorry. I was supposed to  
22 switch two people, wasn't I? Michele Riley

1       instead of Harriet Quinn. Right? Okay. And  
2       Mr. Schwartz is first.

3                   MR. SCHWARTZ: Good evening. My  
4       name is Stewart Schwartz. I'm Executive  
5       Director of the Coalition for Smarter Growth.  
6       We're a 16-year-old --

7                   CHAIR CARRIER: Let me interrupt  
8       you for just a moment.

9                   MR. SCHWARTZ: Yes, ma'am.

10                  CHAIR CARRIER: Are you  
11       representing the organization officially,  
12       because --

13                  MR. SCHWARTZ: The organization.

14                  CHAIR CARRIER: Okay. Then you  
15       get five minutes.

16                  MR. SCHWARTZ: Okay. Thank you.  
17       Then I don't have to turn on my New York  
18       speed. Okay.

19                  (Laughter.)

20                  MR. SCHWARTZ: I'm Stewart  
21       Schwartz, Executive Director of the Coalition  
22       for Smarter Growth. We're a 16-year-old

1 regional organization with thousands of  
2 members here in Montgomery County and we  
3 strongly support the Countywide Transit  
4 Corridors Functional Master Plan while also  
5 urging greater commitment to dedicated lanes.

6 We believe the county has done --  
7 staff has done an excellent analysis to  
8 determine the corridors with the greatest  
9 potential and need for high-quality transit  
10 service as a rapid transit system can offer  
11 and one that complements our existing Metro  
12 infrastructure and the coming Purple Line.  
13 We applaud the underlying principle of the  
14 plan which was originally enshrined in the  
15 1993 General Plan that more efficient use of  
16 our public rights-of-way is essential to  
17 support our economic development in an  
18 environmentally sustainable way and in a way  
19 that preserves our existing communities.

20 As the country grows and traffic  
21 rises on its already congested roadways, we  
22 know that endless road widenings and new

1 interchanges won't solve the problem and will  
2 only do more harm to existing neighborhoods.  
3 Therefore, we must look to maximize the  
4 movement of people through our roadways,  
5 prioritizing transit where there's more  
6 efficient use of public space while also  
7 planning for complete streets that welcome the  
8 transit users.

9           As to the specific focus of this  
10 plan, we believe the corridors proposed for  
11 inclusion in the Master Plan create a network  
12 that works to connect the planned and already  
13 growing activity centers throughout the  
14 county, although in later comments we will  
15 mention two additional inter-county  
16 connections.

17           We support the proposals for  
18 additional right-of-way where feasible and  
19 necessary and worked out with the community  
20 and also strongly support prioritizing the  
21 repurposing of lanes, particularly when they  
22 can move more people than cars to achieve --

1 and also to achieve dedicated lanes in a more  
2 economical, sustainable way that has less  
3 impact on surrounding communities.

4 We recognize that the treatments  
5 proposed are guidelines and will be determined  
6 more specifically as more detailed planning  
7 moves forward, but looking towards  
8 implementation we urge the Board to keep  
9 specific treatments open, and urge  
10 implementing agencies to seek the highest  
11 quality treatments possible, meaning dedicated  
12 lanes wherever you can, in order to attract  
13 the most riders and create the most successful  
14 transit network possible.

15 We also urge the county to take  
16 the bike and pedestrian priority areas  
17 proposed in this plan very seriously as  
18 pedestrian deaths have risen in the county.  
19 We must ensure that the implementation of a  
20 rapid transit system makes these corridors  
21 safer for pedestrians, cyclists, and all  
22 transit users by designing the roads for

1 slower speeds, creating narrower lanes,  
2 buffers for pedestrians, wider sidewalks and  
3 other improvements.

4 In that context we believe --  
5 excuse me. Let me turn to the regional  
6 connections here. We have two priority  
7 regional connections we think should be added  
8 to the plan. Number one is a transit  
9 connection to Tysons Corner. As the I-270 job  
10 corridor in Tysons grow, it will be essential  
11 to provide a transit link for commuters to  
12 avoid traffic and providing a fast direct link  
13 that would prove more effective in support of  
14 your planning goals than the perennially  
15 proposed Virginia Potomac bridge crossing.  
16 Just last year Montgomery County Council  
17 members and the Fairfax Board of Supervisors  
18 had really I think an historic meeting where  
19 they discussed this important transit  
20 connection, and it should be a top priority.

21 And secondly, we also urge you to  
22 coordinate with Howard County in your

1 continued planning for the US-29 corridor.  
2 The only way we're going to deal with this  
3 traffic is to intercept more of those  
4 commuters before they crowd Downcounty roads.

5 So we urge the Board and staff to  
6 work closely with the local communities to get  
7 the details right while also looking to the  
8 needs of future generations as we plan for a  
9 robust and transformative transit network for  
10 the county.

11 Montgomery County has a respective  
12 history of forward-thinking planning from its  
13 Ag Reserve to its affordable housing and its  
14 transit-oriented communities. This is just  
15 such a plan and vision as well that will offer  
16 high-quality transit service necessary to  
17 connect the compact walkable and transit-  
18 oriented activity centers that are both  
19 necessary to deal with worsening traffic and  
20 your growing population. But they're also  
21 visionary for creating livable, sustainable  
22 and thriving communities where people will

1 have real options to leave their cars at home.

2 Thank you.

3 CHAIR CARRIER: Thank you.

4 Ms. Ables?

5 MS. ABLES: Thank you for the  
6 opportunity to be heard today. I represent  
7 Bethesda Crest an infill community on 355  
8 between the Beltway and Cedar Lane, a  
9 constrained right-of-way stretch close to  
10 Walter Reed, NIH, and downtown Bethesda.

11 As concurrent BRAC Zone residents,  
12 we're already involved in 355 traffic  
13 remediation through the county forum for all  
14 direct BRAC stakeholders. BRAC road projects  
15 were designed without prior feasibility  
16 studies or outreach to affected communities.  
17 This wasted time and taxpayer money by  
18 preventing constraints from being factored  
19 into proposed remediation. Like neighboring  
20 communities we must continue to expend private  
21 resources to compensate for lack of government  
22 agency preparation and to halt devastating



1 design flaws.

2 To avoid a repeat of this for BRT,  
3 our community met several years ago with  
4 Councilman Marc Elrich, who first introduced  
5 the BRT concept. Though he assured us that  
6 the beauty of BRT is that it can tailored to  
7 fit existing conditions, in current  
8 recommendations our stretch is a double center  
9 median section requiring 355 widening.  
10 Homeowners bought at Bethesda Crest accepting  
11 that the master plan allowed possible changes  
12 to 355.

13 BRAC, however, revealed that to  
14 satisfy this body's conditions for Bethesda  
15 Crest's development, due to objections by the  
16 surrounding older neighborhood, widening 355  
17 onto our front hill became extremely  
18 difficult, if not impossible due to the  
19 following factors.

20 To implement the amended  
21 development plan on our very steep hill,  
22 during construction it became necessary to

1 build both above and below-ground retaining  
2 walls interspersed around and through the  
3 frontage to stabilize the hill and buttress  
4 homes onto it. The steep hill already  
5 experiences erosion under normal  
6 circumstances. If the hill were truncated  
7 with buttressing foundations removed and trees  
8 lost, the result would radically exacerbate  
9 erosion and further threaten stability of the  
10 hill and homes.

11 To fit infrastructure including  
12 the storm drain system into the amended plan,  
13 these items have to be shoehorned between the  
14 buttresses, front drive, mature tree root  
15 systems, a Metro service tunnel and the front  
16 retaining wall. It took three years for the  
17 developer to figure out how to engineer and  
18 build this. No alternate space exists for  
19 these features to be relocated.

20 Further requirements would be  
21 compromised by widening. The site plan was  
22 shifted to preserve local and regional

1 character despite higher density, and interior  
2 and 355 perimeter forest conservation  
3 easements were mandated. Widening would  
4 obliterate the conservation easement along 355  
5 that upholds required aesthetics and tree  
6 canopy. Pedestrian stairs down to 355 that  
7 sit on a buttress may not be able to relocate  
8 and retain access to 355 for local bus stops.

9           Bethesda Crest's central road  
10 provides public and emergency response vehicle  
11 access also to the surrounding neighborhood.  
12 Cedar Croft Drive is already at a maximum safe  
13 gradient. With 355 widening, it would  
14 shorten, steepen and disconnect from homes,  
15 driveways, custom retaining walls and brick  
16 sidewalks. Moreover, the excessive gradient  
17 would cause public vehicular hazard to and  
18 from 355.

19           Bethesda Crest is a town home and  
20 MPDU community. Since the front most affected  
21 homes abut other homes, and since this is a  
22 common-property community, any effect to them

1 or common frontage, physical or economic,  
2 would impact detached and all fellow home  
3 owners. All of these complexities which posed  
4 risks and liabilities to private property and  
5 public safety caused widening of our 355  
6 frontage for BRAC to be deemed unfeasible and  
7 not cost-effective. It was eliminated from  
8 proposed road projects.

9 Chris Van Hollen stipulated that  
10 BRAC road changes must fit within limitations  
11 posed by existing physical community  
12 conditions. We know that planners and Board  
13 members uphold this objective for BRT. We are  
14 concerned, however, about actual  
15 implementation, not just in relation to our  
16 neighborhood, but for overall Bethesda. If  
17 the county proceeds with BRT, then double  
18 median bus lanes on 355 inside the Beltway  
19 must be eliminated from the transit plan and  
20 changed to non-invasive curbside treatment.

21 If you take green space and trees  
22 from either or both sides of 355 south of the

1 Beltway, it would be come as ugly as the White  
2 Flint 355 stretch you're trying to improve,  
3 and that would be both inappropriate and  
4 illogical.

5 This is a great place to live,  
6 work and enjoy. As Montgomery County adapts  
7 to growth and change, I think we all want  
8 transit solutions that can keep it this way  
9 but that everyone can welcome. Thank you very  
10 much.

11 (Applause.)

12 CHAIR CARRIER: I'm going to ask  
13 to not have applause, please. We don't have  
14 time for it. Thank you.

15 Mr. Dyer?

16 MR. DYER: Thank you, Madam Chair,  
17 and fellow commissioners. I'm Robert Dyer,  
18 lifelong resident of Bethesda, and I just want  
19 to urge you to put this plan into the context  
20 of the county at large rather than just White  
21 Flint or Silver Spring and to look at the  
22 numbers when we're facing years of structural

1 deficits here, scare money for transportation.

2           And when you look -- for example,  
3 the American Legion Bridge Study showing 23  
4 percent of Maryland drivers are heading to  
5 Dulles. A Potomac River crossing would take  
6 about -- that's almost a quarter of the  
7 traffic off the American Legion Bridge. The  
8 Purple Line is a route that has one of the  
9 highest riderships for bus and doesn't have  
10 Metro going along it. That's a very good  
11 project. M83 Upcounty is long-promised for  
12 car-dependent areas that are exploding in  
13 growth up there. But BRT does not have the  
14 data to support ridership. It turns out that  
15 the forecasting model is simply that we think  
16 people will ride a fast bus. And this is  
17 really junk science.

18           When you look at 355, 70 percent  
19 overcapacity right now, this plan decreases it  
20 33 percent. Now you're 103 percent over. If  
21 you pretend the 15 percent of people would  
22 switch in the fantasy scenario to be BRT,

1 you're now 88 percent over capacity and you've  
2 spent \$5 billion and you're 18 percent worse  
3 with traffic than you were before you started.  
4 So, you know, my first thought is what is the  
5 budget for calculators here for the staff?  
6 And just existing and planned density around  
7 the Metro stations, it's already there around  
8 those stations on 355. And I also wondered if  
9 the staff has looked at the City of Rockville,  
10 what they're doing.

11 The staff is suggesting an  
12 Edmonston station for BRT, but the city is  
13 actually advocating putting the highest  
14 density down by Twinbrook, not up there.

15 And I think really that when the  
16 product requires sabotage of the highway  
17 system to get ridership, that just tells us  
18 that this is a terrible product. And really  
19 it's a war on cars, but it's also a war on  
20 working families. Should we declare war on  
21 the single mom who's driving 355 to get to  
22 daycare, pick up the kid and go home up to

1       Montgomery Village? I don't think that's  
2       appropriate and I think an anti-car attitude  
3       is just counterproductive at this point.  
4       We're talking about moving a million people  
5       inside Montgomery County, and that's going to  
6       require every mode of transportation.

7                 So I would really urge you to put  
8       this in the context of the entire county's  
9       interests. Thank you.

10                CHAIR CARRIER: Thank you.

11                Mr. Levine?

12                MR. LEVINE: Yes, I am Richard  
13       Levine, President of the Locust Hill Citizens  
14       Association. We've submitted a statement for  
15       the record, and I'll shorten on delivery.

16                The Locust Hill community is  
17       located on the east side of Rockville Pike  
18       immediately inside the Beltway north of Cedar  
19       Lane. As such, we're directly affected by the  
20       plan, both as commuters and residents along  
21       the complex and physically-constrained two-  
22       thirds mile portion of the proposed 355 south



1 corridor.

2 Our message is simple: The Board  
3 should not include median busways inside the  
4 Beltway in the 355 corridor should the Board  
5 move forward with the Functional Plan based on  
6 BRT. Rather, the Board should incorporate the  
7 less-disruptive and potentially more transit-  
8 friendly curb lane alternative. At a minimum,  
9 curb lane busways along our segment of the  
10 pike should be in phase 1 just as they're in  
11 phase 1 in the segment between Bradley  
12 Boulevard and Friendship Heights.

13 At the outset we commend the  
14 public hearing draft for recognizing that the  
15 planned growth of the 355 south corridor  
16 cannot be accommodated by assuming that  
17 increased commuting will be accomplished  
18 through the use of an increasing volume of  
19 single-occupant vehicles. Consequently,  
20 transit-oriented solutions seem necessary.

21 We also commend the draft for  
22 recognizing that widening Rockville Pike

1 within the Beltway for BRT purposes is not a  
2 viable option. However, where we part company  
3 with the discussion draft is its  
4 recommendation for median transitways inside  
5 the Beltway on 355. We believe this  
6 recommendation is insupportable on the current  
7 record and one that can be made, if at all,  
8 only after a detailed cost-benefit analysis.

9           Significantly, as set out on the  
10 public hearing draft, usage estimates for  
11 median busways inside the Beltway build 1 are  
12 not appreciably greater than the user  
13 estimates for build 2 incorporating curb lanes  
14 south of Grosvenor Metro station. A five-  
15 percent peak hour advantage for median busways  
16 in the segment between Pooks Hill Road and  
17 Cedar Lane compare to curb lane busways is  
18 simply not meaningful given that the forecast  
19 relate to a date 27 years from now. As a  
20 result, the disadvantages of median busways  
21 inside the Beltway should tip the balance  
22 toward curb lanes, particularly give median

1 busways' higher costs. The downsides do  
2 exist.

3 First, median busways would  
4 require widening rights-of-way to accommodate  
5 median bus stops and left-turn lanes. Several  
6 examples exist in our short stretch of the  
7 pike. We have the examples in our official  
8 record that we've -- statement we've  
9 submitted.

10 Second, median busways would shift  
11 high-volume traffic into the curb lanes  
12 increasing noise and pollution for adjacent  
13 residents, while a curb lane approach would  
14 serve as a buffer from such general traffic by  
15 limiting the curb lane to transit vehicles.

16 Third, median busways appears to  
17 be a less-effective approach toward  
18 incentivizing commuters to get out of their  
19 cars because they're likely to leave Ride On  
20 buses stuck in the congestion of the two  
21 remaining general purpose lanes rather than  
22 moving swiftly in dedicated bus lanes.

1       Conversely, if Ride On buses uses median  
2       busways, they could no longer make existing  
3       local stops since the only median stops would  
4       be the BRT stops.  Additionally, curb lanes  
5       have the flexibility to more easily permit use  
6       of these priority lanes by authorized vans  
7       transporting commuters to remote parking lots  
8       or buildings.

9                       Lastly, left turns would not be  
10       allowed at an un-signalized intersection.  
11       This would be a hardship for Locust Hill since  
12       our southbound -- vehicles coming southbound  
13       on the pike can only get to our community by  
14       making left turns.  That would be prohibited.  
15       This hardship and disruption would be  
16       completely unnecessary if curb lane busway  
17       lane were utilized.

18                      We note that these harms mirror  
19       the disadvantages listed for a median busway  
20       alternative as set out in the March 8, 2013  
21       Parsons Brinckerhoff memo appended to the  
22       hearing draft.  The memo also suggests that

1 Montgomery County officials consider a phased  
2 approach to BRT implementation.

3 In sum, we hope that upon  
4 reflection you conclude that curb lane busways  
5 will be the most appropriate way to implement  
6 BRT on Route 355 inside the Beltway. As a  
7 minimum, a decision to adopt a median busway  
8 should be deferred until phase 2 after  
9 detailed cost-benefit analyses are completed  
10 based on actual usage patterns.

11 Locust Hill thanks you for your  
12 consideration.

13 CHAIR CARRIER: Thank you.

14 Ms. Riley?

15 MS. RILEY: I'm Michele Riley,  
16 President of the Woodmoor-Pinecrest Citizens  
17 Association which represents about 1,200 homes  
18 in the area along Colesville Road and  
19 University Boulevard in Silver Spring.

20 We're one of five neighborhoods in  
21 the Four Corners Area. For many, Four Corners  
22 is just an intersection or an area to get

1 through on the way to the Beltway or downtown  
2 Silver Spring, but for us it's a thriving  
3 diverse community of over 20,000 residents, 10  
4 schools, 6,000 students, and numerous retail  
5 businesses.

6           Despite that fact that our  
7 neighborhoods were divided up and separated  
8 with the Beltway was constructed, our  
9 community maintains many of the attributes  
10 that have characterized it for the last 77  
11 years, and that the Planning Department is  
12 trying to create in other areas. We're  
13 community-oriented, walkable, affordable and  
14 green. In addition, over 30 percent of our  
15 residents utilize public transportation, which  
16 is twice the overall rate for county  
17 residents.

18           The proposed amendments to the  
19 Master Plan of Highways include proposals for  
20 two BRT routes through the center of our  
21 neighborhood. There aren't any other  
22 residential areas in the county that would be

1 affected as much by the changes proposed in  
2 this Functional Plan. While we appreciate the  
3 staff's work on proposing solutions and there  
4 is great support within our community for  
5 public transit, we are obviously concerned  
6 about the potential significant impacts to  
7 this community that we love and that has  
8 previously described attributes that made us  
9 what to move here.

10 We recognize we live in a very  
11 busy area and we've worked hard to adapt to  
12 the changes that have come over time while  
13 trying to maintain the safety of our streets.  
14 For those living along the Route 29 corridor  
15 south of New Hampshire Avenue, Route 29 is  
16 Main Street and provides the only access to  
17 neighborhoods along it. However, the  
18 evolution of this iteration of BRT proposals  
19 has been troubling because there is no  
20 citizens advisory committee.

21 Some of our main concerns to the  
22 plan relate to the removal of general travel

1 lanes and the resulting impact on traffic  
2 flow, increased congestion and increased cut-  
3 through traffic in our neighborhoods and the  
4 impact on the quality of life.

5 Previous studies for a median  
6 busway showed the level of service degrading  
7 an entire grade at intersections.

8 The impact on pedestrian safety.

9 The fact that most of the traffic  
10 in the area is coming to and from the Beltway  
11 and those drivers would not be riding the BRT.

12 An express service along Route 29  
13 that would serve Howard County and Upcounty  
14 residents with park and ride lots at the  
15 expense of Downcounty because there would be  
16 few stops, no park and rides and residents  
17 will see continued decrease in local bus  
18 service.

19 The taking of additional property  
20 because there is no additional right-of-way  
21 available below New Hampshire Avenue. Also  
22 the right-of-way charts in the plan do not



1 reflect the right-of-way needed for stations  
2 or for the required widening of sidewalks and  
3 curbs and only indicate minimum takes needed,  
4 not maximum.

5 Finally, the placement of BRT  
6 routes on paper and to the countywide plan in  
7 order to justify additional large developments  
8 in White Oak and elsewhere along BRT routes.  
9 These routes would be placed in the Master  
10 Plan without any alternative analyses or cost-  
11 benefit analyses.

12 While we'd love to be able to  
13 embrace the current BRT proposals as the  
14 solution to the complicated challenges we face  
15 in this area, unfortunately far too many  
16 questions remain about this plan. And when  
17 these questions are asked, we are told that  
18 they will be taken up in the next phase. We  
19 tried to be open-minded, but are frustrated by  
20 some of the overly optimistic assumptions  
21 being made in this proposed plan and the fact  
22 that in this round of proposals there has been

1 no impact analysis done.

2 The lack of this analysis is  
3 especially troubling since the plan proposes  
4 to take general travel lanes away along Route  
5 29 and the staff shows on a 2.5 percent time  
6 saving system-wide. In the past similar plans  
7 were not adopted because the costs far  
8 outweighed the benefits. It seems that the  
9 current approach is to ignore all the previous  
10 data.

11 Our requests. At our March 20th  
12 membership meeting the Woodmoor-Pinecrest  
13 Citizens Association unanimously agreed that  
14 much can and should be done to improve our  
15 existing services and that the existing  
16 infrastructure should be improved and built  
17 upon before creating an entirely different  
18 system. We request the following:

19 (1) Provide more funding for WMATA  
20 so that Metrorail can return to the level of  
21 service in past years.

22 (2) Increase the frequency of

1 current bus service. In recent years the bus  
2 service in our area has been cut back. We  
3 need more buses, not fewer.

4 (3) Add BRT attributes to current  
5 bus services to speed the boarding process  
6 such as prepaid boarding, multi-door and level  
7 boarding and electronic NextBus sign  
8 technology.

9 (4) Improve local stops by  
10 providing more shelters.

11 (5) Implement express bus lanes on  
12 the shoulder were feasible on the interstates  
13 of I-270, 495 and 95.

14 (6) Before the county designates  
15 any additional BRT corridors in any Master  
16 Plan pilot projects should be implemented  
17 along at least one of the four routes  
18 previously designated and approved by the  
19 Council for BRT in master plans, including  
20 Viers Mill Road, Corridor Cities Transitway,  
21 North Bethesda Transitway, and Upper Georgia  
22 Avenue. Once the outcomes of those pilot

1 projects are determined and if ridership has  
2 increased and congestion reduced, we can move  
3 ahead. And a citizen advisory committee  
4 should be established. Thank you.

5 CHAIR CARRIER: Okay. Thank you,  
6 all. And I'm going to call the next set of  
7 speakers. I saw Tina Slater come in, I  
8 believe. So you can come on up. Harriet  
9 Quinn, James Williamson, Ethan Goffman and  
10 Drew Morrison.

11 Ms. Slater, whenever you're ready.

12 MS. SLATER: Thank you, Chair  
13 Carrier and Commissioners.

14 CHAIR CARRIER: Are you speaking  
15 for the organization?

16 MS. SLATER: I am. I'm speaking  
17 for ACT.

18 CHAIR CARRIER: Thank you.

19 MS. SLATER: Action Committee for  
20 Transit supports the Countywide Transit  
21 Corridors Functional Master Plan.

22 Today buses sit in the same

1 traffic as every automobile. We must increase  
2 our people-moving capacity rather than to seek  
3 to move the most cars at the fastest speeds  
4 possible. Widening roads is not only  
5 expensive, but it creates a hostile  
6 environment for pedestrian crossings and  
7 bicyclists.

8           So how can we move more people  
9 without widening roads? We can use part of  
10 our existing roadways for BRT. One bus  
11 carries as many people as 60 single-occupancy  
12 vehicles. By repurposing part of the public  
13 right-of-way for us by BRT, buses will travel  
14 in their own lanes bypassing gridlock and they  
15 can serve as their own advertisement.

16           BRT's features include high-  
17 frequency service in peak hours, electronic  
18 NextBus displays, prepay kiosks so drivers  
19 don't have to stop to collect fares, and entry  
20 via any and all doors just like Metrorail.  
21 BRT also reduces the cost of transportation.  
22 AAA says it costs 10,000 a year to own a car.

1 With better public transit two-earner  
2 households might be able to forego the second  
3 car and reduce their costs. Teenagers and  
4 students could rely on transit rather than  
5 autos. This frees up parents from  
6 chauffeuring and also would reduce the number  
7 of new drivers on the road. And some day  
8 aging baby boomers will give up their cars and  
9 have reliable transit.

10 While travel between suburban  
11 destinations is quite common, it's underserved  
12 by public transit. The east-west routes in  
13 the BRT plan are very important and must be  
14 included to provide a network effect. We also  
15 urge that the BRT not be traveling in mixed  
16 traffic. This will simply create bottlenecks  
17 and take away from the speed and efficiency of  
18 the transit. BRT supports existing activity  
19 centers, but will also be key to the growth of  
20 future plans like White Oak Science Gateway  
21 and White Flint.

22 WMATA's priority corridors network

1 are for the highest ridership corridors and  
2 align very closely with the routes in the BRT  
3 plan. ACT urges implementation of these  
4 priority corridors as a first step to give the  
5 public better transit sooner. We suggest an  
6 initial pilot of BRT on New Hampshire Avenue  
7 if the state allowed a lane to be repurposed  
8 for BRT. The WMATA Metro extra canine line  
9 could provide limited-stop very fast service  
10 between FDA and White Oak and Fort Totten.  
11 This could be used as a test case to allow  
12 planners to design, learn and redesign and it  
13 could be done with minimal expense. A few  
14 extra buses and some operating costs.

15 One final comment. ACT would ask  
16 the Planning Board to separate out the last  
17 part of the document starting on page 69, the  
18 MARC Brunswick line expansion. We'd like to  
19 see it addressed on its own merit so that  
20 MARC's growth and expansion can move ahead  
21 quickly.

22 With that, that's the end of my

1 testimony. Thank you for allowing me to  
2 speak. And I'm sorry I got here late.

3 CHAIR CARRIER: Okay. Thank you.

4 Ms. Quinn?

5 MS. QUINN: Thank you for this  
6 opportunity to speak to you this evening. My  
7 name is Harriet Quinn and I'm a resident of  
8 the Woodmoor neighborhood in Silver Spring.  
9 I've chaired our Traffic and Transportation  
10 Committee for the last five years. I am  
11 speaking as an individual.

12 I agree with all of the points  
13 made by Michele Riley earlier in her testimony  
14 and would like to strongly endorse her request  
15 that a pilot project be implemented before  
16 adding any additional routes to the countywide  
17 plan. Despite the fact that the county has  
18 approved four previous projects for BRT, some  
19 approved many years ago, we do not have  
20 anything on the ground to prove that the BRT  
21 will do what is being promised.

22 Putting additional routes in the



1 Master Plan only puts the county in a position  
2 of promising something that it may not be able  
3 to deliver on. Let's try at least one of the  
4 routes, previously-approved routes first to  
5 get some lessons learned before adding more.  
6 Then if more should be added, please create  
7 citizens advisory committees for any future  
8 routes so that there can be real dialogue  
9 among the various agencies and stakeholders.

10 In addition to the list of  
11 improvements Michele listed, I would also add  
12 support for the MARC service enhancements that  
13 the staff has recommended and endorse Ms.  
14 Slater's proposal for a pilot project on New  
15 Hampshire Avenue, assuming the residents there  
16 approve of that.

17 With regard to Route 29, this  
18 corridor deserves much more attention to  
19 detail than is being given in this document.  
20 It's really three separate segments with  
21 different characteristics and is a route for  
22 which there is no alternative for most

1 residents. This corridor is not only a major  
2 commuter route, but it is also Main Street for  
3 our neighborhoods, provides the only access to  
4 many of the existing neighborhoods along it,  
5 and has substantial pedestrian activity.

6 In our own neighborhood we've  
7 worked very hard in recent years on solutions  
8 for improving safety as Four Corners was found  
9 to have the second highest pedestrian  
10 collision rate in the county. While many  
11 improvements have been made, safety remains an  
12 ongoing issue all along the corridor. As you  
13 may know, there have been many serious  
14 pedestrian accidents in the last few months  
15 along Colesville Road, including at least one  
16 fatality.

17 Unlike for some residents along  
18 other major north-south corridors in county,  
19 many of the 90,000-plus residents who live  
20 along Route 29 do not have access to an  
21 alternative route. For example, those living  
22 along Connecticut Avenue can use Wisconsin and

1 Georgia Avenues and vice versa. The  
2 Colesville Road ramp to the Beltway has the  
3 highest volume of vehicles entering the  
4 Beltway in Board. The queue in the morning in  
5 the right-hand lane can extend beyond a mile.  
6 This is the same right-hand lane that is  
7 supposed to be used by vehicles wishing to  
8 make left turns that are not permitted at the  
9 Four Corners intersection.

10 The Four Corners intersection  
11 geometry is unique in the State of Maryland in  
12 that you must turn right to go left, yet many  
13 vehicles cannot make the turn because of the  
14 backup to the Beltway. It's worth noting that  
15 a great deal of the traffic in the Four  
16 Corners area is traveling to and from the  
17 Beltway and those vehicles would still be on  
18 the road since the proposed BRT would not  
19 travel on the Beltway.

20 While there's consensus that many  
21 transit improvements are needed in the county,  
22 we voted unanimously that we could not support

1 the current recommendations, but we support  
2 many improvements to transit in the county.  
3 So we ask for your careful consideration. And  
4 thank you for your time and for the staff's  
5 time as well.

6 CHAIR CARRIER: Thank you.

7 MS. QUINN: Thank you.

8 CHAIR CARRIER: It occurs to me  
9 that we've got a lot of people standing in the  
10 back and we have five chairs up here that  
11 nobody's using because they're facing away  
12 from us so speakers won't sit there. If  
13 anybody would like to come get a chair, you  
14 may. And Mr. Autrey is coming up here to sit,  
15 which is a good idea. That opens two chairs  
16 right there at a key place. You get a table  
17 even if you take one of those.

18 So you can't come up when  
19 somebody's speaking, so come now. They're all  
20 being shy. All right. Well, then stand.

21 Are you coming to help, Mary?

22 Thank you.

1                   There's also a chair, an open seat  
2 right in the front row and one in the second  
3 row, another one right here in the first row.

4                   All right. Thank you, Mary.

5                   Mr. Williamson?

6                   MR. WILLIAMSON: I am a lifetime  
7 resident of Silver Spring and have attended  
8 numerous presentations by the Planning staff,  
9 and Mr. Leggett's task force in the last year,  
10 and the February 21st meeting before the  
11 Planning Board. Most of my questions and  
12 comments I've been asking for the last year  
13 and still waiting for a lot of answers. So  
14 tonight I will try again.

15                   How much time is saved by  
16 commuters along Route 29 using a BRT and what  
17 study has been done to determine this?

18                   How many riders will BRT pull from  
19 Metro and Ride On and what study shows this?

20                   A busway was proposed for Route 29  
21 in 1996 and showed the same or worse  
22 congestion in the level of service from Sligo

1 Creek Parkway to New Hampshire Avenue and that  
2 was before their proposed 20,000 to 25,000  
3 square feet of development north of White Oak.  
4 What published study or model shows the level  
5 of service improving or congestion decreasing  
6 after the White Oak development is completed  
7 with the BRT?

8 One of the co-chairmen of the task  
9 force has said repeatedly that BRT will not  
10 work if it goes into mixed traffic. Staff has  
11 it in mixed traffic in parts of Route 355 and  
12 Route 29. Will this being in mixed traffic  
13 slow the BRT so much as to affect ridership?  
14 How do we know?

15 We are constantly told so much of  
16 what we ask is in the details to be worked  
17 out. Shouldn't we have more answers before we  
18 go farther along and spend upwards of \$10  
19 billion on something that no study has shown  
20 will improve traffic?

21 The ITDP did a study last year and  
22 said money would be better spent by improving

1 existing service, that ridership would not  
2 justify the cost. None of this plan for Route  
3 29 has been included in most of the master  
4 plans where all the affected homeowners,  
5 commercial sites and neighborhood associations  
6 are given adequate notice and ample time to  
7 get answers to these and other pertinent  
8 questions.

9 In areas where the BRT is in mixed  
10 traffic then a median and back into mixed, how  
11 will this occur? Where has this ever been  
12 done successfully?

13 The BRT requires signal  
14 prioritization. How does this affect the flow  
15 of crossing streets in areas of lots of  
16 pedestrian crossings such at Four Corners?  
17 Will BRT be widened at any time for the BRT?  
18 Of course it will. And if so, what property  
19 will be taken? Property will most definitely  
20 have to be taken wherever the station is  
21 located. The median is not wide enough and if  
22 a station is along the curb lane, it will have

1 to be taken from homeowners or commercial  
2 sites. Have any been notified? Not likely.

3 The task force and your staff are  
4 advocating transit to promote ever more  
5 development. This is true at White Flint and  
6 especially true north of White Oak. The  
7 number of riders gained from a BRT will be  
8 overwhelmed by the additional traffic from the  
9 proposed development. It is most certainly  
10 not enough to justify the dollar cost and the  
11 disruption of our neighborhoods.

12 You will hear many BRT proponents  
13 speak glowingly about it. Few of them live  
14 along the proposed routes and their neighbors  
15 won't be affected by the disruption the BRT  
16 will bring. It is easy to be for something if  
17 it has no direct impact on you. Some of the  
18 proponents don't even live in Montgomery  
19 County.

20 And until and unless you get  
21 answers to these questions and comments, I  
22 urge you to slow the process. In the



1 meantime, take the advice of the ITDP and  
2 approve existing service. Thank you very  
3 much.

4 CHAIR CARRIER: Thank you.

5 Mr. Goffman?

6 MR. GOFFMAN: Hi. Yes, I'm Ethan  
7 Goffman. I'm speaking for the Montgomery  
8 County Sierra Club group and I will say I do  
9 live on 355 right along the route of the  
10 proposed BRT.

11 So the proposed rapid transit  
12 system for Montgomery County, by shifting more  
13 trips from cars to transit, will help the  
14 environment by reducing the emissions that  
15 cause air pollution and global climate change.  
16 In addition, the proposed transit system is a  
17 critical component of the county's commitment  
18 to encourage the growth of smart growth  
19 centers served by enhanced transit.  
20 Successful smart growth helps preserve  
21 Montgomery County's open spaces and watersheds  
22 which benefits everyone. The size of these

1 benefits is directly related to the number of  
2 people who use the rapid transit system. As  
3 ridership increases, overall air emissions  
4 decline, smart growth is encouraged and  
5 environmental benefits go up. If ridership  
6 fails to meet expectations, environmental  
7 benefits are smaller as well.

8           What increases ridership? Three  
9 elements are key: The rapid transit system is  
10 designed to make a transit trip competitive to  
11 a private vehicle in terms of travel time.  
12 This includes dedicated lanes for vehicles,  
13 off-vehicle fare collection and boarding  
14 through multiple doors which reduces dwell  
15 time at stops and frequent service. Dedicated  
16 lanes are crucial as they can pass traffic,  
17 draw new riders onto transit and allow far  
18 more riders in a single lane than one  
19 dedicated to cars or mixed use. We support  
20 the draft plan's discussion of when it makes  
21 sense to repurpose a traffic lane and dedicate  
22 it to transit.

1           The rapid transit system must be a  
2 network of interconnected routes. The 10  
3 proposed routes accomplish this extremely  
4 well. We're particularly pleased with the  
5 draft plan's support for more rapid transit  
6 routes connecting the eastern and western  
7 parts of the county. While we support  
8 building the entire system in a relatively  
9 short period rather than rolling it out one or  
10 two routes at a time, it is most important  
11 that these routes be of maximum quality and  
12 there is improved access to rapid transit  
13 stations and stops. Improving bicycle and  
14 pedestrian access to stations and stops can  
15 significantly expand the number of potential  
16 riders. We are pleased that the draft plan  
17 devotes significant attention to these  
18 improvements.

19           At the same time we would like to  
20 make two suggestions for the Planning Board's  
21 consideration. Do not abandon the idea of  
22 repurposing traffic lanes to create dedicated

1 transit lanes in the face of criticism that it  
2 is anti-car. Five of the ten proposed routes  
3 include segments where one traffic lane in  
4 each direction would be converted to dedicated  
5 lanes. Most of these segments are within the  
6 Beltway where the right-of-way cannot be  
7 expanded and transit ridership and car traffic  
8 is the heaviest. More people and more jobs  
9 are coming to Montgomery County over the next  
10 20 years, and avoiding these changes will only  
11 lead to more traffic congestion.

12 As the draft plan outlines, when  
13 projected transit ridership through these  
14 congested areas during peak hours exceeds the  
15 number of people that private vehicles can  
16 carry, then switching that lane from general  
17 traffic to a transit lane maximizes the  
18 carrying capacity. This is not anti-car. It  
19 simply recognizes that sometimes the best way  
20 to move the maximum number of people through  
21 a congested area is by means of a combination  
22 of rapid transit vehicles running in a

1 dedicated lane and private vehicles in the  
2 adjacent lanes.

3           And the other suggestion is to  
4 avoid recommending a bare bones system. The  
5 features mentioned at the beginning of my  
6 testimony; dedicated lanes, frequent service,  
7 off-vehicle fare collection, boarding through  
8 multiple doors, are not the signs of a gold-  
9 plated system. They are central to the  
10 creation of a transit system that will attract  
11 significant numbers of new riders.  
12 Eliminating these features will reduce initial  
13 costs, but the resulting system will fail to  
14 give Montgomery County's growing population  
15 affordability mobility and expanded access to  
16 jobs.

17           Any routes not up to RTB standards  
18 should be given another name such as Ride On  
19 Plus. Otherwise, they risk lowering the  
20 system's branding value and hurting ridership.

21           Twenty-nine seconds.

22 Demographics. More young people are not using

1 cars as much. They prefer high-tech. That's  
2 probably permanent. We want to attract young  
3 people, young professionals to Montgomery  
4 County. We've got to move towards transit,  
5 because that's the wave of the future.

6 CHAIR CARRIER: Thank you. Mr.  
7 Morrison?

8 MR. MORRISON: I only need three.  
9 My name is Drew Morrison. I'm a rising senior  
10 at Yale. I live in Bethesda, and for the last  
11 two summers I worked for the Montgomery County  
12 Executive's Office on the BRT initiative. I  
13 don't work for the county anymore, but a  
14 summer where you don't go to a Planning Board  
15 meeting, that's a summer wasted.

16 (Laughter.)

17 MR. MORRISON: And for me, the  
18 county talks a lot about how we can attract  
19 and retain young people. I'm here to maybe  
20 represent young people. And there are three  
21 reasons why transit is so essential to  
22 retaining and attracting young people.

1           The first is \$1 trillion dollars  
2           in student loan debt. Young people can't buy  
3           houses. We can't buy cars because we're  
4           saddled with debt.

5           Secondly, we think there are  
6           advantages to the sort of walkable lifestyle  
7           that transit enables. If you can do  
8           everything in one place, that's a great thing.

9           But the third thing is a moral  
10          obligation. My generation doesn't have the  
11          time, doesn't have the luxury to degrade the  
12          environment in the same way that we did. And  
13          we also like the community that the sort of  
14          walkable transit-oriented developments have  
15          created in places like Kentlands and Orenco  
16          Station across the country.

17          I'd like to also address the  
18          equity issue that was brought up earlier.  
19          Without reliable transit it's very difficult  
20          for lower-income people who do not own cars to  
21          reliably access jobs in this county. And if  
22          we want to be a place of opportunity for

1 people from all stripes, we need to have  
2 reliable transit.

3 And so that comes to the point  
4 that others have made, that we need that  
5 dedicated right-of-way that allows this  
6 transit, this BRT system to really be rapid  
7 and to operate in the most efficient,  
8 effective way possible.

9 A lot of people have raised  
10 concerns about "Don't be too bold. Do a pilot  
11 project first." The way I see this project  
12 and why I was so excited to work on it is that  
13 this is an opportunity for the greatest 20th  
14 Century suburb in the United States to become  
15 the greatest 21st Century suburb. We made  
16 mistakes as a 20th Century suburb. We  
17 degraded the environment. Sprawl became  
18 isolating. It's unequal. Not everyone gets  
19 the same benefits. A 21st Century suburb  
20 corrects those mistakes. And you have to be  
21 bold to do it. We built an interstate highway  
22 system. We built wedges in corridors. That



1 was a bold plan. You aren't going to make the  
2 changes that we need to make that my  
3 generation has to see unless you act boldly,  
4 and that's dedicated right-of-way. That's not  
5 pilot projects. That's a full network system  
6 that induces ridership and that brings young  
7 people, maybe like me; some more attractive  
8 than me, too --

9 (Laughter.)

10 MR. MORRISON: -- into the county.  
11 Thank you very much.

12 CHAIR CARRIER: We don't care how  
13 attractive they are. We just want them to get  
14 jobs and pay their taxes.

15 (Laughter.)

16 CHAIR CARRIER: Okay. Thank you.  
17 I'll call up the next set of speakers. Fred  
18 Schultz. Kent Watkins. Daniel Wilhelm.  
19 David Anderson. Alex Tremble. One, two,  
20 three, four, five. And Howard Kaplan.

21 All right. Well, clearly not  
22 everybody's here in that group.

1                   Mr. Schultz, do you know the  
2 gentleman next to you? Can you give me his  
3 name?

4                   MR. ANDERSON: I'm David Anderson.

5                   CHAIR CARRIER: All right. So  
6 I've got -- that's who I've got. David  
7 Anderson and Dan -- all right. I'm going to  
8 call three more. Clarence Steinberg. Dawn  
9 Chaikin. Harold McDougall.

10                   How about Marie Park?

11                   MS. PARK: I'm here.

12                   CHAIR CARRIER: All right. That  
13 gives me six.

14                   Mr. Schultz, go right ahead.

15                   COUNCILMEMBER SCHULTZ: Thank you.  
16 For the record, my name is Fred Schultz. I'm  
17 here representing the City of Takoma Park. I  
18 sit on the City Council. I represent Ward 6  
19 in Takoma Park.

20                   New Hampshire Avenue happens to  
21 run right through the middle of Ward 6. In  
22 fact, my house backs up onto Ward 6 and I look

1 out the windows of the rear of my house and I  
2 can watch the traffic go by. So I actually am  
3 able to speak not just for the city, but for  
4 somebody who's affected and understands the  
5 actual traffic on New Hampshire Avenue.

6 The city has passed a resolution;  
7 City Council did, on May 6th, which we  
8 submitted to you. That resolution basically  
9 says that the city is on board with the BRT  
10 Functional Master Plan and we're going to do  
11 our very best to support it. So I'm not going  
12 to spend time praising the plan. I think  
13 that's already been done by various people  
14 here who are in favor of it. I want to say  
15 though that from our perspective we sort of  
16 see is the devil is in the details.

17 I know New Hampshire Avenue has  
18 been talked about to some degree as perhaps  
19 one of the pilots that could be used early on  
20 for this, and that may be fine. Who's to say?  
21 But I would point out though that New  
22 Hampshire Avenue is an extremely heavily

1 trafficked corridor, as you know. It actually  
2 kind of functions in such a way that the six  
3 lanes going both directions in the peak hours  
4 makes it virtually just a very inhospitable  
5 environment for people who live on either side  
6 of New Hampshire Avenue.

7           The recently-approved Takoma/  
8 Langley Sector Plan envisions at the  
9 intersection of University Boulevard and New  
10 Hampshire Avenue a major redevelopment of that  
11 area, and we want to make sure that that  
12 redevelopment is not in any way deterred by  
13 the currently suggested treatment, which would  
14 be a two-lane median treatment down the middle  
15 of New Hampshire Avenue.

16           One of the things we want to do is  
17 to try to make New Hampshire Avenue a unifying  
18 street that will bring together the commercial  
19 and residential aspects of the city on both  
20 sides of New Hampshire Avenue. We're afraid  
21 that the center lane exclusive lane for that  
22 may more or less create what would be seen

1 visually, kind of like a Berlin Wall. It's  
2 already difficult enough for pedestrians to  
3 get across six lanes of traffic. If they have  
4 to deal with Jersey barriers and other things  
5 like that, it's going to make it really  
6 prohibitive.

7 We also realize that the current  
8 suggested plan is for a stop at the transit  
9 center at Langley Park at the intersection of  
10 New Hampshire and University, another stop at  
11 the Ethan Allen Gateway and one at the  
12 Maryland Gateway at Eastern Avenue. Most of  
13 those buses are probably going to be -- if  
14 this is implemented be full of commuters. And  
15 so it will then become a way by which  
16 commuters will get into the city and out of  
17 the city, which is good. But on the other  
18 hand it's not going to provide much of service  
19 to people who live on both sides of New  
20 Hampshire Avenue because the stops are so far  
21 apart.

22 As you know, I'm sure, that there

1 exists the New Hampshire Avenue Master Concept  
2 Plan which talks about creating New Hampshire  
3 Avenue as a multi-way boulevard. The city has  
4 been working with Montgomery County Planning,  
5 Prince Georges Planning, State Highway  
6 Administration, the District of Columbia and  
7 the Council of Governments to figure out how  
8 we can make that work. The current -- the  
9 treatment proposal in the Functional Master  
10 Plan for BRT would conflict with that concept  
11 plan.

12 And so I'm not here to say  
13 something can't be done or shouldn't be done.  
14 I think it's too early for us to take those  
15 kind of positions and pronouncements. It's  
16 just to simply say that we're going to have --  
17 we really want to work very closely with the  
18 planning process on the BRT as it affects New  
19 Hampshire Avenue and we look forward to the  
20 possibility of doing so.

21 CHAIR CARRIER: Thank you, Mr.  
22 Schultz.

1 Mr. Wilhelm?

2 MR. WILHELM: For the record, I'm  
3 Dan Wilhelm. I'm speaking tonight for the  
4 Greater Colesville Citizens Association.

5 The citizens association has urged  
6 the county for decades to address road  
7 congestion problems and the spillover effect  
8 of cut-through traffic in residential areas.  
9 The BRT corridors included in the Draft Master  
10 Plan are a good start to building the BRT  
11 network. Once implemented, the 10 proposed  
12 corridors will start to address the road  
13 congestion. They will also start to address  
14 other problems like pollution and global  
15 warming. For these reasons, GCCA supports  
16 including the 10 corridors being included in  
17 the Master Plan.

18 As a history lesson; this predates  
19 I think all of you on the Planning Board, I  
20 was involved in the Planning Department's  
21 Transportation Policy Report that concluded in  
22 2002. That effort looked at over a hundred

1 road and transit projects, mostly road  
2 projects, land use changes, better management  
3 of our transportation infrastructure. It  
4 concluded that congestion would only get  
5 substantially worse even if all these things  
6 were built. And, you know, I'm not sure where  
7 the money would come from because in those  
8 days it was almost \$10 billion. So today it  
9 would probably 20 billion or more.

10 The TRP, the transit -- the TPR  
11 developed a concept of what is now being  
12 called bus rapid transit as a possible method  
13 of addressing congestion. The TPR eventually  
14 led to the County Executive's Transit Task  
15 Force which expanded and refined the BRT  
16 concept. The TTF recommended network is much  
17 more cost effective than the large number of  
18 projects considered in 2002. While we support  
19 including the 10 corridors, we still more study  
20 is needed to determine the actual treatment  
21 and the number and location of stations that  
22 will be implemented.



1                   We urge the plan to contain  
2                   language to provide the implementing agency  
3                   with the flexibility to decide upon the  
4                   treatment after more study. The studies of  
5                   two corridors; Veirs Mill and Georgia Avenue,  
6                   are currently underway. Including all the  
7                   corridors in the Master Plan will allow such  
8                   studies to be undertaken for all of them,  
9                   assuming the Council approves them and  
10                  provides the needed funding.

11                  Since the exact station  
12                  configuration has yet to be determined, the  
13                  implementation agency also needs flexibility  
14                  to acquire additional small amounts of land.  
15                  And I've looked at some places where you could  
16                  put bus stations and they don't require much  
17                  space. So, you know, you have to be kind of  
18                  creative and there's a lot you can do without  
19                  disrupting existing businesses.

20                  The county currently has a study  
21                  underway to determine how to reconfigure the  
22                  local bus routes and integrate them with the

1 BRT routes. I think that's a really key  
2 thing, because you need the local buses to get  
3 people out of the neighborhoods and businesses  
4 to the BRT routes.

5 Both of these efforts must also  
6 address pedestrian circulation. Since the  
7 study has only recently gotten started, the  
8 results are not yet available. Flexibility  
9 and acquiring small amounts of land is  
10 critical. We urge the Master Plan include a  
11 short section of Cherry Hill Road, a segment  
12 of the Randolph Road corridor, so that it  
13 extends from Rockville Pike to FDA Boulevard,  
14 which is what's proposed in the White Oak  
15 Gateway Master Plan, which you're going to  
16 hear next week. That section is included --  
17 oh, I already covered that.

18 Anyway, in conclusion we urge the  
19 Planning Board to support the draft with the  
20 minor changes. Thank you.

21 CHAIR CARRIER: Thank you.

22 Mr. Anderson?

1 MR. ANDERSON: For the record, I'm  
2 Dave Anderson. I live at 8708 1st Avenue in  
3 Silver Spring and I'm here to share with you  
4 why I am in favor of the bus rapid transit  
5 element in the Corridors Plan.

6 I thought the best way to do that  
7 would be to recall for you a conversation I  
8 had earlier this week with my automobile  
9 insurance agent who -- among other things he  
10 asked me what was the first year that you  
11 drove an automobile? And I told him 1955.  
12 And I did not say to him, but I did think to  
13 myself, if only it were possible to recreate  
14 the driving conditions of 1955. You know,  
15 there was a movie in which a DeLorean made  
16 that possible, but since we don't have that  
17 available --

18 (Laughter.)

19 MR. ANDERSON: -- we have to do  
20 something. Obviously things are getting worse  
21 and we must have some cost-effective answer to  
22 the congestion and the long commute time that

1 we have in this metro area.

2 I also had thoughts about my  
3 grandchildren. I have two of them who by all  
4 indications will be growing up as teenagers in  
5 Montgomery County in the very near future.  
6 I'm hoping for their safety as well as my own.  
7 And I often say to my friends that those two  
8 children, 8 and 12, are my only possible  
9 ticket to immortality. And this being the  
10 case, I have a vested interest in those two,  
11 as well all the other precious young people  
12 who are growing up under some of the foulest  
13 traffic conditions imaginable in America.

14 So I favor the bus rapid transit  
15 plan and if you help us get the elements in  
16 place of that plan, including dedicated lanes,  
17 platforms, prepay facilities, I can say to you  
18 that those people in my age cohort will do our  
19 best to remain safe and to keep the young  
20 people safe. Thank you.

21 CHAIR CARRIER: Thank you.

22 Mr. Steinberg?

1 MR. STEINBERG: I represent myself  
2 at this point in my life.

3 I studied this thing very closely.  
4 Fortunately I had the big book that was made  
5 for it, so I was able to look hard. And of  
6 course I love mass transit. I grew up in my  
7 adolescence in it. But I have real problems  
8 with the way this thing is laid out. One  
9 thing, the medians which are supposed to be  
10 simple, are not. You have to build bridges to  
11 get to them. There's money involved. There's  
12 the American with Disabilities Act. You have  
13 to gratify that.

14 And then it comes all down into  
15 the Bethesda and Silver Spring, including  
16 Connecticut Avenue, which hasn't been  
17 included, every rush hour. And it's going to  
18 get worse because of Howard County and  
19 Frederick, Howard particularly. There's been  
20 no measure, practical measure that is go out  
21 there every day for a week and count. It  
22 hasn't happened. We know that they're going

1 to grow. They don't have rapid transit to  
2 connect. It's all coming here. And it's  
3 going to go to the choke points unless you  
4 want to spend the kind of money that it takes  
5 to build overpasses or underpasses for every  
6 red light. You can't.

7 So you need something else that  
8 solves this problem, and I suggest two things:  
9 One is the circle line to connect all the  
10 spokes of the Metro, and it would be a Metro  
11 system. It is a take-off of Doug Duncan's  
12 original Purple Line, but much more expanded.  
13 Appropriate today because of the BRAC and  
14 other federal involvements, it could be  
15 funded.

16 The other I propose is what we had  
17 when the Metro opened, free transfer, free  
18 transfer from the bus to the train and  
19 reverse. And it would save a hell of a lot of  
20 money. You wouldn't have to go into this.  
21 The existing bus system would work if you had  
22 a remedy for the current overcrowding on Metro

1 during rush hour. Off rush hour, the so-  
2 called off-peak does not need a BRT. It needs  
3 nothing. It's fine as it is. But it's the  
4 crush morning and evening that needs a remedy.

5 I propose you consider those two  
6 remedies and I'd be happy to answer any  
7 questions about it ever, any time.

8 CHAIR CARRIER: Okay. Thank you.

9 Mr. McDougall?

10 MR. McDOUGALL: Yes, I think I  
11 have five minutes. I'm a property owner.

12 CHAIR CARRIER: You only have five  
13 minutes if you're representing an organization  
14 or a government entity.

15 MR. McDOUGALL: Oh, I was told  
16 that as a property owner I had five minutes.

17 CHAIR CARRIER: I'm sorry, you  
18 were mistold. You get three.

19 MR. McDOUGALL: Wow. Boy, I hope  
20 I haven't used any of them yet.

21 CHAIR CARRIER: No.

22 MR. McDOUGALL: Good.

1 (Laughter.)

2 MR. McDOUGALL: Okay. Well, I'm  
3 one of the handful of neighbors on US-29  
4 opposing this project. As you can see,  
5 there's more than a handful of us. I am also  
6 -- I heard from a rising senior from Yale.  
7 I will say that I'm a senior citizen from  
8 Harvard College --

9 (Laughter.)

10 MR. McDOUGALL: -- the opposing  
11 alma mater. And the young man actually said  
12 something very interesting. He said that this  
13 would help low-income people. By low-income  
14 people I'm assuming he also includes  
15 minorities and immigrants. Actually, it's not  
16 going to help minorities and immigrants, the  
17 BRT on US-29, because most of us lived in the  
18 downcounty area. We're fairly concentrated.  
19 And the BRT will not stop in our  
20 neighborhoods. In fact, they will come  
21 through our neighborhoods like an express  
22 train.



1                   There's Blair High School where  
2                   3,000 kids have to cross US-29 at Four  
3                   Corners. This dedicated lane that we heard  
4                   one of the earlier speakers talk about would  
5                   go right through there. These kids have to  
6                   have -- it's like Wile E. Coyote and the  
7                   Roadrunner getting across there. Right? And  
8                   now we're going to have something roaring  
9                   through there that can override traffic  
10                  signals? I mean this is just an accident  
11                  waiting -- lots of accidents waiting to  
12                  happen.

13                  We've heard, you know, eloquent  
14                  discussions about the diversity of Four  
15                  Corners, how it's thriving. Livable.  
16                  Walkable. I walk there. I mean I walk to Red  
17                  Maple, a sushi place, just opened up. Is that  
18                  going to go? Is that where the BRT station is  
19                  going to be? Trader Joe's. You know, you  
20                  already have a really difficult time getting  
21                  in there. How are you going to get in there  
22                  with these things overriding traffic signals?

1                    Financing is another problem.  
2                    There's been some discussion of special  
3                    assessments on people half a mile on either  
4                    side. It's not going to work. It's against  
5                    state law. It's against the constitutional  
6                    law.

7                    By the way, in addition to a  
8                    history lesson, I'm a law professor at Howard  
9                    University, colleague of Ike Leggett's, and I  
10                   was a candidate for the chairmanship of the  
11                   Planning Board in the early 1990s, nominated  
12                   by then-Councilman Ike Leggett, and I withdrew  
13                   from consideration in favor of Art Holmes who  
14                   had been in the county longer than I had and  
15                   who had the backing of the county branch of  
16                   the NAACP. So I don't address the --

17                   CHAIR CARRIER: Your chance may  
18                   yet come.

19                   (Laughter.)

20                   MR. McDOUGALL: Well, I actually  
21                   -- people have asked me about that, but I'm  
22                   shying away actually. I'm really shying away.

1 I have my hands full just dealing with stuff  
2 like this. I mean, like a lot of people who  
3 are minority and immigrant along US-29, I'm  
4 one -- I'm the first generation in my family  
5 to own a home. And these dedicated lanes and  
6 widenings, they threaten, you know, what we  
7 have. And I don't think we're being selfish.  
8 I've heard the term "NIMBY," but I'm hoping  
9 that it doesn't get translated into not in  
10 minority neighborhoods, because that's where  
11 this things to be ready to go.

12 I can also tell you that while  
13 we've been kind of denigrated as a handful of  
14 neighbors opposing this project, I've been  
15 seeing a handful of emailers proposing it. I  
16 get email blasts from various organizations  
17 saying come down and testify in favor of the  
18 BRT. Emailers don't sue for constitutional  
19 violations, but property owners do. That's  
20 it.

21 CHAIR CARRIER: Okay. Thank you.  
22 I think I would really urge you to talk to our

1 staff, because I've looked at the routes and  
2 I don't think that there is -- I would be  
3 really surprised if there were any  
4 statistically-significant difference in the  
5 racial makeup of the neighborhoods where these  
6 go, because they crisscross the entire county.

7 MR. McDOUGALL: I'm talking about  
8 US-29.

9 CHAIR CARRIER: Oh, well we have  
10 routes all over the county.

11 MR. McDOUGALL: I'm talking about  
12 US-29.

13 CHAIR CARRIER: Maybe that one,  
14 but that's --

15 MR. McDOUGALL: Well, that's --

16 CHAIR CARRIER: -- just one  
17 route --

18 MR. McDOUGALL: But that's an --

19 CHAIR CARRIER: -- in a network.

20 MR. McDOUGALL: That's a very  
21 important one to me and to the people who live  
22 where I live.

1 CHAIR CARRIER: Well --

2 MR. McDOUGALL: But I have --

3 CHAIR CARRIER: -- I just wanted  
4 to point out that there certainly is not an  
5 effort to send BRT only into minority  
6 neighborhoods.

7 MR. McDOUGALL: Well, I have 40  
8 law students in my property -- in my real  
9 estate financing class who I think will  
10 probably be researching that topic in the  
11 fall. So I probably -- I will be happy to  
12 talk to the staff about it.

13 CHAIR CARRIER: Let us know what  
14 they find out.

15 MR. McDOUGALL: I certainly will.

16 CHAIR CARRIER: Okay. Thank you.  
17 Marie Park?

18 MS. PARK: My name is Marie Park  
19 and I moved to Chevy Chase West in 1998 after  
20 living several years in San Francisco and  
21 Oakland. In San Francisco my husband worked  
22 in the city attorney's office and defended in

1 the city in bus accident lawsuits. It doesn't  
2 take an expert or my husband to tell you that  
3 high-speed transit buses result in deaths,  
4 injuries and expensive legal claims. In fact,  
5 there are actually attorneys who advertise  
6 themselves as transit bus accident lawyers.

7 According to the National Highway  
8 and Transportation Administration, 462  
9 pedestrians were killed by transit buses from  
10 2000 to 2011. And that's only the fatalities.  
11 The number of injuries is much higher.

12 For example, after paying millions  
13 of dollars a year in accident claims, the  
14 Greater Cleveland Transit Authority decided to  
15 add a recording on each of its 400 buses that  
16 repeatedly warns, "Caution, pedestrians, a bus  
17 is coming."

18 In Hartford, Connecticut where a  
19 54-year-old woman was killed by a transit bus  
20 last November, transit bus drivers complained  
21 that they cannot see people entering the  
22 pedestrian walkways from their driver's seat.

1                   Buses also increase pedestrian  
2 accidents caused by regular vehicles whose  
3 drivers have decreased visibility as they pass  
4 or move around these large buses.

5                   I'm not saying that all buses are  
6 bad, but this plan is bad, bad because you're  
7 totally disregarded the concentration of  
8 schools on Wisconsin Avenue in both Bethesda  
9 and Chevy Chase. Students cross Wisconsin  
10 Avenue multiple times a week, usually during  
11 the morning rush hour. BCC High School, the  
12 Concord Hill School, the Oneness-Family  
13 School, BCC Cooperative Nursery School and  
14 Somerset Elementary School are all either on  
15 Wisconsin Avenue or a few blocks from its six  
16 lanes. Your plan also hurts young pedestrians  
17 because you are taking away the raised median  
18 in Bethesda and potentially the one in Chevy  
19 Chase, medians that provide a safe resting  
20 stop for student walkers who don't make it  
21 across Wisconsin Avenue before the light  
22 change.

1                   According to a June 2012 National  
2 Highway Traffic and Safety Administration  
3 review of studies on pedestrian safety, older  
4 teenagers, those between 15 and 19, accounted  
5 for over 33 percent of the bus-related  
6 accidents and more likely to be involved in  
7 crashes while walking along the roadway.

8                   Pedestrians under 10 were shown to  
9 be over-involved in mid-block intersection  
10 dashes in bus-related crashes.

11                   With no school bus serviced  
12 provided to over 30 percent of BCC High School  
13 students, more than 600 students have no  
14 choice but to walk to BCC High School when it  
15 opens at 7:25 a.m. and then cross Wisconsin  
16 again at the 2:10 afternoon dismissal.

17                   Concord Hill School located right  
18 on Wisconsin Avenue has more than 100 children  
19 in K through 3rd grade who arrive between 8:20  
20 and 8:40 a.m. Students in grades 4 through 8  
21 at the Oneness-Family School also located on  
22 use Norwood Park at least four days a week,



1 therefore crossing Wisconsin Avenue eight  
2 times a week on foot.

3 Somerset Elementary School has 516  
4 students, many who bike or walk across  
5 Wisconsin Avenue from Chevy Chase Village.

6 CHAIR CARRIER: I will need to ask  
7 you to bring it to a close. You can submit  
8 the rest of it in writing.

9 MS. PARK: That's fine. Okay. I  
10 think the irony is is that when earlier  
11 members of this Board decided to widen  
12 Wisconsin Avenue to six lanes, they decided  
13 that the added cost of putting in medians was  
14 worth the increase in pedestrian/driver  
15 safety. The irony is now this Board is asking  
16 you to use taxpayer money to take out these  
17 medians. Thank you.

18 CHAIR CARRIER: Okay. One other  
19 thing I wanted to mention, Mr. McDougall.

20 MR. McDOUGALL: Yes?

21 CHAIR CARRIER: The idea --

22 MR. McDOUGALL: I'm very popular.

1 CHAIR CARRIER: Yes, well,  
2 something else you said that --

3 MR. McDOUGALL: Yes.

4 CHAIR CARRIER: -- I wanted to  
5 give you a little extra information.

6 MR. McDOUGALL: The buses would  
7 not be able to go through traffic lights.  
8 They would be able to keep the traffic light  
9 green a little longer.

10 MR. McDOUGALL: Right, and one --

11 CHAIR CARRIER: So it's not that  
12 it would look to pedestrians like it was a red  
13 light to them. They would still have a green  
14 light.

15 MR. McDOUGALL: No, no, I  
16 understand.

17 CHAIR CARRIER: Okay.

18 MR. McDOUGALL: But it's -- you  
19 know, but you have --

20 CHAIR CARRIER: Because it sounded  
21 like you thought they were just going to  
22 sailing on through a red light.

1 MR. McDOUGALL: Well, you know, I  
2 mean they will. I mean, the thing is that  
3 kids who are crowded --

4 CHAIR CARRIER: I'm sorry, I  
5 didn't mean to start a dialogue.

6 MR. McDOUGALL: Well, let -- but  
7 -- I know, but you did --

8 CHAIR CARRIER: If you knew that,  
9 then fine.

10 MR. McDOUGALL: But you did raise  
11 something and I'd like to respond.

12 CHAIR CARRIER: No, you can  
13 characterize it however you like.

14 MR. McDOUGALL: No, it's not a --

15 CHAIR CARRIER: I just wanted you  
16 to understand --

17 MR. McDOUGALL: It's not a  
18 characterization.

19 CHAIR CARRIER: -- that they don't  
20 go through red lights.

21 MR. McDOUGALL: I just want to be  
22 sure that I understand what you're saying.

1 Like I said, there's like 3,000 kids who have  
2 to cross 29 to get to Blair. Now they're all  
3 crowded waiting to get to school. The longer  
4 the light is green for this bus, the longer  
5 the light is red for them.

6 CHAIR CARRIER: That's true.

7 MR. McDOUGALL: Kids are  
8 impulsive, you know? Some of them are going  
9 to try to cross.

10 CHAIR CARRIER: Fine.

11 MR. McDOUGALL: Okay?

12 CHAIR CARRIER: That's not what I  
13 heard you say, but that's fine.

14 MR. McDOUGALL: Well, do we agree  
15 on that?

16 CHAIR CARRIER: Yes, absolutely.

17 MR. McDOUGALL: Great. Excellent.

18 CHAIR CARRIER: Yes, I have kids.  
19 I know. Impulsive.

20 All right. Thank you, all. I'm  
21 going to all up the next group of speakers.

22 Heather Brutz, Tony Hausner, Barbara Ditzler,

1 Eileen Finnegan, Jonathan Wellemyer, and Brian  
2 -- I'll say it Savoie this time. Is that same  
3 gentleman who testified earlier today in a  
4 different matter?

5 (No audible response.)

6 CHAIR CARRIER: Maybe he decided  
7 not to come back. He had enough? that must  
8 be the case.

9 Mary Ann Nyamweya?

10 MS. NYAMWEYA: Nyamweya.

11 CHAIR CARRIER: Ooh, that one was  
12 challenging for me. I beg your --

13 MS. NYAMWEYA: You were very good.  
14 Very close.

15 CHAIR CARRIER: Beg your pardon.  
16 Okay. Ms. Brutz?

17 MS. BRUTZ: Hi, my name is Heather  
18 Brutz and I live in Takoma Park. I live very  
19 close to New Hampshire Avenue. And I don't  
20 own a car and I rely on public transportation  
21 for getting around. I take the bus along New  
22 Hampshire Avenue on a regular basis. I've

1 taken at 6:30 in the morning and I've taken it  
2 at 11:00 at night, and it's been standing room  
3 only at both times and it's usually very full  
4 the buses along that route.

5 So I also have in the past lived  
6 in Silver Spring, and I used to teach north of  
7 White Oak. And I took the bus to get up there  
8 along the -- the Z buses to get up there. And  
9 a lot of my students also took the bus to get  
10 to school. So I think that -- I think someone  
11 made a point earlier about students, but I  
12 think that generally speaking, like, students  
13 take transit a lot, at least my students did.  
14 And so I think that, like, making it easier  
15 for them to get to school through public  
16 transit is a great thing.

17 My final point is that my  
18 understanding is Montgomery County is  
19 projected to have a huge population growth  
20 over the next 30 years and if everyone -- if  
21 were to try to rely on cars to move everyone  
22 around, no one would get anywhere because the

1 traffic just wouldn't move. It already barely  
2 moves during rush hour. And so I think that  
3 by, you know, focusing on BRT and like really  
4 -- and dedicated lanes for transit we can  
5 increase the capacity of the public  
6 transportation system to help move property  
7 owner. And I think that other alternatives  
8 such as, I don't know, like widening the roads  
9 would be incredibly expensive and ultimately  
10 wouldn't even I don't think help congestion.  
11 So I think when you look at like the  
12 combination of trying to like help reduce  
13 congestion for like a more affordable price,  
14 I think that BRT is a good solution for that.

15 CHAIR CARRIER: Thank you.

16 Mr. Hausner?

17 MR. HAUSNER: Hi, I'm Tony  
18 Hausner, a member of the Indian Springs  
19 Citizens Association Board and I'm speaking  
20 for our board.

21 We support the bus rapid transit  
22 proposals. Our highways are too congested and

1 BRT will bring both transportation relief, be  
2 more cost-effective, better for the  
3 environment and all of these compared to our  
4 current dependence on automobiles and  
5 traditional buses.

6 We have the following thoughts  
7 about BRT, however: First of all, we  
8 recommend that reversible lanes be used where  
9 feasible. This will reduce the number of  
10 lanes that are needed.

11 Second, we want to be sure that  
12 pedestrians can cross the roads where the BRT  
13 operates. Many of our citizens cross several  
14 lanes of traffic on Colesville Road in order  
15 to take the buses that go down this route and  
16 without a median there, it's very difficult to  
17 cross the highway. If you take out the  
18 median, you'd have to travel several blocks  
19 out of your way in order to cross at a traffic  
20 light, and that would discourage people from  
21 using buses. So it's essential that the  
22 medians stay where they are right now.



1                   Finally, we want assurance that if  
2                   BRT is put into place that there be no zoning  
3                   changes impacting our neighborhoods, that  
4                   wherever there are BRT stops that you don't  
5                   change single-family neighborhoods surrounding  
6                   those transit stops. Thank you.

7                   CHAIR CARRIER: Thank you, Mr.  
8                   Hausner.

9                   Ms. Ditzler?

10                  MS. DITZLER: Hello, I'm Barbara  
11                  Ditzler. I'm here representing the League of  
12                  Women Voters of Montgomery County and I'm  
13                  chair of the Transportation and the Land Use  
14                  Committees.

15                  The League believes that the  
16                  current transportation system will benefit  
17                  from incorporating bus rapid transit. The  
18                  Functional Master Plan of Montgomery County  
19                  should be modified to incorporate proposed  
20                  changes to make that possible.

21                  We support the concept of  
22                  transportation access for all in Montgomery

1 County. The BRT will help achieve this access  
2 by connecting transit among the Metrorail, the  
3 Metrobus, Ride On, MARC, the Purple Line and  
4 Corridor Cities Transitway. It will  
5 prioritize how many people are moved rather  
6 than how many vehicles are moved throughout  
7 the county. It help ease boarding for parents  
8 with strollers, for the elderly, for those  
9 with disabilities with level boarding. It's  
10 going to improve our environment for all  
11 residents by reducing single-vehicle use.

12 It will be helped to relieve  
13 traffic congestion. It will help to reduce  
14 energy consumption. And it will also expand  
15 from a few routes with more projected  
16 ridership routes and then go into the less-  
17 viable routes, which is a logical way to go.  
18 Rather than trying to build all routes at the  
19 same time, we think that the Planning staff  
20 has a good plan to progress it. We think that  
21 encouraging people to be using bus rapid  
22 transit and the routes is going to also

1 encourage the economic development of  
2 Montgomery County.

3 In addition, by using current  
4 rights-of-way and incorporating a transit  
5 priority system with traffic, we expect that  
6 the system will be attractive to many people  
7 who currently do not use mass transit and it  
8 will also be cost-effective. Public transit  
9 is demonstratively much more desirable when  
10 the full costs and benefits of all options are  
11 considered and not just the dollars.

12 The League thanks you for your  
13 consideration of our testimony and appreciates  
14 the opportunity to advocate for all in  
15 Montgomery County. Thank you.

16 CHAIR CARRIER: Thank you.

17 Ms. Finnegan?

18 MS. FINNEGAN: Good evening. I'm  
19 Eileen Finnegan. I'm currently the President  
20 of the Hillandale Citizens Association and I  
21 feel like I've been here way too much  
22 recently.

1 (Laughter.)

2 MS. FINNEGAN: And we're going to  
3 be here again next week.

4 CHAIR CARRIER: You definitely  
5 have a frequent flyer card.

6 (Laughter.)

7 MS. FINNEGAN: Well, thank you, I  
8 think.

9 (Laughter.)

10 MS. FINNEGAN: Our association has  
11 been talking about the BRT for quite some  
12 time. A number of years ago we started with  
13 a presentation from Council staff and it's  
14 gone on and on, including our latest  
15 discussion at our general meeting last week.

16 It's really an important time for  
17 Hillandale, because it's not only this BRT  
18 discussion, of course it's the White Oak  
19 Science Gateway, which is next week's agenda.  
20 But in reading both, and I've noted my own  
21 copies of each document, I can tell you that  
22 we're not quite in sync. There are some

1 points between the two plans that are not in  
2 sync, such as the --

3 CHAIR CARRIER: We're aware of  
4 that.

5 MS. FINNEGAN: Right.

6 CHAIR CARRIER: It --

7 MS. FINNEGAN: It will get  
8 together.

9 CHAIR CARRIER: -- needs to be  
10 worked out.

11 MS. FINNEGAN: Right. Exactly.  
12 And one thing that I want to point out is that  
13 we're really going toward an activity center-  
14 type of look for New Hampshire Avenue,  
15 connecting activity centers and connecting to  
16 the Purple Line, yet this BRT, the corridor  
17 study, really has it as a one-way commuter-  
18 type of system. So we will really be hoping  
19 that as the two plans come through work  
20 sessions that those issues be worked out.

21 We also think that we do need some  
22 additional detail on right-of-way. I don't

1 want to be nitpicky, but some of the old plats  
2 have 100 feet right-of-way in some very  
3 important areas. So hopefully not putting  
4 that off too far for the full detailed studies  
5 for each route, I think we can look at those  
6 or would hope that someone can look at those  
7 so property owners have a little bit of a  
8 heads up. We'd also like some additional  
9 flexibility in station locations.

10 And as you heard earlier, Takoma  
11 Park shares New Hampshire Avenue with us to  
12 the southern end and the northern end and I  
13 think some of the ideas that Takoma Park has  
14 in their concepts of how they'd like their  
15 streets to work for their community in fact  
16 may be appropriate for our section of New  
17 Hampshire Avenue from the Beltway through  
18 White Oak. And I think having some -- not  
19 cookie-cutter approaches, but have some  
20 similar approaches may make for a much nicer  
21 New Hampshire Avenue corridor in total.

22 On the Route 29 corridor, this is

1 a little controversial in our community in  
2 that many of our residents also have to go  
3 through Four Corners. If you live in  
4 Hillandale, you either get on the Beltway or  
5 you get on 29 for the most part. So in fact,  
6 some folks are very concerned about the  
7 traffic conundrum and how that's going to be  
8 solved in Four Corners.

9 But we do have an opinion on the  
10 route that uses Lockwood to Stewart. And in  
11 the BRT Transit Functional Master Plan there  
12 is a recommendation that -- during planning  
13 that that route be -- or a separate route on  
14 29 be considered to supplant that route on  
15 Lockwood and Stewart Lane. We see a value to  
16 keeping the BRT on Lockwood and Stewart.

17 The last concern that I have, in a  
18 minute-thirty, is really one of priorities,  
19 and it goes beyond the Planning Board, but  
20 this BRT project is very fluid in the county.  
21 Of course we've had a little bit of the  
22 history in an earlier speaker with the Transit

1 Task Force, etcetera, and there's now a  
2 steering committee out of DOT. And there are  
3 CIP PDFs that have already been put forward.

4 I am hoping that when this comes  
5 together with the recommendations from the  
6 Planning Board to Council there will be an  
7 assurity that in fact the priorities that  
8 we're making in our community with the White  
9 Oak Science Gateway of New Hampshire and 29  
10 resting on a BRT concept, that both of those  
11 routes will be given the proper weight so that  
12 one isn't 20 years behind the other. Because  
13 I think it's important as we look at that part  
14 of the county and this particular large plan  
15 that there be some consideration given so that  
16 New Hampshire Avenue can go forward as a full  
17 BRT and not necessarily as some secondary  
18 WMATA priority corridor. Thank you.

19 CHAIR CARRIER: Thank you.

20 Mr. Wellemeyer?

21 MR. WELLEMEYER: Good evening. My  
22 name is Jonathan Wellemeyer and I am a life-



1 long resident of Montgomery County. Having  
2 been brought up in one of the most diverse  
3 progressive and successful counties in the  
4 country, I've been instilled with a number of  
5 values. That includes values of  
6 inclusiveness, collectivity and most of all  
7 planning for a brighter future. That also  
8 means that I grew up in a car. It's true that  
9 I do actually technically have a choice to  
10 walk about a mile from my childhood home and  
11 get on the 10, the Z10 or the C8 and get to  
12 work in a little over two hours. That's not  
13 really a choice in my mind and that is  
14 something that bus rapid transit can change,  
15 but really only if there are dedicated lanes.

16 There are a number of points I was  
17 going to make, but they've already been  
18 elegantly made by my fellow proponents of the  
19 BRT aspect of this plan as well as the plan in  
20 general, so I might say a few more general  
21 things and also say that -- well, I was going  
22 to talk about traffic on 29. That's sort of

1 object thinking. And one of the problems I  
2 see is that it's easy to get caught up in  
3 object thinking about how this plan is going  
4 to affect -- whether it's my commute and I'm  
5 for the plan, or if it's going to affect my  
6 home value or my pedestrian walk and I'm  
7 against the plan.

8 This really is about systems  
9 thinking, and systems thinking is how we plan  
10 for the future in this county. We got here  
11 because we took bold steps in the past and  
12 that's the only way to achieve the brighter  
13 future that I think everybody in my generation  
14 certainly is looking forward to. We can't  
15 preserve the past land use mistakes in the  
16 absence of perfect evidence. That's not a way  
17 to plan for the future. We are going to get  
18 more people, we are going to get more jobs and  
19 we're going to get a lot more development.  
20 And keeping things the same is not going to  
21 help us with that. I know we can't realize  
22 this potential by doing nothing.

1                   And finally I'll say I love my  
2                   car. I'm not about a war on cars. I don't  
3                   think anybody here is. My car is clean, it's  
4                   comfortable, it gets me everywhere I want to  
5                   go, but I don't want my children, if I have  
6                   children here in this county, to grow up in  
7                   the back seat of my car. I want them to have  
8                   independence. I want them to be able to move  
9                   and explore this county freely and to be able  
10                  to work, live and play with ease all across  
11                  the county. So thank you for your time.

12                  CHAIR CARRIER: Thank you. Ms.  
13                  Nyamweya -- I'm sorry. You say it.

14                  MS. NYAMWEYA: Nyamweya.

15                  CHAIR CARRIER: Nyamweya. It's  
16                  very pretty.

17                  MS. NYAMWEYA: Thank you so much.  
18                  I'm testifying as an individual. Good  
19                  evening. I am a Silver Spring resident, a  
20                  wife, a mother, a worker. As I speak today I  
21                  represent a family with ties of more than 50  
22                  years in this area. I drive a car and I take

1 Metro to work. I support your vision of a  
2 vibrant working future for this entire region.

3 I do think we need a vision right  
4 now and I do think that vision has to  
5 emphasize the word "collective" or the word  
6 "shared" because we have such a diverse  
7 intertwined community. We share roads,  
8 restaurants, houses of worship, parks,  
9 shopping centers, hospitals. It is the nature  
10 of this county to be forward-thinking, to be  
11 inclusive, to be conscious of each other and  
12 of the environment and of our  
13 responsibilities. And it is in this county's  
14 character to act on what we know. We know we  
15 need less congestion on our roads, less  
16 frustration for our drivers, better ways for  
17 people to move around. Our county has so much  
18 to offer, but traffic is such a hassle in so  
19 many places.

20 We use Route 29 to visit our  
21 daughter in Towson, so we know that corridor  
22 well. Another daughter lives in Crystal City

1 and hesitates to come to Silver Spring because  
2 the drive is unpredictable or Metro has  
3 delays. We go to Four Corners often and to  
4 White Oak. We travel on Georgia Avenue to  
5 Philadelphia Avenue into Takoma Park. We  
6 travel across Kensington via back roads unto  
7 Route 355 to Rockville and Gaithersburg and  
8 down to D.C. We use Veirs Mill Road. We  
9 cross East-West Highway to Bethesda. Our  
10 drive can range from smooth to horrible  
11 depending on the roads that day. We use  
12 University Boulevard to College Park and Piney  
13 Branch Road and New Hampshire Avenue. This  
14 all to say that we get around the region in  
15 many directions.

16 We love to drive, but are bothered  
17 by ever-present road congestion. Metro is  
18 decent, but rapid transit would be a good  
19 alternative. We don't want land encroachment  
20 in any neighborhoods, so we are willing to  
21 accept a bus rapid transit system. It is an  
22 exciting idea and a necessary option in such

1 a busy crowded growing region. A fast-moving,  
2 reliable, safe, rapid transit system that  
3 would not encroach on land, because it uses  
4 existing lanes, is a good idea. A bus rapid  
5 transit system would lessen cars and thus  
6 carbon emissions, would create jobs, would  
7 allow car lanes to move freely, would allow  
8 transit lanes to move a lot of people around  
9 quickly, would let emergency vehicles through  
10 when needed and really is the picture of the  
11 future.

12 Why is this the future for our  
13 county? Because it gives everyone options and  
14 it means we are responsible thinkers. A bus  
15 rapid transit system accommodates everyone and  
16 gives a way to ease congestion and open and  
17 connect regions. Our family supports this  
18 forward-looking plan that enables our  
19 residents to thrive and visitors to see a  
20 place worth visiting. Thank you.

21 CHAIR CARRIER: Okay. Thank you  
22 to this group of speakers. I'll call up the

1 next group. Elaine Akst, Michelle High, Freda  
2 Mitchem, Livia Nicolescu, Elizabeth Ewing, and  
3 Greg Kiel. One, two, three, four. Okay.  
4 Five out of six. That's pretty good.

5 Ms. Akst is first.

6 MS. AKST: Thank you. I'm Elaine  
7 Akst, Co-chair of the Transportation Committee  
8 in Chevy Chase West, a community of 500 homes  
9 just west of Maryland 355 between Bradley  
10 Boulevard and Drummond Avenue. I'd like to  
11 start off by saying I support Michele Riley's  
12 earlier testimony.

13 I'm representing the Citizens  
14 Coordinated Committee on Friendship Heights as  
15 well as my community association, which is 1  
16 of 18 members. I've submitted a map that  
17 illustrates that the only access to our  
18 community is via Wisconsin Avenue, whose curb  
19 lane would be repurposed as a BRT lane in the  
20 Countywide Transit Corridors Functional Master  
21 Plan. No parallel streets exist that can be  
22 used as an alternative to Wisconsin Avenue.

1                   My testimony should not be taken  
2                   as a rejection of the concept of bus rapid  
3                   transit. CCW supports efforts to improve mass  
4                   transit and has been working steadily with  
5                   local and state officials to enhance transit  
6                   options for our residents including more  
7                   frequent, more accessible and more reliable  
8                   local bus service and improved pedestrian and  
9                   bike facilities.

10                   This Master Plan, as it relates to  
11                   the Bethesda-Friendship Heights segment of  
12                   Maryland 355 raises many concerns for us. It  
13                   complicates our efforts to get better local  
14                   mass transit. We are currently working to see  
15                   improvements to four bus stops and we hope  
16                   delineated crosswalks with appropriate traffic  
17                   controls as part of the State Highway  
18                   Administration for a sidewalk bikeway on the  
19                   east side of Wisconsin. These are safety  
20                   enhancement CCW and nearby communities need  
21                   now.

22                   The plan ignores real traffic



1 issues on this stretch. First, vehicular  
2 access to Norwood Park available only from  
3 Wisconsin Avenue for BCC preschoolers in the  
4 park plus athletes and coaching staff, both  
5 youth and adults involved in soccer, football,  
6 softball, baseball and lacrosse every weekday  
7 afternoon. Secondly, it ignores areas that  
8 are already effectively only two driving  
9 lanes, since southbound curb lanes of 355  
10 between Somerset Terrace and Western Avenue is  
11 already essentially a parking lane for  
12 delivery vehicles and vehicles dropping off  
13 patients to medical buildings. And the curb  
14 lane is also already designated right turn  
15 lane between Willard and Western Avenue.

16 We believe restricting a curb lane  
17 to buses presents significant assets and  
18 safety issues for our residents and guests.  
19 We expect more congestion in the remaining two  
20 lanes, difficulty nosing into traffic,  
21 enforcing a bus lane and difficulty cutting  
22 through traffic to make left turns to

1 northbound Wisconsin. Also frustrated drivers  
2 seeking a shortcut through our neighborhood,  
3 especially in the morning rush hour when our  
4 children are walking to Somerset Elementary  
5 School and students being dropped off at  
6 Concord Hill School on Wisconsin.

7 The plan's phase 2 proposes to use  
8 the median on the Green Mile for BRT. Mr.  
9 Cole said this was based on possible  
10 development of the Chevy Chase Club property,  
11 which is highly unlikely for the well-financed  
12 century-old club. Our community opposes use  
13 of the Green Mile's median and requests that  
14 this plan be removed from phase 2.

15 An earlier version of the plan  
16 suggested the one-lane reversible busway in  
17 the median would require an additional nine  
18 feet right-of-way to come from private  
19 property. Why is this data not published in  
20 the latest version? This option must be  
21 detailed publicly for any affected residents.

22 Planning staff predictions look at

1 the entire Maryland 355 corridor. We believe  
2 that ridership will be considerably less than  
3 the 1,440 predicted between Bradley and  
4 Friendship Heights in light of the lack of  
5 connectivity between Montgomery County bus  
6 service and D.C. bus service. Current Ride On  
7 volume here is small, partly because of  
8 infrequent service and unsafe bus stops. An  
9 advantage of BRT is supposed to be quicker  
10 boarding and access, but this won't happen if  
11 travelers must transfer from Montgomery County  
12 buses to either the Red Line or D.C. buses.

13 There is currently no plan to  
14 extend service from either jurisdiction to the  
15 other. This points up the problem in  
16 developing a one-size-fits-all proposal where  
17 standards and goals that are fine for one  
18 segment may not be appropriate for another.  
19 The standards laid out by the consultant IDTP  
20 for BRT should be carefully applied so that  
21 our residential neighborhoods can share  
22 wherever possible in the benefits of BRT, can

1 be protected from deleterious effects, and can  
2 have local mass transit alternatives, if  
3 endorsed by the community, developed  
4 simultaneously with BRT efforts.

5 To do this, communities along  
6 proposed BRT routes must be consulted and  
7 heard throughout the planning and  
8 implementation process. We, local residents,  
9 know some things that planners don't about  
10 traffic patterns and needs. Accordingly, we  
11 have the following suggestions for BRT  
12 planning:

13 Any Maryland 355 BRT first phase  
14 should go only to the Bethesda Metro stop as  
15 its southernmost point. Extensions southward  
16 from Bethesda should be dependent on and  
17 developed in conjunction with extension of  
18 WMATA bus line between D.C. and Maryland.

19 Drop-off issues between Somerset  
20 Terrace and Willard Avenue should be dealt  
21 with before designating a curb bus lane.

22 Local bus service between Bethesda

1 and Friendship Heights should be improved to  
2 enhance eventual BRT use on this stretch.

3 Crosswalks and appropriate traffic  
4 controls must be instituted before designating  
5 a bus lane to improve safe local bus and BRT  
6 access.

7 In and when bus lanes are extended  
8 between Maryland and D.C., two stops between  
9 Bradley and Western should be part of any BRT  
10 plan in accord with the general practice of  
11 stops every half mile to mile.

12 And finally, use of the median  
13 south of Bethesda Bradley for BRT should be  
14 rejected.

15 Thank you for the opportunity to  
16 speak.

17 CHAIR CARRIER: Thank you.

18 MEMBER ANDERSON: Can I just take  
19 one second? I was going to ask Larry, we got  
20 a lot of written correspondence that made a  
21 point similar to the one that this commenter  
22 just made about access in places where there's

1 -- not on the median, but you're taking the  
2 right lane. And my understanding is that one  
3 of the issues with that is that if you're in  
4 the right lane you actually can turn in and  
5 out or use that for right turns. So, you  
6 know, you don't have the same issues of  
7 blocking it.

8 So could you maybe just take 15  
9 seconds to explain?

10 MR. COLE: Right, if a curb lane  
11 operation was put into effect, the most likely  
12 scenario is you would not restrict it from  
13 right-turning traffic. You would be able to  
14 make right turns from there. And we actually  
15 had a discussion about it probably even makes  
16 left turns out of the neighborhood easier  
17 because that bus lane is not always going to  
18 be occupied. So it makes it a easier to nose  
19 out into traffic.

20 MS. AKST: However, the other two  
21 lanes will have more traffic. So it will be  
22 harder to get across. So this is an ongoing

1 discussion and it's a concern of our  
2 neighborhood.

3 CHAIR CARRIER: Okay. Ms. High?

4 MS. BIGGER: I'm Virginia Bigger  
5 and was given her spot to speak because she  
6 wasn't going to be here. So I'm not in her  
7 stead, I'm just -- so my name is Virginia  
8 Bigger and I live in the town of Somerset,  
9 which is at the very end of the proposed BRT  
10 that would run down Wisconsin. So it's really  
11 on my doorstep. I see Wisconsin, you know,  
12 from my front door.

13 I have children who attend  
14 Westland Middle School and BCC High School.  
15 I'm involved in our community, PTAs at  
16 Somerset, Westland, BCC and I work in my home.  
17 I also agree with the comments of a couple of  
18 the speakers who live in neighborhoods within  
19 the Beltway and also Elaine Akst.

20 I think that, you know, primarily  
21 I feel that -- and I also grew up in the city  
22 and I appreciate the suburban and urban feel

1 of Somerset, and that's part of why I'm there.  
2 But I feel that this plan treats this stretch  
3 of Wisconsin in particular from the Beltway to  
4 Friendship Heights more like a strip mall,  
5 when it is essentially a neighborhood. These  
6 are neighborhoods and Wisconsin is our Main  
7 Street. So I understand what a lot of the  
8 speakers have said who support this who really  
9 want to create more of a neighborhood feel  
10 maybe near White Flint or others.

11 So I understand that, but I feel  
12 that we have that and I feel that BRT going  
13 down Wisconsin, whether it's the curb lane or  
14 the removal of the median, would really ruin  
15 that, for a couple of reasons. I think that  
16 it increases traffic. I'm the next street  
17 down from Chevy Chase West. That traffic is  
18 going down my street and through Somerset.  
19 And so I'd really urge you to consider a study  
20 of the traffic on secondary roads and how that  
21 would be affected.

22 Kids walk to school. You know, I



1 think they treat Wisconsin Avenue like it's,  
2 you know, just their street. And again I feel  
3 that, you know, that this entirely changes the  
4 neighborhood and really creates a barrier  
5 between ours and the neighborhood across --  
6 you know, all up and down Wisconsin and just  
7 basically creates a dangerous situation for  
8 the kids. I think particularly at BCC, I can  
9 just add, that they're projected to have 2,400  
10 kids, and they're building for that. And that  
11 more than a third of those kids walk to  
12 school, walk to and from school. And at lunch  
13 they all empty out.

14 And, you know, I think just  
15 looking at how people really use, how kids  
16 really use this space, not conceptually and  
17 not, you know, sort of, you know, as a  
18 futuristic plan, but how they really use it.  
19 You know, you go and watch those kids empty  
20 out onto Wisconsin and, you know, they're sort  
21 of looking, they're sort of not. But again,  
22 that's our Main Street and I just feel this

1 would really change the entire -- I feel it  
2 creates an unsafe situation and just really  
3 changes the nature, the feel of our  
4 neighborhood. So, thank you.

5 CHAIR CARRIER: Thank you.

6 Ms. Mitchem?

7 MS. MITCHEM: Okay. Thank you.

8 My comments represent the views of the Chevy  
9 Chase Valley Citizens Association Board of  
10 Directors. Chevy Chase Valley is a  
11 neighborhood of some 50 homes located between  
12 Connecticut Avenue, Jones Bridge Road, North  
13 Chevy Chase Park. We are just south of the  
14 Beltway exit ramp 33 and two blocks north of  
15 Chevy Chase Lake.

16 For the past 18 months we have  
17 been heavily impacted by the widening of  
18 Connecticut Avenue to eight lanes between the  
19 Beltway and Jones Bridge Road in order to  
20 accommodate the increased traffic results from  
21 the BRAC changes at Walter Reed. We've  
22 experienced significant dislocations in our

1 neighborhood as a result of the Connecticut  
2 Avenue project, and we're still experiencing  
3 them. So we want to talk primarily about the  
4 impact of any proposed BRT on neighborhoods.

5 Connecticut Avenue is not one of  
6 the corridors selected, one of the 10  
7 corridors selected for bus rapid transit due  
8 to low ridership, and that's fine with us.  
9 We're very eager and willing to have other  
10 corridors pioneer this, work out the kinks,  
11 and we figure by the time Chevy Chase Lake is  
12 developed and the Purple Line goes in,  
13 somebody will probably think we need a BRT  
14 line to connect all of that to the rest of the  
15 stuff, and hopefully it will be better worked  
16 out. But we do have a concern about -- our  
17 people will be using Ride On buses and Metro  
18 buses instead, so we have a concern that those  
19 be kept at a robust level for the corridors  
20 that are very busy like Connecticut Avenue  
21 that are not part of BRT.

22 We also recognize that traffic is

1 going to keep expanding and that we can't just  
2 keep our cars on the road and do nothing, so  
3 we applaud the State Highway Association and  
4 Montgomery County DOT for taking actions to  
5 try to develop bus rapid transit and other  
6 modalities that will help reduce the growth of  
7 traffic. However, we're concerned about the  
8 connection between bus rapid transit and  
9 neighborhoods. We're concerned about the  
10 impact of bus rapid transit on neighborhoods.

11 We're living in a case study of  
12 that and we feel in reviewing the plan that we  
13 see very little in the Master Plan Amendment,  
14 very little discussion, if any, about the  
15 impact of bus rapid transit on neighborhoods.  
16 There's a statement on page 19 in the Master  
17 Plan in the guiding principles that says  
18 essentially, minimizing construction of  
19 additional pavement to limit impacts on the  
20 environment and adjacent communities -- which  
21 is great. We agree with that. We've already  
22 lost land and lived through hell in the

1 Connecticut Avenue expansion. But we see  
2 nothing in the Master Plan that acknowledges  
3 that bus rapid transit itself can have impacts  
4 on existing neighborhoods and we feel that  
5 those impacts can be significant and they  
6 should be taken into consideration when BRT is  
7 planned.

8 Therefore, our association  
9 recommends that the Planning Board should  
10 direct planners to add an additional explicit  
11 guiding principle to the proposed Master Plan  
12 which requires bus rapid transit planners and  
13 implementers to assess potential negative  
14 impacts on adjacent residential neighborhoods  
15 and implement mitigating measures to protect  
16 the quality of life and property values of  
17 neighborhoods adjacent to bus rapid transit.

18 Now I mentioned this to Larry  
19 Cole. He said, oh, you don't do that at the  
20 Master Plan stage. Take care of it somewhere  
21 else. I think if it's not in the Master Plan,  
22 it does not devolve down to somewhere else.

1 So it deserves some attention in the Master  
2 Plan. While I think Larry's great, I don't  
3 agree with him on take care of it sometime  
4 later somewhere else.

5 With such a guiding principle in  
6 place, added to the guiding principles for  
7 this project in the Master Plan, planners  
8 would be required to conduct an adjacent  
9 neighborhood assessment and impact mitigation  
10 plan at the planning stages and as needed  
11 during the implementation process. The  
12 request for proposals should require  
13 contractors to propose mitigation measures to  
14 address issues that have been identified.  
15 Planners and contractors should be required to  
16 address specific criteria that might arise, or  
17 should arise, such as the use of quiet  
18 running, low-polluting, low-vibration buses  
19 where they will travel through residential  
20 areas.

21 No. 2, conduct of sound and  
22 vibration studies to assess decibel levels and

1 seismic vibrations on adjacent homes where bus  
2 rapid transit travels through residential  
3 areas and implementing mitigating measures  
4 where the sound or vibration levels exceed  
5 acceptable levels.

6 CHAIR CARRIER: That sound said  
7 that your time is up, so I need you to bring  
8 your remarks to a close.

9 MS. BIGGER: Okay. Did I get five  
10 minutes?

11 CHAIR CARRIER: Yes, you did.

12 MS. BIGGER: Okay. So having said  
13 that, I have submitted written comments and  
14 suggestions on these criteria. They're in my  
15 notes.

16 And I would just end by saying  
17 that we too have some misgivings about the  
18 proposal for Wisconsin Avenue, which is right  
19 next to us, for BRT because we believe that if  
20 you take two existing lanes out of operation,  
21 you're going to add to congestion on Wisconsin  
22 Avenue.

1 CHAIR CARRIER: Okay. Ms.

2 Nicolescu?

3 MS. NICOLESCU: Thanks. I'm  
4 testifying as an individual. I live in the  
5 Dunlop Hills neighborhood and I can monitor  
6 traffic on East-West Highway from the back of  
7 my house.

8 I'm testifying today as an  
9 resident of Montgomery County who's very  
10 grateful to have been able to live here for  
11 over seven years. My three-generation  
12 household has been so very well-served by the  
13 local schools, job opportunities, hospitals  
14 and other health care services for the young,  
15 the middle-aged and the elderly, and I have  
16 observed that our residential communities are  
17 woven together with these services by a  
18 formidable right-of-way network that already  
19 exists in Montgomery County. Not only do the  
20 members of my family enjoy access to these  
21 services, we also enjoy numerous alternatives  
22 and a multiplicity of options in all sectors.



1 So this would be for education, for work, for  
2 health care and for recreation.

3 I have put my own time in behind  
4 the wheel in order to accomplish the daily,  
5 often mundane tasks to help raise two school-  
6 aged children and to care for my mother in my  
7 home. Imagine my joy when my two children  
8 took their first bus ride last year and got  
9 themselves from their school to downtown  
10 Bethesda all by themselves. That joy was  
11 equal to my relief --

12 CHAIR CARRIER: I know that  
13 feeling exactly.

14 (Laughter.)

15 MS. NICOLESCU: That joy was equal  
16 to my relief at seeing an ambulance that was  
17 able to pull into my driveway minutes after a  
18 call to 911 when my mother needed an emergency  
19 room visit to our neighborhood hospital.

20 I have realized recently that the  
21 necessity of the point-to-point driving -- so  
22 say home to day care to work back to day care,

1 you know, then to a supermarket and back home  
2 -- it has a built-in time limit, which I'm  
3 thrilled about. My children are becoming  
4 young adults. They need as many transit  
5 options as we can provide to them with all of  
6 the wisdom and foresight that a Countywide  
7 Transit Corridors Master Plan offers.

8           Likewise, as I contemplate aging  
9 in place for myself or continuing to live in  
10 Montgomery County over the next few decades,  
11 I will need transit options which exclude,  
12 actually, the necessity of me being the driver  
13 of my own car while at the same time  
14 increasing the likelihood that my future  
15 caregivers will have access to me. In my  
16 neighborhood I am acquainted with hale and  
17 hearty octogenarians. The Countywide Transit  
18 Corridors Functional Master Plan, if approved  
19 and adopted, will update the Master Plan of  
20 Highways which was created in 1955 and will  
21 bring Montgomery County out of the mid-20th  
22 Century into the new millennium.

1 My house --

2 CHAIR CARRIER: You can finish  
3 your sentence.

4 MS. NICOLESCU: Okay. Thanks. I  
5 wrote this down anyway, provided written  
6 testimony.

7 I think that some of the  
8 maintenance and repairs needed over the years  
9 to one's house that was also built in the  
10 1950s, as was the Master Plan for the  
11 Highways, are analogous to updating the right-  
12 of-way transit network. Thanks.

13 CHAIR CARRIER: Thank you.

14 Ms. Ewing?

15 MS. EWING: I'm Elizabeth Ewing.  
16 I live at 6510 Wisconsin on the corner of  
17 Nottingham in the Chevy Chase West  
18 neighborhood. I'm speaking as an adjacent  
19 property owner and I live in a wonderful,  
20 walkable neighborhood well-served by mass  
21 transit, and I have a front-row seat to the  
22 sidewalk in front of our home with people

1 pushing strollers, carrying their groceries  
2 home, running their daily errands and numerous  
3 children of all ages from elementary and  
4 younger who will go into the nursery school in  
5 Norwood Park all the way to BCC, a school from  
6 which both of my children graduated and to  
7 which they walked. I also have a front-row  
8 seat to all the people who make the mad dash  
9 across Wisconsin Avenue from Ride On bus stops  
10 going north that have no place for a  
11 pedestrian to stand, and have made that dash  
12 myself until I learned to just get out at St.  
13 John's Norwood.

14 I want to raise specifically now,  
15 I strongly agree with the testimony of Marie  
16 Park, Michele Riley of Bethesda Crest, Elaine  
17 Akst of our neighborhood association. I echo  
18 Virginia Bigger and also my colleague of the  
19 Chevy Chase Valley, certainly, on the point of  
20 having close and serious consultation with  
21 those who live in the neighborhoods.

22 My front door is 25 feet from the

1 sidewalk along Wisconsin Avenue, so clearly  
2 right-of-way is a serious issue; even if the  
3 sidewalk is moved, the disruption that would  
4 cause along the way. We have a large Magnolia  
5 grandiflora in our yard. The entire area of  
6 the Green Mile, not just in the median, but  
7 along the sides has a wonderful tree canopy  
8 that basically any right-of-way, even for  
9 curbside BRT, would take away.

10 I also wanted to raise that  
11 Nottingham is a dead-end street and right next  
12 to a Bethesda Fire Department station, so we  
13 can only get in and out on Wisconsin Avenue,  
14 and the fire trucks do the same. And so I  
15 would ask that anything that does happen that  
16 way, certainly take this into account. We  
17 live very close to the already-dangerous  
18 Bradley and Wisconsin Avenue intersection and  
19 I have not heard yet in this plan, you know,  
20 how BRT deals with signals and additional  
21 lanes, how that danger would be addressed.

22 I also witness so much congestion

1 going east-west. And if they lose a lane on  
2 both sides of Wisconsin Avenue, I see that  
3 congestion increasing. And I do not see  
4 anything that would work for further areas of  
5 West Bethesda or Potomac or anything along  
6 River Road that would help ease the congestion  
7 we already see on Wisconsin Avenue. A  
8 designated bus lane now would be otherwise.

9 So I wanted to say, yes, I agree  
10 with the recommendations of Elaine Akst. I  
11 would love right now to see improved frequency  
12 and improved safety of Ride On bus stops. I  
13 would hope that the BRT would stop just north  
14 of or at the Bethesda Metro and not interfere  
15 with what is working very well between that  
16 Metro stop and Friendship Heights. Thank you.

17 CHAIR CARRIER: Thank you, and  
18 thank you to this group of speakers. I'll  
19 call up the next group. David Winstead,  
20 Christopher Bradbury, Roberta Faul-Zeitler, K.  
21 Travis Ballie, James Russ, and James Zepp.

22 MR. COLE: Madam Chair, while

1 they're getting organized could I add a  
2 comment?

3 CHAIR CARRIER: You may.

4 MR. COLE: There seemed to be  
5 several comments in regard to a median busway  
6 both in the loss of a median and the loss of  
7 a pedestrian refuge. For the segments, the  
8 corridors that are recommended to have a  
9 median busway, they would all have a  
10 landscaped median. The width of that median  
11 depends on where you are in the section and  
12 the width of the section would determine, you  
13 know, whether you could have just grass or  
14 trees or shrubs in there. But there would be  
15 a continuous landscaped median that's at least  
16 six feet wide that would accommodate a safe  
17 pedestrian refuge.

18 CHAIR CARRIER: Thank you. That's  
19 helpful.

20 Mr. Winstead is not here, I see,  
21 so I will turn to Mr. Bradbury.

22 MR. BRADBURY: Hello. Thank you,

1 Madam Chair, members of the Commission.

2 My name is Chris Bradbury. I'm a  
3 resident of Burtonsville. I live off of 29  
4 north of New Hampshire just south of the  
5 Howard County line. So the Briggs Chaney area  
6 is where I live.

7 I also just want to point out I'm  
8 here as a citizen, but I do represent the area  
9 a few different ways. I sit on the Montgomery  
10 County Democratic Central Committee for  
11 District 14, which encompasses Burtonsville.  
12 Also board member of the Montgomery County  
13 Young Democrats. And I am also an Impact  
14 Silver Spring non-profit worker. So I do  
15 impact -- I do work with the communities in  
16 Briggs Chaney and I work with the schools and  
17 the students there and people at the  
18 recreation center. So I have a real good  
19 sense as to what's going on in Burtonsville.

20 So what's happening -- I had some  
21 remarks, but some of it was a little tough, so  
22 I'm going to let that go. But what's



1 happening in Burtonsville, especially in  
2 Briggs Chaney, is it's suffering from  
3 isolation. If you look at that area, which  
4 there have already been three murders this  
5 year in that Castle Boulevard corridor,  
6 there's no real way to access jobs. You  
7 really can't get to the grocery store that  
8 easy; you only have one choice of grocery  
9 store, or any of the other shopping centers  
10 even in that area. You really don't have a  
11 lot of options. And what ends up happening is  
12 again people start -- there's no equitable  
13 way, time or the quality of life is really bad  
14 for folks trying to travel down 29 on a bus,  
15 makes it very difficult, and a lot of folks in  
16 that area just give up.

17 We did a plan for Impact Silver  
18 Spring where we were going to -- well, we did  
19 it for the county and we discovered that the  
20 areas on the east of 29 make an average of  
21 about \$29,000 a year versus the other side  
22 which is making about \$74,000 a year. So I

1 sell cars as a living as my day job, at least  
2 I did for a while, and \$29,000 a year in a  
3 household is really not enough money to own a  
4 car, travel, pay for gas, that sort of thing.  
5 It's just super expensive even to live out  
6 there.

7 So when it comes down to rapid bus  
8 transit, it's really the one option that north  
9 of New Hampshire has for getting down in an  
10 equitable time frame with an inexpensive  
11 commute to get to job centers down there.

12 So we've already had three murders  
13 this year in Burtonsville and Briggs Chaney.  
14 If you add White Oak, you add three more, you  
15 can double that number. And, you know, I  
16 understand the quarrels with south of -- you  
17 know, at Four Corners. I've been to that  
18 intersection. It's bad. It's tough. But at  
19 least for north of New Hampshire, it really is  
20 a matter of life and death. So I ask that you  
21 guys please support rapid bus transit and  
22 anything you can do working with Four Corners,

1 or anything I can do to help to get rapid bus  
2 straight down into Silver Spring would be  
3 greatly appreciated by us. So thank you.

4 CHAIR CARRIER: Thank you, Mr.  
5 Bradbury.

6 Ms. Faul-Zeitler?

7 MS. FAUL-ZEITLER: Thank you for  
8 this opportunity to speak before the Planning  
9 Board.

10 My name is Bobbie Faul-Zeitler. I  
11 serve on the Committee of 100 on the Federal  
12 City in Washington, D.C., which addresses  
13 planning, zoning and transportation issues,  
14 however, tonight I'm here representing myself.

15 Our family has lived for 16 years  
16 at 8904 Colesville Road, just about one block  
17 north of Spring Street. For the record, I  
18 want to say that I strongly support public  
19 transit and have used it for over 40 years,  
20 both when I lived in the District and I  
21 commuted by bus and in the Metro era commuting  
22 into the city and throughout Montgomery

1 County.

2 Route 29, Colesville Road, is a  
3 dangerous and problematic road, and I can say  
4 that firsthand as a resident of 16 years. It  
5 carries 35,000 vehicles daily past my house  
6 and what many people have not said tonight is  
7 it includes many heavy trucks, construction  
8 vehicles and commercial vehicles. The lower  
9 end of Colesville is a funnel. It has several  
10 F grade intersections and it has an LATR  
11 volume of 1,800 in the CBD. In other words,  
12 it's pretty hideous. There's not time to talk  
13 about Colesville Road at this hearing, so I  
14 will address that in additional comments that  
15 I will submit in writing.

16 I support bus rapid transit, but I  
17 have some severe concerns about the Route 29  
18 setup. The two BRT studies don't really  
19 present current compelling data on the  
20 demographics, demand and marketability for the  
21 BRT on 29. We disagree with the rationale on  
22 page 57 of the study to move ahead with Route

1 29 as a high priority in implementing BRT  
2 because it has, quote, "the highest current  
3 bus ridership in Montgomery County," and will,  
4 quote, "stimulate latent demand," whatever in  
5 fact that means, and where lane, quote,  
6 "repurposing is most easily achieved."

7 I'm going to urge the Planning  
8 Board not to recommend Route 29 BRT as the  
9 test bed that will be used to implement a  
10 system-wide implementation. I believe that  
11 traffic design and safety issues on Colesville  
12 Road really need to take priority by both the  
13 county and by the state.

14 Frankly, there's nothing rapid  
15 about a 13-mile ride with 11 stops that  
16 include jogs over to major business centers  
17 such as FDA and the White Oak Shopping Center.  
18 I can't tell whether this is an economic  
19 development --

20 CHAIR CARRIER: You may finish  
21 your thought.

22 MS. FAUL-ZEITLER: I can't tell if

1 this is an economic development strategy or a  
2 transit plan to get passenger vehicles off US-  
3 29. I will reserve the rest of my comments  
4 for written testimony and look forward to  
5 presenting that to you. Thank you.

6 CHAIR CARRIER: Thank you very  
7 much.

8 I guess it's Mr. Ballie?

9 MR. BALLIE: Good evening,  
10 Commissioners. For the record, my name is  
11 Travis Ballie. I am a proud resident of  
12 Silver Spring and a proud Montgomery County  
13 Young Democrat. I'm here to testify in  
14 support of bus rapid transit with dedicated  
15 lanes connected across the county.

16 My relationship with Montgomery  
17 County is very much like my dating life. I'm  
18 usually planning the wedding after the second  
19 date.

20 (Laughter.)

21 MR. BALLIE: What I mean by that  
22 is I find out very quickly in a relationship

1       whether or not I see a future in it. I only  
2       had the honor of being a Silver Spring,  
3       Montgomery County resident for three fantastic  
4       years, but I'm already infatuated and planning  
5       a life-long love affair with this county. I  
6       feel so good about MoCo because our county has  
7       a forward-looking vision about what a thriving  
8       community looks like. A core part of what  
9       keeps me here in MoCo is the knowledge that I  
10      can rely on my county government to make wise  
11      investments that can optimally integrate  
12      recent transplants like I and improve the  
13      lives of those life-long residents who made  
14      this county so appealing in the first place.

15                 Bus rapid transit with dedicated  
16      lanes is one of the wisest investments I've  
17      ever heard proposed by this Planning Board.  
18      As a young Montgomery County resident I'm  
19      already planning my future here. That  
20      includes bus rapid transit with dedicated  
21      lanes. This transportation project will  
22      determine whether or not I want to raise a

1 family, spend more time and money and invest  
2 a home right here in Montgomery County.

3 I am a proud patron of Roundhouse  
4 Theater, both in Bethesda and Silver Spring.  
5 I love politics. This past year I even  
6 canvassed all over the county for marriage  
7 equality. I also appreciate so many events  
8 like the Gaithersburg Book Festival. I'm able  
9 to enjoy these MoCo venues and participate in  
10 MoCo civic culture, primarily because I have  
11 a public transit system in my county I can  
12 rely on. And even if sometimes it doesn't  
13 work at present as well as I would like, I  
14 want to put down roots here.

15 I was never so passionate about  
16 buses before, but something happened this  
17 summer. My friend Tom married his long-time  
18 partner Matt in a beautiful ceremony that I  
19 will remember for the rest of my life. As a  
20 gay man, I for the first time witnessed with  
21 my own eyes that I can find happiness here,  
22 too, in Montgomery County because my friends



1 who also live here found it. The moment Tom  
2 and Matt took their wedding vows is an  
3 irreplaceable moment in my life.

4 I almost missed their wedding.  
5 Their wedding took place in Montgomery County  
6 and I almost missed it because MoCo public  
7 transit could not be relied upon. I planned  
8 ahead and did everything and my bus got stuck  
9 in traffic. For me this is not about a bus  
10 system. This is about whether or not MoCo can  
11 invest in infrastructure needed for me and  
12 countless others to live our lives to the  
13 fullest, spend our time more with loved ones  
14 and less in traffic.

15 CHAIR CARRIER: Thank you.

16 Mr. Russ?

17 MR. BALLIE: Thank you.

18 CHAIR CARRIER: And I'm glad you  
19 made the wedding.

20 MR. BALLIE: Thank you.

21 MR. RUSS: My name is Jim Russ. I  
22 live at 9915 Maple Leaf Drive in Montgomery

1 Village, where I am served most directly by  
2 two Ride On buses, the 58 and the 64. I am  
3 also an automobile owner who is seriously and  
4 intentionally committed to drastically  
5 reducing my use of that form of  
6 transportation. Currently about half of my  
7 transportation is done by the use of mass  
8 transit, walking, bicycling and ride-sharing.

9 I am testifying tonight not for a  
10 particular component of the rapid transit plan  
11 for our county, but to speak and to urge the  
12 county to make rapid transit development one  
13 of its central imperatives. I will limit my  
14 discussion to five reasons why the county  
15 needs to develop more rapid transit.

16 No. 1, beauty and a sense of  
17 spaciousness. We all flourish when we are  
18 surrounded by beauty. We think more gracious  
19 and harmonious thoughts when we see beauty.  
20 We are more friendly and neighborly when  
21 beauty is our inescapable companion. The  
22 words to the hymn "O Beautiful for Spacious

1 Skies" are not meant for a sorrowful  
2 recollection of a long-gone past, but as a  
3 present and future reality for the Montgomery  
4 County of the 21st Century, which can be ours  
5 if we decide to take rapid transit seriously.  
6 There can't be much beauty if all we see are  
7 cars and all we breathe is exhaust-choked air.

8 Reason No. 2, Earth care. Those  
9 who turn against their mothers don't get very  
10 far in life. That Earth is our mother is  
11 becoming more and more obvious even to the  
12 most wayward. Rapid transit uses the  
13 resources with which our mother supplies us  
14 far more judiciously and wisely.

15 Point No. 3, the common good.  
16 That government which concerns itself with the  
17 common good and not with special interests  
18 will long endure. Rapid transit is available  
19 for all, whereas automobile is limited to  
20 those who have achieved a higher economic  
21 status.

22 No. 4, mental health. It is not

1 good for our people to be stressed out,  
2 infuriated, enraged, assaulted and demeaned  
3 every time they try to get from one place to  
4 another. Going somewhere should be the  
5 occasion for renewal and refreshment, not  
6 anguish and frustration. I rode the J9  
7 yesterday from Lakeforest Mall to Bethesda  
8 Metro. We were in the HOV lane on I-270 and  
9 were sailing along at three times the speed of  
10 the other three express lanes and two local  
11 lanes of traffic. I could look around,  
12 breathe deeply and actually enjoy moving  
13 about.

14 Well, the fifth point was  
15 neighborhood development. And I yearn for the  
16 day when I can know my neighbors better than  
17 I do their cars and when the neighborhood is  
18 full of personal relationships rather than  
19 trying to avoid other cars. Thank you very  
20 much.

21 CHAIR CARRIER: Thank you very  
22 much. It's nice to have poetic testimony.

1 (Laughter.)

2 CHAIR CARRIER: We had someone who  
3 was so articulate in another matter today that  
4 I had to ask if she was a college professor,  
5 and she was.

6 (Laughter.)

7 CHAIR CARRIER: Okay. Mr. Zepp?

8 MR. ZEPP: Good evening,  
9 Commissioners. My name is James Zepp and I've  
10 lived at 10602 Lockridge Drive, Silver Spring  
11 for 23 years.

12 In considering this plan you must  
13 ask yourselves, if these BRT routes were  
14 implemented tomorrow, would it be enough for  
15 you to switch from your cars to get to work,  
16 shop and meet your daily commitments? Would  
17 it be enough to persuade your family,  
18 neighbors and friends to change their travel  
19 choices and stop using their cars? Would the  
20 benefits justify the years of effort, billions  
21 of dollars in costs and disruption to  
22 businesses, residents and drivers? Rather

1 than being a hypothetical question, it is the  
2 choice that other residents will have to face  
3 and make; it will determine if there is  
4 sufficient ridership to support the BRT's  
5 construction and operations.

6 With all levels of government  
7 continuing to face multimillion dollar budget  
8 deficits which are growing under mounting debt  
9 service for capital projects, the knowledge  
10 that the aging infrastructure of bridges,  
11 roadways, existing mass transit systems,  
12 water, sewer and public buildings will need  
13 major repairs or replacements in the coming  
14 years and that any success of the proposed BRT  
15 system will require an equal commitment to  
16 local bus service and other traffic congestion  
17 measures, are the gains made by approving this  
18 Master Plan enough to justify committing the  
19 county to what may be the Betamax of transit  
20 congestion solutions when there are less  
21 expensive and more immediate alternatives  
22 available and emerging transportation

1 technologies that may render BRT irrelevant?

2 Finally, as asserted by others and  
3 happening in other jurisdictions, how will BRT  
4 avoid the fate of other transit systems which  
5 have been continually cut back or failed to  
6 meet expectations because of shortcuts without  
7 being a drain on competing transportation  
8 systems or the local economy?

9 As the county's planning body, you  
10 cannot ignore these questions when committing  
11 our future to so massively one and only one  
12 transportation alternative.

13 Given my limited speaking time,  
14 I'd like to shortcut some other concerns. It  
15 is the BRT a viable alternative to other forms  
16 of mass transit? A recent study by UC  
17 Berkeley researchers have identified through  
18 surveys the top eight reasons people give up  
19 on mass transit, attachment 1. The proposed  
20 BRT system would offer little to attract  
21 potential riders that providing more frequent  
22 service and better information would not do

1 with the existing transit services. This is  
2 borne out with the inability of the BRT  
3 systems to meet ridership expectations in  
4 Ottawa, Canada; Edinburgh, Scotland;  
5 Pittsburgh, Pennsylvania; Los Angeles,  
6 California, to name a few. Even Arlington,  
7 Virginia, which is starting operation of a BRT  
8 between Crystal City and Potomac Yards,  
9 considers it to be merely a transition step to  
10 light rail. This opinion was echoed in the  
11 Greater Greater Washington blog when the  
12 current BRT proposal was first surfaced.

13 Finally, there are options such as  
14 running express buses on the shoulders of  
15 interstates or managed lanes and HOV lanes.  
16 The Washington Council of Governments is  
17 currently conducting such a study. An express  
18 bus on an interstate will travel twice as fast  
19 as a BRT vehicle moving through an urbanized  
20 area with intersections, pedestrians and  
21 cross-traffic to contend with, even with a  
22 restricted right-of-way.



1                   A recent regional map of managed  
2 toll and HOV lanes shows that Northern  
3 Virginia is closer to achieving a network than  
4 Maryland is. These alternatives could provide  
5 less expensive, more immediate relief than  
6 waiting for the proposed BRT network to be  
7 built.

8                   Are there other non-infrastructure  
9 options for reducing traffic congestion? Yes.  
10 Despite the popular perception that congestion  
11 is always increased, there is evidence of  
12 substantial nationwide reductions in  
13 congestion that have occurred recently.

14                  Finally, I wanted to say that the  
15 future BRT transit is going to be challenged  
16 by emerging technologies, such as cars that  
17 are able to avoid accidents. Stanford  
18 University has a smart app on smartphones to  
19 give people incentives to take transportation  
20 or route alternatives to reduce traffic. The  
21 point is that you can have substantial  
22 reductions of traffic of up to 30 percent with

1 these kinds of measures that merely alter  
2 about 3 to 4 percent of your ridership in peak  
3 hours.

4 CHAIR CARRIER: Okay. Thank you,  
5 Mr. Zepp. And thank you to this panel.

6 I will call up the next group of  
7 speakers. Brian Ditzler. Peter Gray. Evan  
8 Goldman. Francine Waters. Beth Daly.

9 Okay. Mr. Ditzler?

10 MR. DITZLER: Good evening. I am  
11 Brian Ditzler, President of the Woodside Park  
12 Civic Association here in Silver Spring, just  
13 across the street, Spring Street. However, I'm  
14 testifying here tonight as an individual  
15 citizen, since our civic association has  
16 discussed the proposed BRT, but has not taken  
17 a formal position on it.

18 My view is that the Countywide  
19 Transit Corridors Functional Master Plan makes  
20 sense and should be adopted. Put simply, we  
21 need to create the right-of-way and physical  
22 space for a bus rapid transit system to handle

1 the growth in population both in our county  
2 and in adjacent counties, many of whose  
3 citizens travel through our county to get to  
4 their places of employment and other  
5 activities.

6 After my civic association  
7 received a presentation on the BRT at our last  
8 meeting, the comments that were heard ranged  
9 from: the BRT seems to be needed; it sure  
10 seems expensive, although I guess not when  
11 compared with the alternatives. The greatest  
12 concern expressed was: how can we afford to  
13 lose a lane or two of traffic to a BRT on our  
14 already congested roads? The answer to that  
15 question is easy: A BRT running on dedicated  
16 lanes would allow more efficient use of our  
17 existing roads and decrease congestion.

18 Another concern raised at our  
19 civic association meeting was that the more  
20 limited number of stops in the proposed system  
21 would make it more difficult for citizens to  
22 access the BRT. Once again, the answer is

1 easy: Limiting the number of stops makes the  
2 system faster and more likely to be used by  
3 more riders.

4 I commend the Planning staff for  
5 its detailed analysis and pragmatic approach  
6 in recommending a 79-mile system with only 10  
7 corridors versus the approximately 160-mile  
8 system proposed by the County Executive's  
9 Transit Task Force. It's prudent to walk  
10 before attempting to run and the county first  
11 needs to prove to skeptics that dedicating  
12 lanes of traffic to a BRT will enable the  
13 speed of transit that's needed to attract  
14 riders while also decreasing overall traffic  
15 congestion.

16 One of the best ways to prove the  
17 effectiveness of the BRT would be to start  
18 implementing the BRT in two or three of the  
19 highest traffic corridors in the county as  
20 soon as practical versus waiting to roll out  
21 the full system all at one time. That could  
22 serve as a pilot test for the BRT while also

1 allowing the county to work out any  
2 unanticipated problems that might arise.

3 In closing, let me repeat a phrase  
4 often heard during the many years I worked for  
5 a major corporation: Change is inevitable.  
6 It's growth that's optional. For us in  
7 Montgomery County that phrase should be:  
8 change is inevitable. It's smart growth  
9 that's optional. Taking the steps to enable  
10 a BRT system in our county clearly would  
11 facilitate smart growth. Thank you.

12 CHAIR CARRIER: Thank you.

13 Mr. Gray?

14 MR. GRAY: Hi, my name is Peter  
15 Gray. I'm a member of the Board of Directors  
16 of the Washington Area Bicyclist Association  
17 and represent thousands of Montgomery County  
18 residents who are members of WABA and who  
19 bicycle as well as use other modes of  
20 transportation to get around the county.

21 A few point I want to make. No.  
22 1, WABA endorses the Functional Master Plan

1 for BRT in that it will incent county  
2 residents to get out of their cars and use  
3 alternatives, including BRT.

4           Second, we're happy that the  
5 Master Plan attempts to incorporate some  
6 accommodations for bikes in the form of the  
7 bicycle-pedestrian priority areas, but we do  
8 have some nits to pick with that. The  
9 inclusion of signed roadways in counting up  
10 the miles for accommodations for bikes is  
11 somewhat misleading. I think that putting a  
12 sign on the side of the road does not do much  
13 of anything to make a road safer for cyclists  
14 or incent cyclists to use that road. I would  
15 point to the example of Strathmore and Knowles  
16 as a prime example of that misleading and  
17 mistaken approach.

18           I think that what needs to happen  
19 in order to incent more residents to get onto  
20 their bikes is to have more protected bike  
21 infrastructures such as cycle tracks and bike  
22 lanes and to try and achieve the same number

1 of miles, but to use those accommodations  
2 where possible, or even share roads which at  
3 least sign on the road itself to the cars that  
4 bikes also use that roadway.

5 Finally, I just want to say that  
6 the overall concept is really good. I think  
7 that the Planning Board needs to do whatever  
8 it can to try and get MCDOT to fulfill the  
9 bike accommodations that are already in the  
10 local Master Plans in these corridors and to  
11 insist that more accommodations for cyclists  
12 in order to connect up to the bus rapid  
13 transit system be included in the plan. Thank  
14 you very much.

15 CHAIR CARRIER: Okay. Thank you.

16 Mr. Goldman?

17 MR. GOLDMAN: Good evening. My  
18 name is Evan Goldman. I'm a Vice-President of  
19 Development for Federal Realty. Thank you for  
20 allowing me to speak about this important  
21 issue tonight.

22 If you think back in the

1 Washington region in the 50s and 60s, our  
2 predecessors had the foresight to look out  
3 into the future and envision a really well-  
4 connected urban region. You know, and second  
5 to the fact would be the Federal Government  
6 here. If it weren't Metro, we'd be in a whole  
7 lot of trouble. It's probably been the number  
8 one -- had the most profound effect on the  
9 success and stability of your region. And our  
10 ability to attract, you know, a young,  
11 educated and talented work force, you know,  
12 the land value appreciation and stability  
13 we've seen in this region, the fact that we're  
14 consistently ranked as one of the best places  
15 to live in the country -- all of these are  
16 attributed at the end of the day to our  
17 transit system to Metro and the type of  
18 development patterns that have occurred  
19 because of that.

20 You know, Montgomery County is at  
21 a crossroads. And I've lived in the D.C. area  
22 now for 10 years. As most of you probably



1 know, I live in D.C. I have three kids. I  
2 live in Adams Morgan, a very walkable place.  
3 And, you know, people can do it. I mean, you  
4 know, I've watched in dismay about -- I mean  
5 it's crazy how long it's taken to even get the  
6 Purple Line funded, let alone built. I mean  
7 it's crazy. I've been here 10 years and we're  
8 still talking about it. The CCT. I mean  
9 these are major projects that have to happen  
10 to move this county forward. And, you know,  
11 we can't wait anymore. Enough is enough. We  
12 need to face the facts. Traffic is bad. It's  
13 likely to get worse unless we do something  
14 about it.

15 And so, you know, first of all,  
16 appreciate the work that all of you have done.  
17 The Planning Board has really taken the lead  
18 in the county on this over the last five years  
19 and moved forward, you know, incredibly unique  
20 and forward-thinking Master Plans. And on top  
21 of that a new Zoning Code that's coming  
22 through that really could help propel this

1 county forward and really take care of how we  
2 develop our urban areas, the little bit of  
3 land we have left, to make sure that we're  
4 doing it in a right way.

5 But doing that will mean nothing  
6 if we don't have a reliable dependable  
7 networks of transit. You know, young people  
8 these days and the type of residents we're  
9 trying to attract to keep our tax base going  
10 for the future are looking for connectivity.  
11 They're looking for places where they can walk  
12 out of their apartments, be right in the  
13 middle of it all and then jump on any sort of  
14 reliable transit and get to other places in  
15 the county. And part of the reliability is  
16 connectedness. You have to have the ability  
17 to go to other parts of the county, and so you  
18 need a system.

19 You know, we're also seeing  
20 amongst this generation an incredibly large  
21 drop on car ownership and dependence on autos  
22 because it's just not worth the money, it's

1 not worth the investment and they don't really  
2 need it as long as they live in places that  
3 are urban in character and connected by good  
4 transit.

5           So, you know, I don't see these  
6 people moving into garden-style apartments in  
7 the I-270 corridor where they have no ability  
8 to get to transit. Mostly what we're seeing  
9 is they're moving to places that have transit.  
10 And so we need to provide more of those  
11 locations with transit to attract these people  
12 going forward in the future and secure the  
13 future of the county.

14           You all hold incredible power. I  
15 know that you're hearing from a whole bunch of  
16 different constituencies and interest groups.  
17 And while I understand and have witnessed over  
18 the last seven years in White Flint how hard  
19 change can be, I hope that you'll take  
20 advantage of this once-in-a-generation  
21 opportunity. You know, instead of thinking  
22 about the little nitpicky stuff now, we need

1 to deal with the engineering issues, we need  
2 to deal with the small stuff that we're --  
3 and, you know, how things are going to impact  
4 neighborhoods.

5 Obviously that's huge, but we also  
6 need to think about 20, 30, 40 years out. I  
7 don't want to still be having this  
8 conversation in 20 or 30 years. We need to  
9 make the decision now and move forward so that  
10 we're actually securing our future  
11 economically and environmentally going  
12 forward. Thank you very much.

13 CHAIR CARRIER: Thank you, Mr.  
14 Goldman.

15 Ms. Waters?

16 MS. WATERS: Good evening. I'm  
17 speaking on behalf of the White Flint  
18 Partnership. We would very much like to  
19 convey our appreciation for the hard work that  
20 the Planning Board staff has done in preparing  
21 this public hearing of the Countywide Transit  
22 Corridors Functional Master Plan.

1                   The White Flint Partnership is  
2                   comprised of Saul Centers, Inc., Federal  
3                   Realty, Gables Residential. JBG, Lerner  
4                   Enterprises and the Tower Companies. The  
5                   partnership, as you well know, has been  
6                   working very hard with the entire community,  
7                   governmental, residential and commercial, in  
8                   the implementation of the recently-approved  
9                   White Flint Master Plan -- Sector Plan.

10                   Key to the success of that plan is  
11                   the proposed rapid transit system along  
12                   Rockville Pike creating that 21st Century  
13                   boulevard. The White Flint Partnership has  
14                   been an active promoter of the surface rapid  
15                   transportation system through White Flint  
16                   within a dual dedicated center lane median  
17                   connecting with our neighbors to the south,  
18                   NIH, Walter Reed Medical Center and to the  
19                   north through the city of Rockville and onto  
20                   the Corridor Cities Transitway, part of a much  
21                   larger system.

22                   We applaud the public hearing

1 draft of the treatment suggested for corridor  
2 4, Maryland 355 South, as it encompasses the  
3 vision of the transformation of the White  
4 Flint Sector with a focus on increasing  
5 people-moving capacity rather than focusing on  
6 moving cars. It is an embodiment of the White  
7 Flint Alignment Study that was done in January  
8 of 2011, and I've supplied a copy of that for  
9 all of you who haven't seen it.

10 We believe, however, that a system  
11 is necessary for the county to meet its goals  
12 for encouraging economic development,  
13 enhancing mobility, improving environmental  
14 quality and improving our general quality of  
15 life. To maintain the effectiveness of that  
16 system we believe that full-time dedicated bus  
17 lanes should be implemented in the first step  
18 in locations where it can be accommodated and  
19 not as suggested in the public hearing draft  
20 as a mix of different treatments, including a  
21 high portion of operation of the system within  
22 mixed general traffic.

1                   We must retain the necessary  
2 flexibility to allow for the implementation of  
3 the highest quality system possible using  
4 whatever public right-of-ways available as  
5 determined by the Planning Board and County  
6 Council.

7                   The Rockville Pike White Flint  
8 rapid transit system segment is an important  
9 part of the White Flint transit and pedestrian  
10 urban design and only enhances the transit-  
11 oriented development as envisioned by the  
12 county and the state, but we believe there  
13 will be an adverse impact on system  
14 performance of the rapid transit system  
15 vehicles operating in mixed general traffic  
16 which will directly impact the positive  
17 effects of the White Flint segment. The rapid  
18 transit system network should be built to a  
19 level of quality that achieves high  
20 performance objectives throughout.

21                   With an ultimate 50 percent non-  
22 auto driver mode share goal in White Flint,

1 our challenge will be to encourage riders of  
2 choice to shift from single-occupant vehicles  
3 to transit vehicles. If we fail to invest in  
4 needed high-quality transit, we will prevent  
5 the modal shift we need from occurring. A  
6 decision by the Planning Board to develop  
7 anything less than a high-performance approach  
8 to the physical characteristics of the  
9 designated corridors will have a ripple effect  
10 on the performance of the network and will  
11 prevent the success of achieving non-auto  
12 driver mode share goals in White Flint.

13 The goal should be to plan for and  
14 build the highest-performing system possible  
15 within those corridors selected for  
16 development so that an RTS system as built can  
17 maximize people-moving capacity and prove its  
18 value at the earliest possible time. If  
19 ridership growth is restrained because the  
20 initial rapid transit system lacks many of the  
21 features needed to entice riders of choice,  
22 then we will never get the ridership numbers



1 that support our upgraded system.

2 The White Flint Partnership  
3 participated with the County Executive's  
4 Transit Task Force and we're supportive of the  
5 recommendations and comments concerning the  
6 Transit Corridor Functional Master Plan. We  
7 firmly believe that the best ridership model  
8 for the RTS Phase 1 in Montgomery County is  
9 reflected in the White Flint Sector Plan and  
10 our vision of rapid transit.

11 We congratulate you for your  
12 efforts to date and the White Flint  
13 Partnership is ready to make rapid transit a  
14 reality on Rockville Pike in the White Flint  
15 Sector. Thank you very much.

16 CHAIR CARRIER: Thank you, Ms.  
17 Water.

18 Ms. Daly?

19 MS. DALY: Good evening. My name  
20 is Beth Daly and I live in Dickerson. I think  
21 it's safe to say I probably live the farthest  
22 north of anyone that's testified so far.

1                   For the past 14 years I've been  
2 commuting to work and running errands along  
3 Route 355 from Comus Road south through  
4 Clarksburg to Germantown and have seen  
5 firsthand the impact development without  
6 infrastructure improvements has had on our  
7 local roads, and I am concerned.

8                   The Master Plan envisions a  
9 Clarksburg of 40,000 residents located  
10 squarely between two two-lane roads, Routes  
11 355 and 27, with no plans for widening either  
12 one in the next few years. These roads are  
13 already bumper-to-bumper during a broad rush  
14 hour period and two-thirds of the Clarksburg  
15 homes have yet to be built. Add a destination  
16 mall with 2,100 parking spaces and I fear  
17 absolute traffic gridlock will ensue.

18                   We need transit options to get  
19 Upcounty residents and through commuters from  
20 growing Frederick County and beyond off the  
21 roads and to their work centers, social  
22 destinations and beyond and back home. For

1 that reason I support the 355 north corridor  
2 of the BRT and urge that the line be extended  
3 in the CTC FMP to Clarksburg and not end at  
4 Germantown's Milestone. In fact, on page 22  
5 of the Clarksburg Master Plan it states,  
6 "Transit is an essential feature of this plan.  
7 Without it the plan's vision cannot be  
8 realized."

9 In order to be embraced by the  
10 upcounty community, the BRT system needs to  
11 get residents to Metro, work centers and other  
12 places as quickly, if not faster, than driving  
13 a car. That means the system needs to have  
14 dedicated busways that don't add to the  
15 congestion on the local roads, express BRT  
16 routes to Shady Grove Metro with the hopes of  
17 extending those kind of routes north to  
18 Frederick County to capture the through  
19 commuters on our congested roads, traffic  
20 light control options to keep lights green for  
21 oncoming buses, platforms for safety, ease of  
22 use and for our neighbors who are physically

1 challenged.

2 I also fully support the idea of a  
3 third track of the Brunswick MARC line which  
4 serves the Ag Reserve and points north. as  
5 well as high-density areas throughout county.  
6 Montgomery County's upcounty is the fastest  
7 growing region in the county and is home to  
8 its second largest community; sometimes people  
9 say it's the first, Germantown, with nearly  
10 90,000 residents. Yet hundreds of thousands  
11 of upcounty residents are not served by a  
12 nearby Metro station or any comprehensive  
13 transit system. It is time for that to  
14 change. The CCT BRT system, if done right,  
15 and a third track on the MARC Brunswick line  
16 could ease traffic congestion and make the  
17 region more attractive to businesses, as was  
18 pointed out earlier.

19 Many thanks for your time and for  
20 serving our county.

21 CHAIR CARRIER: Thank you. We  
22 don't get thanked very much for that last

1 part.

2 (Laughter.)

3 CHAIR CARRIER: Natalie Goldberg,  
4 Ben Ross, Mark Winston, and Pamela Lindstrom,  
5 please. All regulars. And you are indeed  
6 first, Ms. Goldberg. Go right ahead.

7 (Laughter.)

8 MS. GOLDBERG: Okay. Chairman  
9 Carrier, members of the Planning Board, I'm  
10 Natalie Goldberg and I thank you for the  
11 opportunity to speak.

12 Tonight I wish to focus my support  
13 on two aspects of the BRT development:  
14 Corridor 4, Maryland 355 South; and corridor  
15 6, the North Bethesda Transitway. I choose  
16 these corridors having been actively involved  
17 in the evolution of the White Flint Sector  
18 Plan. I recognize the necessity of planning  
19 for public transportation that is reasonable  
20 in cost, flexible in design and accessible to  
21 a variety of users in the county.

22 Implementing BRT on Route 355

1 South is a vital component in the White Flint  
2 Sector Plan, but my concern is the area south  
3 of I-495 on Route 355 where this Functional  
4 Plan proposes to replace two vehicular traffic  
5 lanes with two lanes for BRT. While I support  
6 the dedicated lanes philosophically I believe  
7 the reduction of existing lanes sets up  
8 conditions for permanent gridlock. I suggest  
9 it would be more prudent to begin with a  
10 mixed-traffic transitway south of I-495 and  
11 only after the ridership from BRT has reached  
12 a significant level mitigating some existing  
13 vehicular traffic should the plan consider  
14 reuse of existing lanes.

15 My real motivation for coming  
16 tonight is to support corridor 6, the North  
17 Bethesda Transitway. I am especially pleased  
18 with the proposed routing to the White Flint  
19 Metro, which I suggested years ago. Moving  
20 the terminus from Grosvenor to White Flint  
21 will increase ridership and provide a much  
22 more direct link to an upcoming center of

1 activity.

2 I have one suggestion for  
3 improvement on this corridor. I believe there  
4 should be a BRT stop at the corner of  
5 Nicholson Lane and Old Georgetown Road  
6 adjacent to Wall Park. As you know, the Wall  
7 Park site is scheduled --

8 CHAIR CARRIER: I like that  
9 because I could walk there.

10 (Laughter.)

11 MS. GOLDBERG: The Wall Park site  
12 is scheduled for major changes under the  
13 Sector Plan, becoming a focal point for  
14 recreation and green space. With the  
15 additional planned activities for the green  
16 space, expanded use of the Shriver Aquatic  
17 Center and development of a recreation center  
18 on the same site, this park is designed to  
19 become a major community and countywide focal  
20 point. The planned stops on the North  
21 Bethesda Transitway Corridor require riders  
22 from the west to either walk from Edson Lane

1 or travel to the White Flint Metro station and  
2 then walk back to the Wall Park Complex.

3 While this is doable, a direct stop at Wall  
4 Park would encourage more transit ridership,  
5 publicize the amenities at the site and  
6 benefit the general public.

7 This plan does not address  
8 funding, but I would urge that as you endorse  
9 the plan you also stress the necessity of  
10 implementation time to mesh with new  
11 development occurring along both of these  
12 corridors. Thank you for the opportunity to  
13 speak.

14 CHAIR CARRIER: Thank you, Ms.  
15 Goldberg.

16 Mr. Ross?

17 MR. ROSS: I'm Ben Ross of  
18 Bethesda speaking as an individual tonight.

19 We've already heard so many good  
20 explanations of the advantages of BRT that I'm  
21 not going to repeat any of that, and I want to  
22 make just one or two points that I don't think



1 have been made.

2 The first has to do with the MARC  
3 expansion, the third track. This morning the  
4 governor announced that he's spending \$60  
5 million to increase service on the Penn Line  
6 and the Camden Line, including Saturday and  
7 Sunday service on the Penn Line, which will  
8 start this winter. There's no new service  
9 announced on the Brunswick Line.

10 To get that new service, we need  
11 that third track. And we have not heard --  
12 it's a much simpler and separate issue than  
13 the BRT. It does not have the complexities.  
14 It's adding to an existing corridor with --  
15 and you don't have all of these complexities  
16 of interactions with the car traffic. So I  
17 would strongly recommend that you break that  
18 out from the rest of the plan, take care of it  
19 first; I think it can be taken care of  
20 quickly, and send it right to the Council so  
21 that we can get in line for improvements in  
22 service.

1                   My second point has to do with the  
2                   interaction of the BRT with the APFO. I think  
3                   that the fundamental principle behind bus  
4                   rapid transit in this county is a recognition  
5                   of reality, which is that the highways are  
6                   congested and they're going to stay congested.  
7                   You know, there is no point to having a bus  
8                   lane if the traffic on the regular lane is  
9                   moving at the speed limit, because the bus can  
10                  go on the regular lane. It won't be any  
11                  faster on the bus lane. The reason you have  
12                  a bus lane is that the traffic is congested on  
13                  the regular lane.

14                  And so once you've recognized  
15                  that, you have recognized that our concept of  
16                  traffic test has failed and it will continue  
17                  to fail and there's nothing we can do about  
18                  it. And we should stop throwing money at it,  
19                  throwing developers' money at it and widening  
20                  roads and making them more hostile to the  
21                  pedestrian who is supposed to be getting on  
22                  the BRT lane. So I think we have to recognize

1 that as part of the BRT or as a follow on  
2 we're going to have to get rid of these  
3 traffic tests, at least along those corridors.  
4 Thank you.

5 CHAIR CARRIER: Thank you.

6 Mr. Winston?

7 MR. WINSTON: Madam Chair,  
8 members of the Commission, I'm Mark Winston,  
9 Chair of the County Executive's Transit Task  
10 Force.

11 The task force applauds the work  
12 of the Planning Board staff in the public  
13 hearing draft of the Countywide Transit  
14 Corridors Master Plan. The staff's efforts to  
15 breathe life into the county's longstanding  
16 commitment to transit as an important element  
17 in our overall transportation system are  
18 evident in the public hearing draft.

19 Furthermore, its focus on  
20 increasing people-moving capacity rather than  
21 focusing only moving the most cars possible is  
22 an essential precondition for the county to

1 meet its goals for encouraging economic  
2 development, enhancing mobility, improving  
3 environmental quality and improving our  
4 general quality of life in the coming decades.

5           Ironically, the development of an  
6 effective rapid transit system; and I think  
7 this is a critical point that is frequently  
8 lost in this discussion, with great person  
9 throughput capability would actually result in  
10 less overall automobile congestion, as well as  
11 less overall need to take property for future  
12 right-of-way in order to allow roadways to be  
13 built to meet the demands of single-occupancy  
14 vehicles. So not only does the bus rapid  
15 transit concept move a lot of individuals  
16 itself, but because it reduces the need to use  
17 cars, it actually increases capacity in the  
18 rest of the mixed general traffic.

19           The task force remains committed  
20 to the 160-mile system that was proposed in  
21 its report. However, we recognize that the  
22 corridors proposed in the public hearing draft

1 represent a realistic and meaningful step in  
2 the process of building such a system and we  
3 enthusiastically support the scope of the  
4 network reflected in the public hearing draft  
5 as a reasonable first step. The task force is  
6 confident that if this first phase is  
7 implemented at the appropriate level of  
8 quality, the first phase will prove the  
9 concept of the rapid transit system which will  
10 result in an enhanced corridor network in the  
11 near future.

12 While we appreciate the effort  
13 reflected in the public hearing draft, we  
14 nonetheless believe that it falls short in a  
15 number of material respects. During its  
16 deliberations the task force concluded that  
17 the RTS would require specific high-  
18 performance treatments in order to fulfill its  
19 potential as a high-quality efficient and  
20 cost-effective transportation alternative. We  
21 believe that when some version of the public  
22 hearing draft is ultimately adopted as the

1 Functional Plan, it must retain necessary  
2 flexibility to allow for the implementation of  
3 the highest quality system possible using  
4 whatever public right-of-way is approved.

5 We recommend that the operative  
6 language of any recommended Functional Plan  
7 and associated maps and appendices that  
8 identify real property for acquisition of  
9 additional right-of-way for an RTS provide as  
10 follow:

11 (1) The designation of the  
12 corridors reflected in the public hearing  
13 draft without specifying treatments. In other  
14 words, the Planning Board should recommend  
15 right-of-way sufficient to provide treatments  
16 assumed by the draft, but avoid suggesting  
17 that these treatments represent a ceiling on  
18 the treatment or service level to be  
19 implemented when the relevant routes are  
20 designed, engineered and begin operation.  
21 Every effort should be made to allow for the  
22 acquisition of right-of-way to enable

1 development of dedicated lanes to at least the  
2 minimal level of premium or high-performance  
3 service unless it's absolutely infeasible to  
4 do so.

5 Stated another way, treatments  
6 indicated, if any, should be a floor not a  
7 ceiling. The Functional Plan should not  
8 dictate or limit the treatments to be built  
9 and level of service to be applied when  
10 implementation decisions are being made and  
11 should not foreclose the possibility of  
12 implementing a higher quality treatment when  
13 implementation decisions are made.

14 (2) The short Cherry Hill segment  
15 in the Randolph Road corridor should be  
16 included so that the corridor extends from  
17 Rockville Pike to FDA Boulevard.

18 (3) The recognition that the  
19 number of specific locations of stations,  
20 intersection modifications and ancillary  
21 facilities is approximate and can be modified  
22 during implementation based on additional

1 studies including a study dealing with the  
2 integration of existing bus services with the  
3 RTS service.

4 (4) The recognition that  
5 reconfiguration of the county's Ride On bus  
6 system to serve as a feeder of the RTS system  
7 may result in changes to the Ride On route  
8 network in order to bring access to transit  
9 closest to more county residents.

10 This is very likely, and this is a  
11 very significant --

12 CHAIR CARRIER: Are we near the  
13 end?

14 MR. WINSTON: No, we're really  
15 not, but --

16 (Laughter.)

17 MR. WINSTON: -- I will bring it  
18 to a close.

19 CHAIR CARRIER: I assume you've  
20 submitted that in writing?

21 MR. WINSTON: Yes, Madam Chair.

22 CHAIR CARRIER: Excellent.



1 MR. WINSTON: This is very likely  
2 to have significant impact on ridership  
3 projections. The current ridership  
4 projections in your study do not include the  
5 potential impact of a reconfiguration of the  
6 Ride On network, which is very important.

7 The recognition that a simple  
8 process needs to be promptly put in place to  
9 allow coordination between the county's  
10 planning agencies and those municipalities  
11 with planning authority to ensure a seamless  
12 outcome in implementing the RTS network is our  
13 fifth point. And finally, the recognition  
14 that due to the dynamic nature of the needs  
15 being addressed by the RTS, the Functional  
16 Plan should be updated on a shorter time  
17 horizon than similar plans to allow for (A)  
18 adjustments necessitated by a detailed design  
19 engineering and construction; (B) improvement  
20 of existing corridors; and p inclusion of  
21 additional corridors in the future.

22 The task force also urges that the

1 process for consideration of technical  
2 amendments to the Functional Plan should be  
3 expeditious and simple.

4 And regrettably, I have completed  
5 about 50 percent of what's here, but do ask  
6 that it be included in the record.

7 CHAIR CARRIER: It will  
8 absolutely, and it will even be read.

9 MR. WINSTON: Well, thank you very  
10 much.

11 (Laughter.)

12 CHAIR CARRIER: Ms. Lindstrom?

13 MS. LINDSTROM: I am Pam Lindstrom  
14 speaking on behalf tonight of my fellow  
15 residents of the Route 355 corridor in Central  
16 Gaithersburg. The residents along this  
17 corridor -- well, I should start, Gaithersburg  
18 recently did an updated Land Use Plan for the  
19 whole city. My neighbors and I that live in  
20 the central part of Gaithersburg were  
21 extremely dissatisfied with the plan that the  
22 city came up with, therefore we decided to do

1 our own plan for that corridor. The main  
2 problem that we identified was that the plan  
3 had no vision, so we set out to provide a  
4 vision which I was happy to find also  
5 qualified as a system, because it has at least  
6 three separate mutually supporting parts.

7 One part is the establishment of a  
8 new downtown, actually the first downtown for  
9 the City of Gaithersburg, which is down there  
10 at the right-hand end just south of west of  
11 Frederick Avenue, Route 355, and just south of  
12 Quince Orchard Road. Part two was the need for  
13 BRT as the most feasible way to serve this new  
14 downtown and impact fact the corridor with  
15 transit. And item 3 was our desire to create  
16 an urban boulevard from our link of Frederick  
17 Avenue, Route 355.

18 We put these together in what we  
19 call the Citizens Plan for the Frederick  
20 Avenue Corridor. And this is it. Obviously  
21 I don't have time to present it to you  
22 tonight, but we were pleased to find that the

1 ridership projections for this link of the BRT  
2 system were extremely high and we hope this  
3 will give it high priority for implementation.

4 One of the best ideas to come from  
5 the Citizens Plan; not my idea, so I can brag  
6 about it, was a modified route for BRT through  
7 this corridor. And my main purpose tonight is  
8 to ask you to attend to this proposal in your  
9 discussions of the route for the BRT along the  
10 Route 355 north corridor.

11 This section of Frederick Avenue  
12 itself, Route 355, has the most constrained  
13 right-of-way of any part of the north end and  
14 probably the whole of Route 355, and yet our  
15 Citizens Plan calls for this to become more  
16 pedestrian-friendly, obviously. It needs  
17 decent sidewalks. It needs crosswalks. It's  
18 almost impossible to cross here at present.  
19 It needs landscaping.

20 Members of our group proposed  
21 diverting the BRT off Frederick Avenue towards  
22 the Montgomery County Fairgrounds. It

1 includes redevelopment of the fairgrounds.  
2 The BRT goes along -- it's this blue dotted  
3 line, which I'm sure you can't really see.  
4 But it goes south or west, whatever, of  
5 Frederick Avenue to a hybrid road just on the  
6 north edge of the fairgrounds serving the  
7 central place of the new downtown, which is  
8 down there in blue, and then goes back to  
9 Route 355 just north of there.

10           And the plan -- yes, that's -- it  
11 serves the new downtown. It has multiple  
12 advantages over continuing the BRT on Route  
13 355 itself, avoids further crowding of the  
14 most constrained part of the right-of-way, has  
15 a potential to actually take some traffic off  
16 of Route 355 through that area, serves the  
17 proposed city center including redevelopment  
18 of the fairgrounds, allows redesigning of that  
19 section of Frederick Avenue as an urban  
20 boulevard with wide sidewalks, decent  
21 crosswalks, and even room for sidewalk cafes  
22 and other uses of the sidewalk.

1 CHAIR CARRIER: So you're asking  
2 for the BRT not to go through downtown  
3 Gaithersburg?

4 MS. LINDSTROM: Well, we're  
5 redefining downtown Gaithersburg. It doesn't  
6 -- it goes about a block off of Frederick  
7 Avenue.

8 CHAIR CARRIER: What does?

9 MS. LINDSTROM: The BRT. And it  
10 serves -- the vision is that this would  
11 actually promote redevelopment of -

12 CHAIR CARRIER: I guess what I'm  
13 confused about is whether you like where the  
14 plan has it going or you don't.

15 MS. LINDSTROM: We --

16 CHAIR CARRIER: Do you like where  
17 the Draft Functional Master Plan --

18 MS. LINDSTROM: No.

19 CHAIR CARRIER: -- has placed it?

20 MS. LINDSTROM: No.

21 CHAIR CARRIER: Okay.

22 MS. LINDSTROM: We're urging to

1 consider this alternative.

2 CHAIR CARRIER: And the  
3 alternative is what you're showing?

4 MS. LINDSTROM: Yes.

5 CHAIR CARRIER: Which is showing  
6 it not on 355, but a block south?

7 MS. LINDSTROM: Right.

8 CHAIR CARRIER: Now I got it.

9 MS. LINDSTROM: Okay.

10 CHAIR CARRIER: Okay.

11 MS. LINDSTROM: And I sent this,  
12 the picture of this plan with my testimony to  
13 you all and I hope that you will pay attention  
14 to it.

15 CHAIR CARRIER: We always do.  
16 Doesn't mean we'll do it, but we'll definitely  
17 think about it.

18 MS. LINDSTROM: All right.

19 CHAIR CARRIER: Okay. I'm going  
20 to call up what may be our last group  
21 depending on whether any of the people I first  
22 called who weren't here have arrived.

1                   So Cherian Eapen, Jonathan Genn,  
2                   Stephen Poor, and Elizabeth Brenner-Leifer.

3                   Mr. Eapen, you're also becoming a  
4                   frequent flyer holder.

5                   (Laughter.)

6                   MR. EAPEN: Well, I met Mr.  
7                   Dreyfuss on the Metro yesterday and he didn't  
8                   know I don't work here anymore.

9                   (Laughter.)

10                  CHAIR CARRIER: Oh, you're  
11                  really --

12                  MEMBER DREYFUSS: You were a very  
13                  silent departure.

14                  MR. EAPEN: Actually, make sure  
15                  Commissioner Anderson heard that I was on the  
16                  Metro.

17                  CHAIR CARRIER: It has to have  
18                  been a --

19                  (Laughter.)

20                  MEMBER ANDERSON: Let me know when  
21                  you get on a bicycle.

22                  (Laughter.)



1 CHAIR CARRIER: Go ahead, Mr.  
2 Eapen.

3 MR. EAPEN: All right. Good  
4 evening. My name is Cherian Eapen and I'm a  
5 nine-year resident of Clarksburg, the town  
6 that the page 1 overview of the Clarksburg  
7 Master Plan describes as a transit and  
8 pedestrian-oriented community ultimately to be  
9 served by the Corridor Cities Transitway.

10 Now even after over 10 years there  
11 is no prospect of CCT ever coming to  
12 Clarksburg. The current MTA plans and federal  
13 funding request are expected to construct CCT  
14 only to Metropolitan Grove, which is in the  
15 phase 1 of the project. The funding  
16 possibilities for phases 2 and 3 of CCT are  
17 currently unknown. Additionally, MTA plans  
18 for CCT since 2005 do not include the phase 3  
19 section or the east spur of CCT in Germantown.

20 The Countywide Transit Corridors  
21 Functional Master Plan, in terminating the  
22 Maryland 355 North Corridor or corridor 3 in

1 Germantown at the Milestone Shopping Center  
2 next to Wegmans, and assuming continued  
3 connection between Germantown and Clarksburg  
4 via transfer to phases 2 and 3 of CCT, is  
5 therefore limiting transit options for 40,000-  
6 plus future residents of Clarksburg.

7           As I noted, phases 2 and 3 of CCT  
8 has no immediate prospect of obtaining funding  
9 and becoming a reality. And the phase 3  
10 section of CCT has not been in MTA plans for  
11 the last eight years or so. While I  
12 understand staff's rationale to terminate  
13 corridor 3 in the vicinity of Wegmans is a way  
14 to boost the viability of CCT phase 3, that  
15 rationale does not lend itself as a viable  
16 option, even reasons noted.

17           With no transportation staging  
18 restrictions to limit development in  
19 Clarksburg and local, state and federal  
20 transportation funding shortfalls, Clarksburg  
21 must have alternative transit options to CCT's  
22 to fulfill its mission in the Master Plan as

1 a transit-oriented community. Terminating  
2 corridor 3 in Germantown will be shortsighted  
3 especially when considering the fact that the  
4 public policy document that we are discussing  
5 today is a Functional Master Plan, which by is  
6 a Master Plan to address a system or a policy.

7 Why then would a Functional Master  
8 Plan introduce supporting a transportation  
9 delivery function to identified transit-  
10 oriented community's attempt to limit travel  
11 alternatives to these communities whose  
12 residents could benefit tremendously from the  
13 transitway. Corridor 3, instead of turning to  
14 Shakespeare Boulevard from 355 must continue  
15 north along Maryland 355, Maryland 27, Snowden  
16 Parkway and Stringtown Road and terminate  
17 either at the Clarksburg Town Center or in the  
18 vicinity of I-270 Exit 18 at Cabin Branch from  
19 where if needed could be extended to Frederick  
20 County. This almost mirrors a route that was  
21 supported by the Transit Task Force.

22 Though I recognize that it may not

1 be viable to extend corridor 3 to Clarksburg  
2 within the phase 1 time frame, not having the  
3 transitway terminate in the Clarksburg in the  
4 Functional Master Plan will forever take away  
5 the prospect of the transitway extending to  
6 Clarksburg in the future.

7 I therefore urge the Planning  
8 Board to revise corridor 3 recommendation in  
9 the Draft Functional Master Plan and have it  
10 terminate in Clarksburg. Thank you very much.

11 CHAIR CARRIER: Thank you, Mr.  
12 Eapen.

13 Mr. Genn?

14 MR. GENN: Good evening. For the  
15 record, I'm Jonathan Genn testifying as an  
16 individual and expressing views that are mine  
17 and mine alone and are not necessarily  
18 reflective of the views of any other person or  
19 organization with which I'm affiliated, so  
20 I'll take all the blame for everything that's  
21 said at this time.

22 I submitted a written testimony a

1        few days ago and I hope you'll have a chance  
2        to take a look at that when you're giggling.

3                    CHAIR CARRIER:  I just read your  
4        name tag.  I remember when we came up with  
5        that name.

6                    MR. GENN:  Yes, is that going  
7        against my time?

8                    (Laughter.)

9                    MR. GENN:  No?  Okay.  But I'm  
10       glad you could see it.

11                   CHAIR CARRIER:  They stopped the  
12       clock.

13                   MR. GENN:  We want the RTS Pronto.

14                   CHAIR CARRIER:  That name  
15       Pronto --

16                   MR. GENN:  Yes.

17                   CHAIR CARRIER:  -- came from --  
18       well, I remember when I gave a talk to  
19       Leadership Montgomery and it was somebody in  
20       the audience who said you should call it the  
21       Pronto --

22                   MR. GENN:  What a coincidence.

1 CHAIR CARRIER: -- because it  
2 means the same thing in English and Spanish.

3 MR. GENN: Absolutely.

4 CHAIR CARRIER: And Mr. Genn said  
5 let's do that.

6 (Laughter.)

7 MR. GENN: I thought it was a  
8 brilliant idea.

9 Okay. So but I'm glad you noticed  
10 that.

11 And I'm also going to take the  
12 Chair's suggestion that -- I'm not going to  
13 repeat some things that have been said in the  
14 past, so I can this much shorter.

15 The point being that in supporting  
16 a robust RTS Pronto system now we feel there's  
17 no more cost-effective alternative to maximize  
18 mobility, reduce gridlock, preserve great  
19 neighborhoods and promote prosperity for all,  
20 not just in 2013 or 2020 or 2040, 2060 or 2080  
21 and beyond. And the point being that of the  
22 great people-moving capacity that can be

1 created with an effective RTS network  
2 operating in dedicated lanes.

3 And the significance of that is  
4 because really what this comes down to being  
5 cost-effective or efficient is how do we most  
6 efficiently use limited real estate within the  
7 right-of-way? Within a 10-foot lane for  
8 example, how can we use that most effectively?  
9 And this chart, which was really developed  
10 through analyses that was done in the Transit  
11 Task Force, is how many people can we get  
12 through an intersection in a 10-foot-wide or  
13 11-foot-wide lane?

14 And by safe automotive movement we  
15 could get, depending on whether we have a --  
16 what is now more of a traditional 13-percent  
17 non-auto driver mode share, we can get about  
18 1,300 people through an intersection per hour.  
19 Or if we were able to achieve much higher than  
20 what our average is now, a 23- percent non-  
21 auto driver mode share, we might be able to  
22 get 1,500 people through an intersection.

1                   But what the RTS system would  
2                   enable us to do is to meet demands of those  
3                   years out in the future, not just 2040, but  
4                   2040 and beyond. Because if, for example, our  
5                   needs end up being we got to move 6,500 people  
6                   in that one lane, we can do so. The bottom  
7                   line becomes what is our alternative? What's  
8                   our way to make the most effective use? And  
9                   so when I hear a question of how does this  
10                  affect the surrounding neighborhood, our  
11                  investment in a few feet now could save us  
12                  many, many lanes that would have to be taken  
13                  for those who are sitting in your seats in  
14                  2040 or 2050. I know Mr. Anderson said he's  
15                  going to plan to be here in 2040.

16                         I submit the rest of my testimony.  
17                         But the point being that this enables us to  
18                         say if we take one lane now, take a few feet  
19                         now, we can save many, many homes that would  
20                         have to be taken in the future. So thank you  
21                         very much for the opportunity to make this  
22                         presentation.



1 CHAIR CARRIER: Okay. Thank you,  
2 Mr. Genn.

3 Mr. Poor?

4 MEMBER ANDERSON: Actually said I  
5 was going to outlast Edgar Gonzales. That was  
6 my -- but --

7 CHAIR CARRIER: I can't comment on  
8 that.

9 Mr. Poor?

10 MR. POOR: Am I the last person  
11 tonight?

12 CHAIR CARRIER: No.

13 MR. POOR: No.

14 CHAIR CARRIER: The young lady at  
15 the end of our table --

16 MR. POOR: My experience is people  
17 really wait --

18 CHAIR CARRIER: -- maybe.

19 MR. POOR: -- for the last person.

20 CHAIR CARRIER: Well, after you  
21 two speak, I'm going to call -- there are six  
22 people whom I called earlier who weren't here.

1 MR. POOR: Got you.

2 CHAIR CARRIER: I'm going to give  
3 them another chance.

4 MR. POOR: Well, good evening. My  
5 name is Stephen Poor. I live in Silver  
6 Spring. I'm here to talk tonight about the  
7 Route 29 Corridor Plan.

8 I ride the bus frequently into  
9 Silver Spring to catch the Metro and use the  
10 businesses in our area, and often I find it a  
11 difficult and annoying journey for reasons  
12 that the proposed BRT will do nothing to  
13 alleviate and I believe much to worsen.

14 I believe that the real way to  
15 lessen car-generated congestion in the  
16 downtown Silver Spring and South County area  
17 is to make existing bus service more  
18 accessible, more dependable and more connected  
19 to Metro and other transportation operations.  
20 Before beginning new projects the county  
21 government has shown no ability to build or  
22 manage.

1                   Route 29 is already clogged and  
2 backed up from the Beltway entrance to nearly  
3 Randolph Road virtually every day of the week.  
4 This week every day it was backed up until  
5 just before 10:00 a.m. The fact that at least  
6 a third of this congestion leaves the road at  
7 the Beltway entrance shows that BRT would do  
8 nothing to alleviate most of this congestion.

9                   These people are not riding to the  
10 Metro station or other places served by a bus  
11 on Route 29, but the proposed BRT plan will  
12 take away a full lane from New Hampshire  
13 Avenue to at least the University Boulevard  
14 intersection. With Beltway traffic taken  
15 another lane, this will leave a single lane  
16 for regular traffic in an already failing  
17 intersection.

18                   Your first rule should be do no  
19 harm, and I think your proposal fails that  
20 test. But there are other alternatives that  
21 will assist future congestion issues.

22                   (1) Make existing bus service in

1 the area to Silver Spring downtown frequent,  
2 accessible, reliable and useful even in bad  
3 weather. Bring feeder routes into the  
4 neighborhoods and take riders to safe and  
5 weather-resistant bus stops for the ride  
6 downtown. On Route 29 between New Hampshire  
7 and downtown there are two covered bus stops.  
8 Most of the stops are uncovered, unsafe and  
9 inaccessible during traffic.

10 (2) Take the BRT off Route 29  
11 south of New Hampshire and run it on New  
12 Hampshire Avenue to the Takoma Park Metro  
13 station with its large and underused bus lots.  
14 The proposed BRT lines will be expresses that  
15 would drive past riders between most of New  
16 Hampshire and downtown Silver Spring on Route  
17 29, yet they will take away a traffic lane  
18 and, according to some reports, will force  
19 local buses into heavier traffic in the  
20 general traffic lanes left after the BRT  
21 reserves this lane. Thus, bus customers will  
22 see service decline if you actually live and

1 use the buses in that area.

2 (3) Build the Silver Spring  
3 Transit Center before starting or encumbering  
4 another major and complicated project. This  
5 should be obvious. I rode the bus here  
6 tonight, but your plan would make it less  
7 convenient, less regular and slower for me to  
8 continue to use the bus in the future. Your  
9 plan should make it easier for existing riders  
10 to depend on public transportation and enable  
11 them to recommend it to their neighbors in  
12 that congested area.

13 CHAIR CARRIER: Mr. Cole, am I  
14 remembering correctly that one of the  
15 questions that will be decided later is -- oh,  
16 now I've forgotten what it was -- oh, darn it.  
17 Well, I'll have to ask you later because I've  
18 lost it. It was one of the things that Mr.  
19 Poor suggested was a problem, but I thought it  
20 was something we don't even know yet whether  
21 it's a problem because the decision hasn't  
22 been made.

1 MR. COLE: Well, we had originally  
2 recommended a curb lane operation through Four  
3 Corners and we changed that to a mixed-traffic  
4 operation with a recommendation to consider  
5 dedicated lanes through Four Corners. It's a  
6 slightly softer recommendation with  
7 recognition of the fact that the traffic  
8 patterns are very complicated here, as Mr.  
9 Poor said, in getting on the Beltway. And it  
10 may be the curb lane, it may be a median lane,  
11 it may be some middle lane. It needs a more  
12 detailed operational analysis.

13 MR. POOR: We could beam them up,  
14 of course.

15 (Laughter.)

16 CHAIR CARRIER: That would be  
17 great. My son, when he was a little boy,  
18 promised that he would invent a machine to  
19 allow us to travel, you know, without any kind  
20 of vehicle. But now that he's 13, I believe  
21 he has abandoned that particular ambition.  
22 Maybe he'll take it up again someday.

1 MR. POOR: Tell him not to go to  
2 school and spend his time working on that.

3 (Laughter.)

4 CHAIR CARRIER: Yes, well you  
5 know, his parents are sort of fond of him  
6 actually getting a degree of some kind. But  
7 you know, who knows, somebody might do it.  
8 Yes, well his parents are way to fiscally  
9 conservative for him to become a Mark  
10 Zuckerberg. Very risk-averse.

11 All right. Ms. Brenner-Leifer.

12 Thank you, Mr. Poor.

13 MS. BRENNER-LEIFER: I want to  
14 thank the Board for adding me at the last  
15 minute. I came a bit at the last minute.

16 I live on a little street called  
17 Drummond, which is in that corridor between  
18 Bradley Road and Friendship Heights. There  
19 have been several other people who testified  
20 here tonight who live in Chevy Chase West or  
21 Somerset, which are neighboring neighborhoods.  
22 Drummond is unique. It is a dead-end street

1 on Wisconsin Avenue and like Chevy Chase West  
2 it is -- I don't want to use the word  
3 "landlocked," but Wisconsin Avenue is our only  
4 means of egress and ingress to our street.

5 So besides transportation issues  
6 that accompany the ingress and egress, we also  
7 have concerns about the safety of our schools.  
8 But I wanted to bring up a couple other things  
9 that I think are important for the -- I would  
10 like the Board to think about.

11 I just would like you to take a  
12 second look at the specific route of the 355  
13 south corridor between Bethesda Avenue and  
14 Friendship Heights. There is one stop for the  
15 BRT in that interim. It is essentially  
16 duplicative of the Metro system and it's not  
17 apparent to me and it's not in this report  
18 what value that one stretch of the BRT serves  
19 other than the stop at Bradley, which seems to  
20 maybe permit residents easier access to one of  
21 the Metros or permits people from one of those  
22 Metros to get to those stores in that small



1 stretch between Wisconsin Avenue and Bradley.

2 We live in this what is  
3 essentially a 100-percent residential  
4 neighborhood stretch for -- one mile stretch  
5 between Friendship Heights and downtown  
6 Bethesda. We are 100 percent residential. We  
7 are bordered by two major commercial centers,  
8 but we have unique residential concerns.

9 Now I think that everybody in our  
10 neighborhood loves where we live because of  
11 our proximity to these two wonderful  
12 residential centers. And I a card-carrying  
13 member of the SmarTrip. I took the SmarTrip  
14 to work today and I took the Metro here. And  
15 I am looking forward to taking the Purple Line  
16 to Bethesda and somehow getting home at a  
17 future date. I am 100 percent in favor of  
18 public transportation, but I would like you to  
19 take a specific look at this one section that  
20 it is unclear where the advantages and the out  
21 -- it is unclear to me in my short tenure of  
22 looking at this information where the cost and

1 benefit analysis lays for this one small  
2 stretch.

3 CHAIR CARRIER: Okay. Thank you  
4 very much.

5 MEMBER ANDERSON: How do you get  
6 to the Metro right now?

7 MS. BRENNER-LEIFER: I walk.

8 MEMBER ANDERSON: To Bethesda or  
9 to Friendship Heights.

10 MS. BRENNER-LEIFER: I walk --  
11 it's one mile -- it's 0.9 miles from Drummond  
12 to Metro, to Friendship Heights and it's  
13 approximately maybe a mile-and-a-half at the  
14 most between Bradley and Friendship Heights.

15 MEMBER ANDERSON: Yes. Okay.

16 MS. BRENNER-LEIFER: And with all  
17 the trains coming across Wisconsin we have the  
18 safety issues, we have the children issues and  
19 we just have -- don't know how -- it's going  
20 to be so complicated to get into and out of  
21 our neighborhoods.

22 MEMBER ANDERSON: Well, I was just

1 thinking, you know, if there would be a case  
2 to have a Bradley, that would be pretty close  
3 to I think to Drummond, no?

4 MS. BRENNER-LEIFER: No,  
5 Friendship Heights is much closer. Bradley is  
6 at least a mile from my house.

7 MEMBER ANDERSON: Okay.

8 CHAIR CARRIER: Okay. Thank you  
9 all for speaking.

10 MS. BRENNER-LEIFER: Thank you.

11 CHAIR CARRIER: I'm going to  
12 recall people who weren't here when I called  
13 them before. We'll see if they have arrived.

14 Kent Watkins. Alex Tremble.  
15 Howard Kaplan. Dawn Chaikin. Brian Savoie.  
16 Greg Kiel.

17 (No audible response.)

18 CHAIR CARRIER: I don't see  
19 anybody. Any closing remarks, Mr. Cole?

20 MR. COLE: Have a good night.

21 (Laughter.)

22 CHAIR CARRIER: Any closing

1       remarks from Planning Board members?

2                       (No audible response.)

3                       CHAIR CARRIER:  No?  We are  
4       adjourned.  Thank you all very much.

5                       (Whereupon, the meeting was  
6       adjourned at 9:28 p.m.)

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

<b>A</b>				
<b>AAA</b> 45:22	110:15	125:10 127:21	130:19 154:20	197:1
<b>abandon</b> 59:21	<b>accommodations</b>	135:1 138:14,14	181:22	<b>agree</b> 7:13 48:12
<b>abandoned</b> 206:21	158:6,10 159:1,9	170:15 171:14	<b>ads</b> 5:13	92:14 119:17
<b>ability</b> 6:5 160:10	159:11	<b>added</b> 22:7 49:6	<b>adults</b> 113:5 130:4	124:21 126:3
162:16 163:7	<b>accompany</b> 208:6	89:13 126:6	<b>advantage</b> 16:9	132:15 134:9
202:21	<b>accomplish</b> 59:3	<b>adding</b> 48:16 49:5	34:15 115:9	<b>agreed</b> 42:13
<b>able</b> 27:7 41:12	129:4	177:14 207:14	163:20	<b>ahead</b> 44:3 47:20
46:2 49:2 67:3	<b>accomplished</b>	<b>addition</b> 38:14	<b>advantages</b> 63:6	66:14 140:22
77:5 90:7,8 107:8	33:17	49:10 57:16 82:7	176:20 189:12	145:8 173:6 193:1
107:9 118:13	<b>accord</b> 117:10	99:3	209:20	<b>air</b> 57:15 58:3
128:10 129:17	<b>account</b> 133:16	<b>additional</b> 6:15	<b>adverse</b> 167:13	147:7
144:8 153:17	<b>accounted</b> 88:4	20:15,18 40:19,20	<b>advertise</b> 86:5	<b>Akst</b> 2:18 111:1,5,6
199:19,21	<b>achieve</b> 12:2 20:22	41:7 43:15 48:16	<b>advertisement</b>	111:7 118:20
<b>Ables</b> 2:6 17:19	21:1 98:1 106:12	48:22 56:8 73:14	45:15	119:19 132:17
24:4,5	158:22 199:19	101:22 102:8	<b>advice</b> 57:1	134:10
<b>absence</b> 106:16	<b>achieved</b> 141:6	114:17 124:19	<b>advisory</b> 39:20	<b>Alex</b> 65:19 211:14
<b>absolute</b> 170:17	147:20	125:10 133:20	44:3 49:7	<b>align</b> 47:2
<b>absolutely</b> 92:16	<b>achieves</b> 167:19	140:14 175:15	<b>advocate</b> 99:14	<b>Alignment</b> 166:7
183:3 186:8 198:3	<b>achieving</b> 153:3	182:9 183:22	<b>advocating</b> 31:13	<b>Allen</b> 69:11
<b>abut</b> 27:21	168:11	185:21	56:4	<b>alleviate</b> 202:13
<b>accept</b> 109:21	<b>acknowledges</b>	<b>Additionally</b> 36:4	<b>aesthetics</b> 27:5	203:8
<b>acceptable</b> 127:5	125:2	193:17	<b>affair</b> 143:5	<b>allow</b> 47:11 58:17
<b>accepting</b> 25:10	<b>acquainted</b> 130:16	<b>address</b> 63:17 71:6	<b>affect</b> 54:13 55:14	73:7 110:7,7
<b>access</b> 27:8,11	<b>acquire</b> 73:14	71:12,13 74:6	106:4,5 200:10	155:16 167:2
39:16 50:3,20	<b>acquiring</b> 74:9	82:16 126:14,16	<b>affiliated</b> 196:19	180:12 182:2,21
59:12,14 61:15	<b>acquisition</b> 182:8	140:14 176:7	<b>afford</b> 9:5 10:14	185:9,17 206:19
63:21 97:22 98:1	182:22	195:6	155:12	<b>allowed</b> 25:11
111:17 113:2	<b>act</b> 44:17 47:3,15	<b>addressed</b> 47:19	<b>affordability</b> 61:15	36:10 47:7
115:10 117:6,22	65:3 77:12 108:14	133:21 185:15	<b>affordable</b> 23:13	<b>allowing</b> 48:1
128:20 130:15	<b>Action</b> 8:11 44:19	<b>addresses</b> 139:12	38:13 95:13	157:1 159:20
137:6 155:22	<b>actions</b> 124:4	<b>addressing</b> 72:13	<b>afraid</b> 68:20	<b>allows</b> 64:5 189:18
184:8 208:20	<b>active</b> 165:14	<b>adequate</b> 55:6	<b>afternoon</b> 88:16	<b>alma</b> 80:11
<b>accessibility</b> 15:9	<b>actively</b> 12:3	<b>adjacent</b> 5:10	113:7	<b>already-dangerous</b>
<b>accessible</b> 112:7	173:16	35:12 61:2 124:20	<b>Ag</b> 23:13 172:4	133:17
173:20 202:18	<b>activities</b> 155:5	125:14,17 126:8	<b>age</b> 76:18	<b>alter</b> 154:1
204:2	175:15	127:1 131:18	<b>aged</b> 129:6	<b>alternate</b> 26:18
<b>accident</b> 81:10 86:1	<b>activity</b> 20:13	155:2 175:6	<b>agencies</b> 5:18 21:10	<b>alternative</b> 9:7
86:6,13	23:18 46:18 50:5	<b>adjourned</b> 212:4,6	49:9 185:10	10:4 13:14 33:8
<b>accidents</b> 50:14	101:13,15 175:1	<b>Adjournment</b> 3:22	<b>agency</b> 24:22 73:2	36:20 41:10 49:22
81:11 87:2 88:6	<b>actual</b> 28:14 37:10	<b>adjustments</b>	73:13	50:21 109:19
153:17	67:5 72:20	185:18	<b>agenda</b> 100:19	111:22 151:12,15
<b>accommodate</b> 35:4	<b>ad</b> 5:18	<b>Administration</b>	<b>agent</b> 75:9	181:20 191:1,3
122:20 135:16	<b>Adams</b> 161:2	5:12 70:6 86:8	<b>ages</b> 132:3	194:21 198:17
<b>accommodated</b>	<b>adapt</b> 39:11	88:2 112:18	<b>aging</b> 46:8 130:8	200:7
33:16 166:18	<b>adapts</b> 29:6	<b>adolescence</b> 77:7	150:10	<b>alternatives</b> 95:7
<b>accommodates</b>	<b>add</b> 43:4 49:11	<b>adopt</b> 37:7	<b>ago</b> 8:16 25:3 48:19	116:2 128:21
	86:15 121:9	<b>adopted</b> 42:7	100:12 174:19	150:21 153:4,20

155:11 158:3 195:11 203:20 <b>ambition</b> 206:21 <b>ambulance</b> 129:16 <b>amended</b> 4:21,22 5:1,6 25:20 26:12 <b>amendment</b> 4:20 124:13 <b>amendments</b> 38:18 186:2 <b>amenities</b> 176:5 <b>America</b> 17:8 76:13 <b>American</b> 30:3,7 77:12 <b>amount</b> 17:2 <b>amounts</b> 73:14 74:9 <b>ample</b> 55:6 <b>Amy</b> 1:19 2:5 11:19 <b>analogous</b> 131:11 <b>analyses</b> 37:9 41:10 41:11 199:10 <b>analysis</b> 19:7 34:8 42:1,2 156:5 206:12 210:1 <b>ancillary</b> 183:20 <b>Anderson</b> 1:17 2:13 65:19 66:4,4 66:7 74:22 75:1,2 75:19 117:18 192:15,20 200:14 201:4 210:5,8,15 210:22 211:7 <b>Angeles</b> 9:9 152:5 <b>anguish</b> 148:6 <b>Ann</b> 2:18 93:9 <b>announced</b> 177:4,9 <b>annoying</b> 202:11 <b>Anspacher</b> 1:23 4:16 <b>answer</b> 75:21 79:6 155:14,22 <b>answers</b> 53:13 54:17 55:7 56:21 <b>anti-car</b> 14:5 32:2 60:2,18	<b>anybody</b> 52:13 107:3 211:19 <b>anymore</b> 62:13 161:11 192:8 <b>anyway</b> 74:18 131:5 <b>apart</b> 69:21 <b>apartments</b> 162:12 163:6 <b>APFO</b> 178:2 <b>app</b> 153:18 <b>apparent</b> 208:17 <b>appealing</b> 143:14 <b>appears</b> 35:16 <b>appended</b> 36:21 <b>appendices</b> 182:7 <b>Appendix</b> 5:7 <b>applaud</b> 19:13 124:3 165:22 <b>applauds</b> 179:11 <b>applause</b> 29:11,13 <b>applied</b> 115:20 183:9 <b>appreciably</b> 34:12 <b>appreciate</b> 39:2 119:22 144:7 161:16 181:12 <b>appreciated</b> 139:3 <b>appreciates</b> 99:13 <b>appreciation</b> 160:12 164:19 <b>approach</b> 35:13,17 37:2 42:9 156:5 158:17 168:7 <b>approaches</b> 102:19 102:20 <b>appropriate</b> 32:2 37:5 78:13 102:16 112:16 115:18 117:3 181:7 <b>approve</b> 49:16 57:2 <b>approved</b> 6:11 43:18 48:18,19 130:18 182:4 <b>approves</b> 73:9 <b>approving</b> 150:17 <b>approximate</b>	183:21 <b>approximately</b> 156:7 210:13 <b>Aquatic</b> 175:16 <b>area</b> 12:15 14:11 37:18,21,22 39:11 40:10 41:15 43:2 51:16 60:21 68:11 76:1 80:18 107:22 133:5 136:5,8 137:3,10,16 152:20 157:16 160:21 174:2 189:16 202:10,16 204:1 205:1,12 <b>areas</b> 15:19 21:16 30:12 38:12,22 55:9,15 60:14 71:8 102:3 113:7 126:20 127:3 134:4 137:20 158:7 162:2 172:5 <b>Arlington</b> 152:6 <b>arrive</b> 88:19 <b>arrived</b> 191:22 211:13 <b>Art</b> 82:13 <b>articulate</b> 149:3 <b>asked</b> 41:17 75:10 82:21 <b>asking</b> 53:12 89:15 190:1 <b>aspect</b> 105:19 <b>aspects</b> 68:19 173:13 <b>assaulted</b> 148:2 <b>asserted</b> 151:2 <b>assess</b> 125:13 126:22 <b>assessment</b> 126:9 <b>assessments</b> 82:3 <b>assets</b> 113:17 <b>assist</b> 203:21 <b>associated</b> 182:7 <b>association</b> 32:14 37:17 42:13 71:4 71:5 95:19 99:20	100:10 111:15 122:9 124:3 125:8 132:17 154:12,15 155:6,19 157:16 <b>associations</b> 55:5 <b>assume</b> 184:19 <b>assumed</b> 182:16 <b>assuming</b> 33:16 49:15 73:9 80:14 194:2 <b>assumptions</b> 41:20 <b>assurance</b> 97:1 <b>assured</b> 25:5 <b>assurity</b> 104:7 <b>athletes</b> 113:4 <b>attachment</b> 151:19 <b>attempt</b> 195:10 <b>attempting</b> 156:10 <b>attempts</b> 158:5 <b>attend</b> 119:13 188:8 <b>attended</b> 53:7 <b>attention</b> 15:2 49:18 59:17 126:1 191:13 <b>attitude</b> 32:2 <b>attorneys</b> 86:5 <b>attorney's</b> 85:22 <b>attract</b> 21:12 61:10 62:2,18 151:20 156:13 160:10 162:9 163:11 <b>attracting</b> 62:22 <b>attractive</b> 65:7,13 99:6 172:17 <b>attributed</b> 160:16 <b>attributes</b> 38:9 39:8 43:4 <b>audible</b> 7:20 8:1 93:5 211:17 212:2 <b>audience</b> 197:20 <b>Auditorium</b> 1:12 <b>authority</b> 86:14 185:11 <b>authorized</b> 36:6 <b>auto</b> 167:22 199:21 <b>automobile</b> 45:1	75:8,11 146:3 147:19 180:10 <b>automobiles</b> 96:4 <b>automotive</b> 199:14 <b>autos</b> 46:5 162:21 <b>Autrey</b> 52:14 <b>available</b> 5:20 40:21 74:8 75:17 113:2 147:18 150:22 167:4 <b>Avenue</b> 1:13 9:20 15:18 39:15 40:21 43:22 47:6 49:15 50:22 54:1 66:20 67:5,17,22 68:6 68:10,15,17,20 69:12,20 70:1,3 70:19 73:5 75:2 77:16 87:8,10,15 87:21 88:18 89:1 89:5,12 93:19,22 101:14 102:11,17 102:21 104:16 109:4,5,13 111:10 111:18,22 113:3 113:10,15 116:20 121:1 122:12,18 123:2,5,20 125:1 127:18,22 132:9 133:1,13,18 134:2 134:7 187:11,17 187:20 188:11,21 189:5,19 190:7 203:13 204:12 208:1,3,13 209:1 <b>Avenues</b> 51:1 <b>average</b> 137:20 199:20 <b>avoid</b> 7:10 22:12 25:2 61:4 148:19 151:4 153:17 182:16 <b>avoiding</b> 60:10 <b>avoids</b> 189:13 <b>award-winning</b> 12:8 <b>aware</b> 101:3
--	---	--	---	--

<b>a.m</b> 88:15,20 203:5	<b>becoming</b> 130:3 147:11 175:13 192:3 194:9	169:20	<b>bit</b> 102:7 103:21 162:2 207:15	<b>bothered</b> 109:16
<b>B</b>	<b>bed</b> 141:9	<b>Bethesda</b> 8:17 9:20 24:7,10 25:10,14 27:9,19 28:16 29:18 43:21 62:10 77:15 87:8,18 109:9 116:14,16 116:22 117:13 129:10 132:16 133:12 134:5,14 144:4 148:7 173:15 174:17 175:21 176:18 208:13 209:6,16 210:8	<b>Blair</b> 81:1 92:2	<b>bottlenecks</b> 16:20 46:16
<b>B</b> 185:19	<b>beginning</b> 61:5 202:20	<b>Bethesda-Friend...</b> 112:11	<b>blame</b> 196:20	<b>bottom</b> 200:6
<b>baby</b> 46:8	<b>behalf</b> 11:20 164:17 186:14	<b>better</b> 9:1 46:1 47:5 54:22 72:2 96:2 108:16 112:13 123:15 148:16 151:22	<b>blasts</b> 83:16	<b>bought</b> 25:10
<b>back</b> 17:16 43:2 52:10 55:10 93:7 107:7 109:6 128:6 129:22 130:1 151:5 159:22 170:22 176:2 189:8	<b>believe</b> 12:14 13:16 19:6 20:10 22:4 34:5 44:8 113:16 115:1 127:19 141:10 166:10,16 167:12 169:7 174:6 175:3 181:14,21 202:13 202:14 206:20	<b>Bethesda-Friend...</b> 112:11	<b>block</b> 139:16 190:6 191:6	<b>boulevard</b> 33:12 37:19 68:9 70:3 74:13 109:12 111:10 137:5 165:13 183:17 187:16 189:20 195:14 203:13
<b>backed</b> 203:2,4	<b>believes</b> 97:15	<b>beyond</b> 51:5 103:19 170:20,22 198:21 200:4	<b>blocking</b> 118:7	<b>boy</b> 79:19 206:17
<b>backing</b> 82:15	<b>below-ground</b> 26:1	<b>bicycle</b> 59:13 157:19 192:21	<b>blocks</b> 87:15 96:18 122:14	<b>BRAC</b> 24:11,14,14 25:13 28:6,10 78:13 122:21
<b>backs</b> 66:22	<b>Beltway</b> 24:8 28:18 29:1 32:18 33:4 34:1,5,11,21 37:6 38:1,8 40:10 51:2 51:4,14,17,19 60:6 102:17 103:4 119:19 120:3 122:14,19 203:2,7 203:14 206:9	<b>bicycle-pedestrian</b> 158:7	<b>blog</b> 8:21 9:2 152:11	<b>Bradbury</b> 2:21 134:20 135:21,22 136:2 139:5
<b>backup</b> 51:14	<b>Ben</b> 3:13 173:4 176:17	<b>bicycling</b> 146:8	<b>blue</b> 189:2,8	<b>Bradley</b> 33:11 111:9 115:3 117:9 117:13 133:18 207:18 208:19 209:1 210:14 211:2,5
<b>bad</b> 14:16 16:8 87:6,6,6 137:13 138:18 161:12 204:2	<b>benefit</b> 41:11 97:16 176:6 195:12 210:1	<b>bicyclist</b> 157:16	<b>board</b> 1:4,12,14,15 1:17,18,19 6:7,10 8:10 21:8 22:17 23:5 28:12 33:2,4 33:6 47:16 51:4 53:11 62:14 67:9 71:19 74:19 82:11 89:11,15 95:19,20 103:19 104:6 122:9 125:9 136:12 139:9 141:8 143:17 157:15 159:7 161:17 164:20 167:5 168:6 173:9 179:12 182:14 196:8 207:14 208:10 212:1	<b>brag</b> 188:5
<b>balanced</b> 34:21	<b>benefits</b> 42:8 57:22 58:1,5,7 64:19 99:10 115:22 149:20	<b>big</b> 77:4	<b>boarding</b> 43:5,6,7 58:13 61:7 98:7,9 115:10	<b>branch</b> 82:15 109:13 195:18
<b>Ballie</b> 2:22 134:21 142:8,9,11,21 145:17,20	<b>Berkeley</b> 151:17	<b>bigger</b> 2:19 119:4,4 119:8 127:9,12 132:18	<b>body</b> 151:9	<b>branding</b> 16:17 61:20
<b>Barbara</b> 2:16 92:22 97:10	<b>Berlin</b> 69:1	<b>bike</b> 21:16 89:4 112:9 158:20,21 159:9	<b>body's</b> 25:14	<b>break</b> 177:17
<b>bare</b> 61:4	<b>best</b> 6:5 16:6 17:13 60:19 67:11 75:6 76:19 156:16 160:14 169:7 188:4	<b>bikes</b> 158:6,10,20 159:4	<b>bold</b> 64:10,21 65:1 106:11	<b>breathe</b> 147:7 148:12 179:15
<b>barely</b> 95:1	<b>Betamax</b> 150:19	<b>Bikeshare</b> 15:14	<b>boldly</b> 65:3	<b>Brenner-Leifer</b> 3:20 192:2 207:11 207:13 210:7,10 210:16 211:4,10
<b>barrier</b> 121:4	<b>Beth</b> 3:10 154:8	<b>bikeway</b> 112:18	<b>bones</b> 61:4	<b>Brian</b> 2:24 93:1 154:7,11 211:15
<b>barriers</b> 69:4		<b>Bikeways</b> 4:22	<b>book</b> 77:4 144:8	<b>brick</b> 27:15
<b>base</b> 162:9		<b>billion</b> 31:2 54:19 72:8,9	<b>boomers</b> 46:8	<b>bridge</b> 22:15 30:3,7 122:12,19
<b>baseball</b> 113:6		<b>billions</b> 149:20	<b>boost</b> 194:14	<b>bridges</b> 77:10 150:10
<b>based</b> 33:5 37:10 114:9 183:22			<b>bordered</b> 209:7	<b>Briggs</b> 136:5,16 137:2 138:13
<b>basically</b> 67:8 121:7 133:8			<b>borne</b> 152:2	<b>brighter</b> 105:7
<b>basis</b> 93:22				
<b>BCC</b> 87:11,13 88:12,14 113:3 119:14,16 121:8 132:5				
<b>beam</b> 206:13				
<b>beautiful</b> 144:18 146:22				
<b>beauty</b> 25:6 146:16 146:18,19,21 147:6				

106:12	134:13 140:18,21	<b>Burtonsville</b> 136:3	152:14 171:21	<b>capability</b> 180:9
<b>brilliant</b> 198:8	141:1,8 149:13	136:11,19 137:1	204:19 205:1	<b>capacity</b> 31:1 45:2
<b>Brinckerhoff</b> 36:21	150:14 151:1,3,15	138:13	<b>business</b> 141:16	60:18 95:5 166:5
<b>bring</b> 10:16 56:16	151:20 152:2,7,12	<b>bus</b> 8:13,16 12:13	<b>businesses</b> 12:1	168:17 179:20
68:18 89:7 96:1	152:19 153:6,15	15:16,18 16:4,15	14:11 38:5 73:19	180:17 198:22
127:7 130:21	154:16 155:7,9,13	27:8 28:18 30:9	74:3 149:22	<b>capital</b> 1:1,16
184:8,17 204:3	155:15,22 156:12	30:16 35:5,22	172:17 202:10	15:14 150:9
208:8	156:17,18,22	40:17 43:1,1,5,11	<b>busway</b> 36:16,19	<b>capture</b> 171:18
<b>brings</b> 65:6	157:10 158:1,3	45:10 72:12 73:16	37:7 40:6 53:20	<b>car</b> 9:19 14:6 45:22
<b>broad</b> 170:13	171:2,10,15	73:22 75:4 76:14	114:16 135:5,9	46:3 60:7 93:20
<b>bronze</b> 17:6,10	172:14 173:13,22	78:18,21 86:1,6	<b>busways</b> 33:3,9	105:8 107:2,3,7
<b>brought</b> 63:18	174:5,11 175:4	86:16,19,20 88:11	34:11,15,17,20	107:22 110:7
105:2	176:20 177:13	92:4 93:21 94:7,9	35:1,3,10,16 36:2	130:13 138:4
<b>BRT</b> 9:8,11,12,15	178:2,22 179:1	95:21 97:17 98:21	37:4 171:14	162:21 171:13
11:5 12:17 14:22	187:13 188:1,6,9	105:14 109:21	<b>busy</b> 39:11 110:1	177:16
16:1,10,13,16,18	188:21 189:2,12	110:4,14 112:2,8	123:20	<b>carbon</b> 110:6
16:21 17:5,7,11	190:2,9 202:12	112:15 113:21	<b>bus-related</b> 88:5,10	<b>card</b> 100:5
17:13 25:2,5,6	203:7,11 204:10	115:5,6,8 116:18	<b>buttness</b> 26:3 27:7	<b>card-carrying</b>
28:13,17 30:13,22	204:14,20 208:15	116:21,22 117:5,5	<b>buttresses</b> 26:14	209:12
31:12 33:6 34:1	208:18	117:7 118:17	<b>buttressing</b> 26:7	<b>care</b> 65:12 125:20
36:4 37:2,6 38:20	<b>BRT's</b> 45:16 150:4	123:7 124:5,8,10	<b>buy</b> 63:2,3	126:3 128:14
39:18 40:11 41:5	<b>Brunswick</b> 47:18	124:15 125:3,12	<b>buzzes</b> 14:2	129:2,6,22,22
41:8,13 43:4,15	172:3,15 177:9	125:17 127:1	<b>bypassing</b> 45:14	147:8 162:1
43:19 45:10,13,21	<b>Brutz</b> 2:15 8:4	129:8 132:9 134:8		177:18,19
46:13,15,18 47:2	92:22 93:16,17,18	134:12 137:14	<b>C</b>	<b>careful</b> 52:3
47:6,8 48:18,20	<b>budget</b> 31:5 150:7	138:7,21 139:1,21	<b>Cabin</b> 195:18	<b>carefully</b> 115:20
51:18 53:16,18	<b>buffer</b> 35:14	140:16 141:3	<b>cafes</b> 189:21	<b>caregivers</b> 130:15
54:7,9,13 55:9,13	<b>buffers</b> 22:2	142:14 143:15,20	<b>calculators</b> 31:5	<b>Carrier</b> 1:14,15 4:3
55:17,17 56:7,12	<b>build</b> 17:12 26:1,18	145:8,9 150:16	<b>California</b> 152:6	4:8 7:1,21 8:2
56:15 57:10 62:12	34:11,13 77:10	152:18 154:22	<b>call</b> 7:16 11:13	11:7,12,17 15:3
64:6 67:9 70:10	78:5 98:18 168:14	159:12 166:16	17:16 44:6 65:17	17:15 18:7,10,14
70:18 71:9,10	202:21 205:2	178:3,7,9,11,12	66:8 110:22	24:3 29:12 32:10
72:15 74:1,4 79:2	<b>building</b> 1:13 59:8	180:14 184:2,5	129:18 134:19	37:13 44:5,13,14
80:17,19 81:18	71:10 121:10	202:8,17 203:10	154:6 187:19	44:18 48:3 52:6,8
83:18 85:5 95:3	181:2	203:22 204:5,7,13	191:20 197:20	57:4 62:6 65:12
95:14 96:1,7,12	<b>buildings</b> 36:8	204:21 205:5,8	201:21	65:16 66:5,12
97:2,4 98:1	113:13 150:12	<b>buses</b> 8:20 9:16	<b>called</b> 8:22 17:17	70:21 74:21 76:21
100:11,17 101:16	<b>built</b> 42:16 64:21	10:9 13:18 15:13	72:12 79:2 191:22	79:8,12,17,21
103:11,16,20	64:22 72:6 131:9	16:18 35:20 36:1	201:22 207:16	82:17 83:21 84:9
104:10,17 105:19	153:7 161:6	43:3 44:22 45:13	211:12	84:13,16,19 85:1
111:19 114:8	167:18 168:16	47:14 69:13 74:2	<b>calls</b> 188:15	85:3,13,16 89:6
115:9,20,22 116:4	170:15 180:13	86:3,9,15 87:1,4,5	<b>Camden</b> 177:6	89:18,21 90:1,4
116:6,11,13 117:2	183:8	90:6 94:4,8 96:5	<b>Canada</b> 152:4	90:11,17,20 91:4
117:5,9,13 119:9	<b>built-in</b> 130:2	96:15,21 113:17	<b>candidate</b> 82:10	91:8,12,15,19
120:12 123:4,13	<b>bumper-to-bum...</b>	115:12,12 123:17	<b>canine</b> 47:8	92:6,10,12,16,18
123:21 125:6	170:13	123:18 126:18	<b>canopy</b> 27:6 133:7	93:6,11,15 95:15
127:19 133:9,20	<b>bunch</b> 163:15	144:16 146:2	<b>canvassed</b> 144:6	97:7 99:16 100:4



101:3,6,9 104:19 107:12,15 110:21 117:17 119:3 122:5 127:6,11 128:1 129:12 131:2,13 134:17 135:3,18 139:4 141:20 142:6 145:15,18 148:21 149:2,7 154:4 157:12 159:15 164:13 169:16 172:21 173:3,9 175:8 176:14 179:5 184:12,19 184:22 186:7,12 190:1,8,12,16,19 190:21 191:2,5,8 191:10,15,19 192:10,17 193:1 196:11 197:3,11 197:14,17 198:1,4 201:1,7,12,14,18 201:20 202:2 205:13 206:16 207:4 210:3 211:8 211:11,18,22 212:3 <b>carries</b> 45:11 140:5 <b>carry</b> 60:16 <b>carrying</b> 60:18 132:1 <b>cars</b> 10:17 13:11,15 14:2 20:22 24:1 31:19 35:19 45:3 46:8 57:13 58:19 62:1 63:3,20 94:21 107:2 110:5 124:2 138:1 147:7 148:17,19 149:15 149:19 153:16 158:2 159:3 166:6 179:21 180:17 <b>car-dependent</b> 30:12 <b>car-free</b> 15:7 <b>car-generated</b>	202:15 <b>case</b> 47:11 76:10 93:8 124:11 211:1 <b>CASEY</b> 1:17 <b>Castle</b> 137:5 <b>catch</b> 202:9 <b>caught</b> 106:2 <b>cause</b> 27:17 57:15 133:4 <b>caused</b> 28:5 87:2 <b>Caution</b> 86:16 <b>CBD</b> 140:11 <b>CCT</b> 161:8 172:14 193:11,13,16,18 193:19 194:4,7,10 194:14 <b>CCT's</b> 194:21 <b>CCW</b> 112:3,20 <b>Cedar</b> 24:8 27:12 32:18 34:17 <b>ceiling</b> 182:17 183:7 <b>center</b> 12:11 25:8 38:20 68:21 69:9 101:13 136:18 141:17 165:16,18 174:22 175:17,17 189:17 194:1 195:17 205:3 <b>centers</b> 20:13 23:18 46:19 57:19 101:15 108:9 137:9 138:11 141:16 165:2 170:21 171:11 209:7,12 <b>central</b> 27:9 61:9 136:10 146:13 186:15,20 189:7 <b>Century</b> 64:14,15 64:16,19 130:22 147:4 165:12 <b>century-old</b> 114:12 <b>ceremony</b> 144:18 <b>certainly</b> 56:9 85:4 85:15 106:14 132:19 133:16	<b>certified</b> 5:14 <b>Chaikin</b> 66:9 211:15 <b>chair</b> 1:14,15 4:3,8 7:1,21 8:2 11:7,12 11:17 15:3 17:15 18:7,10,14 24:3 29:12,16 32:10 37:13 44:5,12,14 44:18 48:3 52:6,8 52:13 53:1 57:4 62:6 65:12,16 66:5,12 70:21 74:21 76:21 79:8 79:12,17,21 82:17 83:21 84:9,13,16 84:19 85:1,3,13 85:16 89:6,18,21 90:1,4,11,17,20 91:4,8,12,15,19 92:6,10,12,16,18 93:6,11,15 95:15 97:7,13 99:16 100:4 101:3,6,9 104:19 107:12,15 110:21 117:17 119:3 122:5 127:6 127:11 128:1 129:12 131:2,13 134:17,22 135:3 135:18 136:1 139:4 141:20 142:6 145:15,18 148:21 149:2,7 154:4 157:12 159:15 164:13 169:16 172:21 173:3 175:8 176:14 179:5,7,9 184:12,19,21,22 186:7,12 190:1,8 190:12,16,19,21 191:2,5,8,10,15 191:19 192:10,17 193:1 196:11 197:3,11,14,17 198:1,4 201:1,7	201:12,14,18,20 202:2 205:13 206:16 207:4 210:3 211:8,11,18 211:22 212:3 <b>chaired</b> 48:9 <b>Chairman</b> 173:8 <b>chairmanship</b> 82:10 <b>chairs</b> 52:10,15 <b>Chair's</b> 198:12 <b>challenge</b> 168:1 <b>challenged</b> 153:15 172:1 <b>challenges</b> 41:14 <b>challenging</b> 93:12 <b>chance</b> 7:6 82:17 197:1 202:3 <b>Chaney</b> 136:5,16 137:2 138:13 <b>change</b> 17:12 29:7 57:15 87:22 97:5 105:14 122:1 149:18 157:5,8 163:19 172:14 <b>changed</b> 28:20 206:3 <b>changes</b> 25:11 28:10 39:1,12 60:10 65:2 72:2 74:20 97:3,20 121:3 122:3,21 175:12 184:7 <b>character</b> 27:1 108:14 163:3 <b>characteristics</b> 49:21 168:8 <b>characterization</b> 91:18 <b>characterize</b> 91:13 <b>characterized</b> 38:10 <b>chart</b> 199:9 <b>charts</b> 40:22 <b>Chase</b> 85:19 87:9 87:19 89:5 111:8 114:10 120:17	122:9,10,13,15 123:11 131:17 132:19 207:20 208:1 <b>chauffeur</b> 46:6 <b>Cherian</b> 3:16 192:1 193:4 <b>Cherry</b> 74:11 183:14 <b>Chevy</b> 85:19 87:9 87:18 89:5 111:8 114:10 120:17 122:8,10,13,15 123:11 131:17 132:19 207:20 208:1 <b>childhood</b> 105:10 <b>children</b> 76:8 88:18 107:5,6 114:4 119:13 129:6,7 130:3 132:3,6 210:18 <b>choice</b> 13:12 88:14 105:9,13 137:8 150:2 168:2,21 <b>choices</b> 149:19 <b>choke</b> 9:17 78:3 <b>choking</b> 16:11 <b>choose</b> 173:15 <b>Chris</b> 28:9 136:2 <b>Christine</b> 2:9 8:3 <b>Christopher</b> 2:21 134:20 <b>CIP</b> 104:3 <b>circle</b> 17:16 78:9 <b>circulation</b> 74:6 <b>circumstances</b> 26:6 <b>Cities</b> 43:20 98:4 165:20 193:9 <b>citizen</b> 44:3 80:7 136:8 154:15 <b>citizens</b> 32:13 37:16 39:20 42:13 49:7 71:4,5 95:19 96:13 99:20 111:13 122:9 155:3,21 187:19
---	--	---	---	--

188:5,15 <b>city</b> 31:9,12 66:17 66:18 67:3,6,7,9 68:19 69:16,17 70:3 85:22 86:1 108:22 119:21 139:12,22 152:8 165:19 186:19,22 187:9 189:17 <b>civic</b> 144:10 154:12 154:15 155:6,19 <b>claims</b> 86:4,13 <b>Clarence</b> 2:13 66:8 <b>Clarksburg</b> 170:4 170:9,14 171:3,5 193:5,6,12 194:3 194:6,19,20 195:17 196:1,3,6 196:10 <b>class</b> 85:9 <b>clean</b> 107:3 <b>clearly</b> 65:21 133:1 157:10 <b>Cleveland</b> 86:14 <b>climate</b> 57:15 <b>clock</b> 197:12 <b>clogged</b> 203:1 <b>close</b> 24:9 89:7 93:14,19 127:8 132:20 133:17 184:18 211:2 <b>closely</b> 23:6 47:2 70:17 77:3 <b>closer</b> 153:3 211:5 <b>closest</b> 184:9 <b>closing</b> 5:19 157:3 211:19,22 <b>club</b> 57:8 114:10,12 <b>coaching</b> 113:4 <b>Coalition</b> 18:5,21 <b>Code</b> 161:21 <b>cohort</b> 76:18 <b>coincidence</b> 197:22 <b>Cole</b> 1:22 2:2 4:4,6 4:11,12 7:2 114:9 118:10 125:19 134:22 135:4	205:13 206:1 211:19,20 <b>Colesville</b> 37:18 50:15 51:2 71:4 96:14 139:16 140:2,9,13 141:11 <b>colleague</b> 82:9 132:18 <b>collect</b> 45:19 <b>collection</b> 58:13 61:7 <b>collective</b> 108:5 <b>collectivity</b> 105:6 <b>college</b> 80:8 109:12 149:4 <b>collision</b> 50:10 <b>Columbia</b> 70:6 <b>combination</b> 60:21 95:12 <b>come</b> 10:15 29:1 39:12 44:7,8 52:13,18,19 72:7 80:20 82:18 83:17 93:7 101:19 109:1 114:18 188:4 <b>comes</b> 64:3 77:14 104:4 138:7 199:4 <b>comfortable</b> 107:4 <b>coming</b> 11:8 19:12 36:12 40:10 52:14 52:21 60:9 78:2 86:17 150:13 161:21 174:15 180:4 193:11 210:17 <b>commend</b> 33:13,21 156:4 <b>comment</b> 47:15 135:2 201:7 <b>commenter</b> 117:21 <b>comments</b> 5:16 6:6 20:14 53:12 56:21 119:17 122:8 127:13 135:5 140:14 142:3 155:8 169:5 <b>commercial</b> 55:5	56:1 68:18 140:8 165:7 209:7 <b>Commission</b> 1:1,17 136:1 179:8 <b>Commissioner</b> 1:18,19,20 192:15 <b>commissioners</b> 11:19 29:17 44:13 142:10 149:9 <b>commitment</b> 19:5 57:17 150:15 179:16 <b>commitments</b> 149:16 <b>committed</b> 146:4 180:19 <b>committee</b> 8:11 39:20 44:3,19 48:10 104:2 111:7 111:14 136:10 139:11 <b>committees</b> 49:7 97:14 <b>committing</b> 150:18 151:10 <b>common</b> 28:1 46:11 147:15,17 <b>common-property</b> 27:22 <b>communities</b> 16:7 19:19 21:3 23:6 23:14,22 24:16,20 112:20 116:5 124:20 128:16 136:15 195:11 <b>community</b> 9:3 10:19 12:7 14:14 20:19 24:7 25:3 27:20,22 28:11 32:16 36:13 38:3 38:9 39:4,7 63:13 102:15 103:1 104:8 108:7 111:8 111:15,18 114:12 116:3 119:15 143:8 165:6 171:10 172:8	175:19 193:8 195:1 <b>community's</b> 195:10 <b>community-orie...</b> 38:13 <b>commute</b> 8:17 75:22 106:4 138:11 <b>commuted</b> 139:21 <b>commuter</b> 50:2 101:17 <b>commuters</b> 22:11 23:4 32:20 35:18 36:7 53:16 69:14 69:16 170:19 171:19 <b>commuting</b> 33:17 139:21 170:2 <b>compact</b> 23:17 <b>Companies</b> 165:4 <b>companion</b> 146:21 <b>company</b> 34:2 <b>compare</b> 34:17 <b>compared</b> 96:3 155:11 <b>compelling</b> 140:19 <b>compensate</b> 24:21 <b>competing</b> 151:7 <b>competitive</b> 58:10 <b>competitiveness</b> 16:12 <b>complained</b> 86:20 <b>complements</b> 19:11 <b>complete</b> 20:7 <b>completed</b> 37:9 54:6 186:4 <b>completely</b> 36:16 <b>complex</b> 32:21 176:2 <b>complexities</b> 28:3 177:13,15 <b>complicated</b> 41:14 205:4 206:8 210:20 <b>complicates</b> 112:13 <b>component</b> 57:17	146:10 174:1 <b>comprehensive</b> 172:12 <b>comprised</b> 165:2 <b>compromised</b> 26:21 <b>Comus</b> 170:3 <b>concentrated</b> 80:18 <b>concentration</b> 87:7 <b>concept</b> 25:5 70:1 70:10 72:11,16 97:21 104:10 112:2 159:6 178:15 180:15 181:9 <b>concepts</b> 102:14 <b>conceptually</b> 121:16 <b>concern</b> 103:17 119:1 123:16,18 155:12,18 174:2 <b>concerned</b> 14:15 28:14 39:5 103:6 124:7,9 170:7 <b>concerning</b> 169:5 <b>concerns</b> 39:21 64:10 112:12 140:17 147:16 151:14 208:7 209:8 <b>conclude</b> 37:4 <b>concluded</b> 71:21 72:4 181:16 <b>concludes</b> 6:21 <b>conclusion</b> 74:18 <b>Concord</b> 87:12 88:17 114:6 <b>concurrent</b> 24:11 <b>conditions</b> 25:7,14 28:12 75:14 76:13 174:8 <b>conduct</b> 126:8,21 <b>conducting</b> 152:17 <b>confidence</b> 13:21 <b>confident</b> 9:12 181:6 <b>configuration</b>
--	---	---	---	---

73:12 <b>conflict</b> 70:10 <b>confused</b> 190:13 <b>congested</b> 16:20 19:21 60:14,21 95:22 155:14 171:19 178:6,6,12 205:12 <b>congestion</b> 35:20 40:2 44:2 53:22 54:5 60:11 71:7 71:13 72:4,13 75:22 95:10,13 98:13 108:15 109:17 110:16 113:19 127:21 133:22 134:3,6 150:16,20 153:9 153:10,13 155:17 156:15 171:15 172:16 180:10 202:15 203:6,8,21 <b>congratulate</b> 169:11 <b>conjunction</b> 116:17 <b>connect</b> 16:6 20:12 23:17 78:2,9 110:17 123:14 159:12 <b>connected</b> 142:15 160:4 163:3 202:18 <b>connectedness</b> 162:16 <b>Connecticut</b> 50:22 77:16 86:18 122:12,18 123:1,5 123:20 125:1 <b>connecting</b> 59:6 98:2 101:15,15 165:17 <b>connection</b> 22:9,20 124:8 194:3 <b>connections</b> 20:16 22:6,7 <b>connectivity</b> 115:5 162:10	<b>conscious</b> 108:11 <b>consensus</b> 12:2,6 51:20 <b>Consequently</b> 33:19 <b>conservation</b> 27:2 27:4 <b>conservative</b> 207:9 <b>consider</b> 37:1 79:5 120:19 174:13 191:1 206:4 <b>considerably</b> 115:2 <b>consideration</b> 6:14 37:12 52:3 59:21 82:13 99:13 104:15 125:6 186:1 <b>considerations</b> 6:20 <b>considered</b> 72:18 99:11 103:14 <b>considering</b> 149:12 195:3 <b>considers</b> 152:9 <b>consistently</b> 160:14 <b>constantly</b> 54:15 <b>constituencies</b> 163:16 <b>constitutional</b> 82:5 83:18 <b>constrained</b> 24:9 188:12 189:14 <b>constraints</b> 24:18 <b>construct</b> 193:13 <b>constructed</b> 38:8 <b>construction</b> 25:22 124:18 140:7 150:5 185:19 <b>consultant</b> 115:19 <b>consultation</b> 132:20 <b>consulted</b> 116:6 <b>consumption</b> 98:14 <b>contain</b> 73:1 <b>contemplate</b> 130:8 <b>contend</b> 152:21 <b>context</b> 22:4 29:19	32:8 <b>continually</b> 151:5 <b>continue</b> 10:6,15 14:19 17:3 24:20 178:16 195:14 205:8 <b>continued</b> 3:6,8 23:1 40:17 194:2 <b>continues</b> 16:13 <b>continuing</b> 130:9 150:7 189:12 <b>continuous</b> 135:15 <b>contractors</b> 126:13 126:15 <b>contrast</b> 6:18 <b>control</b> 171:20 <b>controls</b> 112:17 117:4 <b>controversial</b> 103:1 <b>conundrum</b> 103:7 <b>convenient</b> 16:22 205:7 <b>conversation</b> 75:7 164:8 <b>Conversely</b> 36:1 <b>converted</b> 60:4 <b>convey</b> 164:19 <b>convinced</b> 9:9 <b>cookie-cutter</b> 102:19 <b>Cooperative</b> 87:13 <b>coordinate</b> 22:22 <b>Coordinated</b> 111:14 <b>coordination</b> 185:9 <b>copies</b> 5:13 100:21 <b>copy</b> 166:8 <b>core</b> 143:8 <b>corner</b> 22:9 131:16 175:4 <b>Corners</b> 9:20 37:21 37:21 50:8 51:9 51:10,16 55:16 81:3,15 103:3,8 109:3 138:17,22 206:3,5 <b>corporation</b> 157:5	<b>correctly</b> 205:14 <b>corrects</b> 64:20 <b>correspondence</b> 117:20 <b>corridor</b> 9:1 12:19 12:21 22:10 23:1 33:1,4,15 39:14 43:20 49:18 50:1 50:12 68:1 74:12 98:4 101:16 102:21,22 104:18 108:21 115:1 137:5 163:7 165:20 166:1 169:6 171:1 173:14,14 174:16 175:3,21 177:14 181:10 183:15,16 186:15,17 187:1 187:14,20 188:7 188:10 193:9,22 193:22 194:13 195:2,13 196:1,8 202:7 207:17 208:13 <b>corridors</b> 1:6 4:10 4:14,20 5:2,8 6:15 9:11 12:17 14:21 15:8 16:20 19:4,8 20:10 21:20 43:15 44:21 46:22 47:1 47:4 50:18 64:22 71:9,12,16 72:19 73:5,7 75:5 111:20 123:6,7,10 123:19 130:7,18 135:8 154:19 156:7,19 159:10 164:22 168:9,15 173:16 176:12 179:3,14 180:22 182:12 185:20,21 193:20 <b>cost</b> 16:4 41:10 45:21 55:2 56:10 72:17 89:13 173:20 209:22	<b>costs</b> 35:1 42:7 45:22 46:3 47:14 61:13 99:10 149:21 <b>cost-benefit</b> 34:8 37:9 <b>cost-effective</b> 28:7 75:21 96:2 99:8 181:20 198:17 199:5 <b>Council</b> 5:10 22:16 43:19 66:18 67:7 70:7 73:9 100:13 104:6 152:16 167:6 177:20 <b>Councilman</b> 25:4 <b>COUNCILMEM...</b> 66:15 <b>count</b> 77:21 <b>counterintuitive</b> 9:22 <b>counterproductive</b> 32:3 <b>counties</b> 5:5 105:3 155:2 <b>counting</b> 158:9 <b>countless</b> 145:12 <b>country</b> 19:20 63:16 105:4 160:15 <b>county</b> 1:4,11,12 5:9,10,12 6:13 7:19 8:12,15 9:12 9:21 10:10,18 11:5 13:2 15:10 15:11 16:8 17:14 19:2,6 20:14 21:15,18 22:16,22 23:10,11 24:13 28:17 29:6,20 32:5 37:1 38:16 38:22 40:13 43:14 48:17 49:1 50:10 50:18 51:21 52:2 56:19 57:8,12 59:7 60:9 62:4,11 62:13,18 63:21
--	---	---	---	--

65:10 70:4 71:6 72:14 73:20 76:5 77:18 82:14,15 84:6,10 94:18 97:12,18 98:1,7 99:2,15 103:20 104:14 105:1 106:10 107:6,9,11 108:10,17 110:13 115:5,11 124:4 128:9,19 130:10 130:21 136:5,10 136:12 137:19 140:1 141:3,13 142:12,15,17 143:3,5,6,10,14 143:18 144:2,6,11 144:22 145:5 146:11,12,14 147:4 150:19 155:1,3 156:8,10 156:19 157:1,7,10 157:17,20 158:1 160:20 161:10,18 162:1,15,17 163:13 166:11 167:5,12 169:3,8 170:20 171:18 172:5,7,20 173:21 178:4 179:9,22 184:9 188:22 195:20 202:16,20	<b>course</b> 7:4 55:18 77:6 100:18 103:21 206:14 <b>covered</b> 74:17 204:7 <b>Coyote</b> 81:6 <b>Co-chair</b> 111:7 <b>co-chairmen</b> 54:8 <b>crashes</b> 88:7,10 <b>crazy</b> 161:5,7 <b>create</b> 20:11 21:13 38:12 46:16 49:6 59:22 68:22 110:6 120:9 154:21 187:15 <b>created</b> 63:15 130:20 199:1 <b>creates</b> 45:5 121:4 121:7 122:2 <b>creating</b> 22:1 23:21 42:17 70:2 165:12 <b>creation</b> 61:10 <b>creative</b> 73:18 <b>Creek</b> 54:1 <b>Crest</b> 24:7 25:10 27:19 132:16 <b>Crest's</b> 25:15 27:9 <b>crisscross</b> 84:6 <b>criteria</b> 126:16 127:14 <b>critical</b> 57:17 74:10 180:7 <b>criticism</b> 60:1 <b>Croft</b> 27:12 <b>cross</b> 81:2 87:9 88:15 92:2,9 96:12,13,17,19 109:9 188:18 <b>crossed</b> 15:15 <b>crossing</b> 22:15 30:5 55:15 89:1 <b>crossings</b> 45:6 55:16 <b>crossroads</b> 160:21 <b>crosswalks</b> 112:16 117:3 188:17 189:21	<b>cross-traffic</b> 152:21 <b>crowd</b> 23:4 <b>crowded</b> 91:3 92:3 110:1 <b>crowding</b> 189:13 <b>crucial</b> 58:16 <b>crush</b> 79:4 <b>crux</b> 14:17 <b>Crystal</b> 108:22 152:8 <b>CTC</b> 171:3 <b>culture</b> 144:10 <b>curb</b> 33:8,9 34:13 34:17,22 35:11,13 35:15 36:4,16 37:4 55:22 111:18 113:9,13,16 116:21 118:10 120:13 206:2,10 <b>curbs</b> 41:3 <b>curbside</b> 28:20 133:9 <b>current</b> 25:7 34:6 41:13 42:9 43:1,4 52:1 69:7 70:8 78:22 96:4 97:16 99:3 115:6 140:19 141:2 152:12 185:3 193:12 <b>currently</b> 17:11 68:13 73:6,20 99:7,19 112:14 115:13 146:6 152:17 193:17 <b>custom</b> 27:15 <b>customers</b> 14:4 204:21 <b>cut</b> 40:2 43:2 151:5 <b>cutting</b> 113:21 <b>cut-through</b> 71:8 <b>cycle</b> 158:21 <b>cyclists</b> 21:21 158:13,14 159:11 <b>C-O-N-T-E-N-T-S</b> 2:1 3:6 <b>C8</b> 105:11	<b>D</b>	<b>daily</b> 12:20 129:4 132:2 140:5 149:16 <b>Daly</b> 3:10 154:8 169:18,19,20 <b>Dan</b> 2:4 8:3,10 66:7 71:3 <b>danger</b> 133:21 <b>dangerous</b> 121:7 140:3 <b>Daniel</b> 2:12 65:18 <b>darn</b> 205:16 <b>dash</b> 132:8,11 <b>dashes</b> 88:10 <b>data</b> 30:14 42:10 114:19 140:19 <b>date</b> 34:19 142:19 169:12 209:17 <b>dating</b> 142:17 <b>daughter</b> 108:21 108:22 <b>Dave</b> 4:16 75:2 <b>David</b> 1:23 2:13 65:19 66:4,6 134:19 <b>Dawn</b> 66:8 211:15 <b>day</b> 6:3 46:7 77:21 109:11 129:22,22 138:1 148:16 160:16 203:3,4 <b>daycare</b> 31:22 <b>days</b> 72:8 88:22 162:8 197:1 <b>dead-end</b> 133:11 207:22 <b>deal</b> 23:2,19 51:15 69:4 164:1,2 <b>dealing</b> 83:1 184:1 <b>deals</b> 133:20 <b>dealt</b> 116:20 <b>death</b> 138:20 <b>deaths</b> 21:18 86:3 <b>debt</b> 63:2,4 150:8 <b>decades</b> 71:6 130:10 180:4 <b>decent</b> 109:18 188:17 189:20 <b>decibel</b> 126:22 <b>decide</b> 73:3 147:5 <b>decided</b> 86:14 89:11,12 93:6 186:22 205:15 <b>decision</b> 37:7 164:9 168:6 205:21 <b>decisions</b> 183:10,13 <b>declare</b> 31:20 <b>decline</b> 58:4 204:22 <b>decrease</b> 17:2 40:17 155:17 <b>decreased</b> 87:3 <b>decreases</b> 30:19 <b>decreasing</b> 54:5 156:14 <b>dedicate</b> 15:1 58:21 <b>dedicated</b> 9:17 10:9 11:4 13:17 13:21 16:19 19:5 21:1,11 35:22 58:12,15,19 59:22 60:4 61:1,6 64:5 65:4 76:16 81:3 83:5 95:4 105:15 142:14 143:15,20 155:15 165:16 166:16 171:14 174:6 183:1 199:2 206:5 <b>dedicating</b> 156:11 <b>deemed</b> 28:6 <b>deeply</b> 148:12 <b>defended</b> 85:22 <b>deferred</b> 37:8 <b>deficits</b> 30:1 150:8 <b>definitely</b> 55:19 100:4 191:16 <b>degrade</b> 63:11 <b>degraded</b> 64:17 <b>degrading</b> 40:6 <b>degree</b> 67:18 207:6 <b>delays</b> 109:3 <b>Delegation</b> 5:13 <b>deleterious</b> 116:1 <b>deliberations</b>
---	---	---	----------	--

181:16	<b>designating</b> 116:21 117:4	166:12 167:11	<b>discussion</b> 34:3 58:20 82:2 100:15	<b>dotted</b> 189:2
<b>delighted</b> 7:4	<b>designation</b> 182:11	168:16 170:5	100:18 118:15	<b>DOT's</b> 6:13
<b>delineated</b> 112:16	<b>designed</b> 24:15 58:10 175:18	173:13 175:17	119:1 124:14	<b>double</b> 25:8 28:17 138:15
<b>deliver</b> 49:3	182:20	176:11 180:2,5	146:14 180:8	<b>Doug</b> 78:11
<b>delivery</b> 32:15 113:12 195:9	<b>designing</b> 21:22	183:1 194:18	<b>discussions</b> 81:14 188:9	<b>downcounty</b> 23:4 40:15 80:18
<b>DeLorean</b> 75:15	<b>desirable</b> 99:9	<b>developments</b> 41:7 63:14	<b>dislocations</b> 122:22	<b>downsides</b> 35:1
<b>demand</b> 140:20 141:4	<b>desire</b> 187:15	<b>devil</b> 67:16	<b>dismay</b> 161:4	<b>downtown</b> 24:10 38:1 129:9 187:8
<b>demands</b> 180:13 200:2	<b>despite</b> 27:1 38:6 48:17 153:10	<b>devolve</b> 125:22	<b>dismissal</b> 88:16	187:8,14 189:7,11
<b>demeaned</b> 148:2	<b>destination</b> 170:15	<b>devotes</b> 59:17	<b>displays</b> 45:18	190:2,5 202:16
<b>Democrat</b> 142:13	<b>destinations</b> 46:11 170:22	<b>dialogue</b> 49:8 91:5	<b>disregarded</b> 87:7	204:1,6,7,16
<b>Democratic</b> 136:10	<b>detached</b> 28:2	<b>Dickerson</b> 169:20	<b>disrupting</b> 73:19	209:5
<b>Democrats</b> 136:13	<b>detail</b> 49:19 101:22	<b>dictate</b> 183:8	<b>disruption</b> 36:15 56:11,15 133:3	<b>draft</b> 33:14,21 34:3 34:10 36:22 58:20
<b>demographics</b> 61:22 140:20	<b>detailed</b> 21:6 34:8 37:9 102:4 114:21	<b>difference</b> 84:4	149:21	59:5,16 60:12
<b>demonstratively</b> 99:9	156:5 185:18	<b>different</b> 42:17 49:21 93:4 136:9	<b>dissatisfied</b> 186:21	71:9 74:19 166:1
<b>denigrated</b> 83:13	206:12	163:16 166:20	<b>distinguish</b> 16:15	166:19 179:13,18
<b>density</b> 27:1 31:6 31:14	<b>details</b> 23:7 54:16 67:16	<b>difficult</b> 25:18 63:19 69:2 81:20	<b>District</b> 5:4 70:6 136:11 139:20	180:22 181:4,13
<b>Department</b> 1:12 38:11 133:12	<b>determine</b> 19:8 53:17 72:20 73:21	96:16 137:15	<b>Ditzler</b> 2:16,24 92:22 97:9,10,11	181:22 182:13,16
<b>Department's</b> 71:20	135:12 143:22	155:21 202:11	154:7,9,10,11	190:17 196:9
<b>departure</b> 192:13	150:3	<b>difficulties</b> 10:12	<b>diverse</b> 38:3 105:2 108:6	<b>drain</b> 26:12 151:7
<b>depend</b> 205:10	<b>determined</b> 21:5 44:1 73:12 167:5	<b>difficulty</b> 113:20 113:21	<b>diversity</b> 10:19,21 81:14	<b>drastically</b> 146:4
<b>dependable</b> 162:6 202:18	<b>deterred</b> 68:12	<b>direct</b> 22:12 24:14 56:17 125:10	<b>diverting</b> 188:21	<b>draw</b> 58:17
<b>dependence</b> 96:4 162:21	<b>devastating</b> 24:22	174:22 176:3	<b>divided</b> 38:7	<b>Drew</b> 2:11 44:10 62:9
<b>dependent</b> 116:16	<b>develop</b> 124:5 146:15 162:2	<b>direction</b> 60:4	<b>Division</b> 1:22,23,25	<b>Dreyfuss</b> 1:18 192:7,12
<b>depending</b> 109:11 191:21 199:15	168:6	<b>directions</b> 68:3 109:15	<b>doable</b> 176:3	<b>drive</b> 9:5,5,6 10:6 17:3 26:14 27:12
<b>depends</b> 135:11	<b>developed</b> 72:11 116:3,17 123:12	<b>directly</b> 32:19 58:1 146:1 167:16	<b>document</b> 47:17 49:19 100:21	107:22 109:2,10
<b>described</b> 39:8	199:9	<b>Director</b> 18:5,21	195:4	109:16 145:22
<b>describes</b> 193:7	<b>developer</b> 26:17	<b>Directors</b> 122:10 157:15	<b>doing</b> 31:10 70:20 106:22 162:4,5	149:10 204:15
<b>deserves</b> 49:18 126:1	<b>developers</b> 178:19	<b>disabilities</b> 77:12 98:9	<b>Dolan</b> 1:24 4:16	<b>driver</b> 130:12 167:22 168:12
<b>design</b> 25:1 47:12 141:11 167:10	<b>developing</b> 115:16	<b>disadvantages</b> 34:20 36:19	<b>dollar</b> 56:10 150:7	199:17,21
173:20 185:18	<b>development</b> 5:3 9:14 17:5 19:17	<b>disagree</b> 140:21	<b>dollars</b> 63:1 86:13 99:11 149:21	<b>drivers</b> 11:1 13:14 30:4 40:11 45:18
<b>designated</b> 43:18 113:14 134:8	25:15,21 54:3,6	<b>disconnect</b> 27:14	<b>Donin</b> 2:5 11:15,18 11:19	46:7 86:20 87:3
168:9	56:5,9 99:1	<b>discourage</b> 96:20	<b>door</b> 119:12 132:22	108:16 114:1
<b>designates</b> 43:14	106:19 114:10	<b>discovered</b> 137:19	<b>doors</b> 45:20 58:14 61:8	149:22
	141:19 142:1	<b>discuss</b> 6:8	<b>doorstep</b> 119:11	<b>driver's</b> 86:22
	146:12 148:15	<b>discussed</b> 22:19 154:16	<b>DOT</b> 104:2 124:4	<b>driveway</b> 129:17
	159:19 160:18	<b>discussing</b> 195:4		<b>driveways</b> 27:15
				<b>driving</b> 31:21 75:14 113:8

129:21 171:12 <b>drop</b> 162:21 <b>dropped</b> 114:5 <b>dropping</b> 113:12 <b>Drop-off</b> 116:19 <b>drove</b> 75:11 <b>Drummond</b> 111:10 207:17,22 210:11 211:3 <b>dual</b> 165:16 <b>due</b> 6:2 25:15,18 123:7 185:14 <b>Dulles</b> 30:5 <b>Duncan's</b> 78:11 <b>Dunlop</b> 128:5 <b>duplicative</b> 208:16 <b>dwell</b> 58:14 <b>Dyer</b> 2:7 17:19 29:15,16,17 <b>dynamic</b> 185:14 <b>D.C</b> 109:8 115:6,12 116:18 117:8 139:12 160:21 161:1	<b>easier</b> 94:14 118:16 118:18 205:9 208:20 <b>easily</b> 36:5 141:6 <b>east</b> 8:12 9:21 32:17 112:19 137:20 193:19 <b>eastern</b> 59:6 69:12 <b>east-west</b> 46:12 109:9 128:6 134:1 <b>easy</b> 56:16 106:2 137:8 155:15 156:1 <b>echo</b> 132:17 <b>echoed</b> 152:10 <b>economic</b> 13:2,3 16:12 19:17 28:1 99:1 141:18 142:1 147:20 166:12 180:1 <b>economical</b> 21:2 <b>economically</b> 164:11 <b>economy</b> 151:8 <b>Edgar</b> 201:5 <b>edge</b> 189:6 <b>Edinburgh</b> 152:4 <b>Edmonston</b> 31:12 <b>Edson</b> 175:22 <b>educated</b> 160:11 <b>education</b> 129:1 <b>effect</b> 27:22 46:14 71:7 118:11 160:8 168:9 <b>effective</b> 9:16 16:5 22:13 64:8 72:17 180:6 199:1 200:8 <b>effectively</b> 113:8 199:8 <b>effectiveness</b> 156:17 166:15 <b>effects</b> 116:1 167:17 <b>efficiency</b> 46:17 <b>efficient</b> 16:22 19:15 20:6 64:7 155:16 181:19	199:5 <b>efficiently</b> 199:6 <b>effort</b> 71:22 85:5 149:20 181:12 182:21 <b>efforts</b> 74:5 112:3 112:13 116:4 169:12 179:14 <b>egress</b> 208:4,6 <b>eight</b> 89:1 122:18 151:18 194:11 <b>Eileen</b> 2:17 93:1 99:19 <b>either</b> 28:22 68:5 82:3 87:14 103:4 115:12,14 170:11 175:22 195:17 <b>Elaine</b> 2:18 111:1,6 119:19 132:16 134:10 <b>elderly</b> 98:8 128:15 <b>electronic</b> 43:7 45:17 <b>elegantly</b> 105:18 <b>element</b> 75:5 179:16 <b>elementary</b> 87:14 89:3 114:4 132:3 <b>elements</b> 58:9 76:15 <b>eliminated</b> 28:7,19 <b>Eliminating</b> 61:12 <b>Elizabeth</b> 2:21 3:20 111:2 131:15 192:2 <b>Elmendorf</b> 7:22 <b>eloquent</b> 81:13 <b>Elrich</b> 25:4 <b>email</b> 83:16 <b>emailers</b> 83:15,18 <b>emails</b> 5:17 <b>embodiment</b> 166:6 <b>embrace</b> 41:13 <b>embraced</b> 171:9 <b>emergency</b> 27:10 110:9 129:18 <b>emerging</b> 12:15	150:22 153:16 <b>emissions</b> 57:14 58:3 110:6 <b>emphasize</b> 108:5 <b>employment</b> 155:4 <b>empty</b> 121:13,19 <b>enable</b> 156:12 157:9 182:22 200:2 205:10 <b>enables</b> 63:7 110:18 200:17 <b>encompasses</b> 136:11 166:2 <b>encourage</b> 7:10 57:18 99:1 168:1 176:4 <b>encouraged</b> 58:4 <b>encouraging</b> 98:21 166:12 180:1 <b>encroach</b> 110:3 <b>encroachment</b> 109:19 <b>encumbering</b> 205:3 <b>endless</b> 19:22 <b>endorse</b> 48:14 49:13 176:8 <b>endorsed</b> 116:3 <b>endorses</b> 157:22 <b>ends</b> 137:11 <b>endure</b> 147:18 <b>energy</b> 98:14 <b>enforcing</b> 113:21 <b>engaging</b> 11:22 <b>engine</b> 13:2,3 <b>engineer</b> 26:17 <b>engineered</b> 182:20 <b>engineering</b> 164:1 185:19 <b>English</b> 198:2 <b>enhance</b> 15:17 112:5 117:2 <b>enhanced</b> 57:19 181:10 <b>enhancement</b> 112:20 <b>enhancements</b> 49:12	<b>enhances</b> 167:10 <b>enhancing</b> 166:13 180:2 <b>enjoy</b> 29:6 128:20 128:21 144:9 148:12 <b>enraged</b> 148:2 <b>enshrined</b> 19:14 <b>ensue</b> 170:17 <b>ensure</b> 21:19 185:11 <b>entering</b> 51:3 86:21 <b>Enterprises</b> 165:4 <b>enthusiastically</b> 181:3 <b>entice</b> 13:14 168:21 <b>entire</b> 32:8 40:7 59:8 84:6 108:2 115:1 122:1 133:5 165:6 <b>entirely</b> 42:17 121:3 <b>entity</b> 79:14 <b>entrance</b> 203:2,7 <b>entry</b> 45:19 <b>environment</b> 16:11 45:6 57:14 63:12 64:17 68:5 96:3 98:10 108:12 124:20 <b>environmental</b> 58:5,6 166:13 180:3 <b>environmentally</b> 19:18 164:11 <b>envision</b> 160:3 <b>envisioned</b> 167:11 <b>envisions</b> 68:8 170:8 <b>equal</b> 11:2 129:11 129:15 150:15 <b>equality</b> 144:7 <b>equitable</b> 137:12 138:10 <b>equity</b> 63:18 <b>era</b> 139:21 <b>erosion</b> 26:5,9
<b>E</b>				
<b>E</b> 81:6 <b>eager</b> 123:9 <b>Eapen</b> 3:16 192:1,3 192:6,14 193:2,3 193:4 196:12 <b>earlier</b> 48:13 63:18 75:8 81:4 89:10 93:3 94:11 102:10 103:22 111:12 114:15 172:18 201:22 <b>earliest</b> 168:18 <b>early</b> 67:19 70:14 82:11 <b>earn</b> 14:3 <b>Earth</b> 147:8,10 <b>ease</b> 98:7 107:10 110:16 134:6 171:21 172:16 <b>easement</b> 27:4 <b>easements</b> 27:3				

<b>errands</b> 132:2 170:2	131:14,15,15	98:14	<b>Extensions</b> 116:15	<b>fare</b> 58:13 61:7
<b>especially</b> 16:19 42:3 56:6 114:3 137:1 174:17 195:3	<b>exacerbate</b> 26:8	<b>expanded</b> 60:7 61:15 72:15 78:12 175:16	<b>extra</b> 47:8,14 90:5	<b>fares</b> 45:19
<b>essential</b> 19:16 22:10 62:21 96:21 171:6 179:22	<b>exact</b> 73:11	<b>expanding</b> 124:1	<b>extremely</b> 25:17 59:3 67:22 186:21 188:2	<b>farther</b> 54:18
<b>essentially</b> 113:11 120:5 124:18 208:15 209:3	<b>exactly</b> 101:11 129:13	<b>expansion</b> 47:18,20 125:1 177:3	<b>eyes</b> 144:21	<b>farthest</b> 169:21
<b>established</b> 44:4	<b>Examiner</b> 5:16	<b>expect</b> 99:5 113:19	<b>F</b>	<b>fast</b> 10:4 22:12 30:16 47:9 152:18
<b>establishment</b> 187:7	<b>example</b> 12:22 30:2 50:21 86:12 158:15,16 199:8 200:4	<b>expectations</b> 58:6 151:6 152:3	<b>F</b> 140:10	<b>faster</b> 156:2 171:12 178:11
<b>estate</b> 85:9 199:6	<b>examples</b> 35:6,7	<b>expected</b> 193:13	<b>face</b> 41:14 60:1 150:2,7 161:12	<b>fastest</b> 45:3 172:6
<b>estimates</b> 34:10,13	<b>exceed</b> 127:4	<b>expeditious</b> 186:3	<b>facilitate</b> 157:11	<b>fast-moving</b> 110:1
<b>etcetera</b> 104:1	<b>exceeds</b> 60:14	<b>expend</b> 24:20	<b>facilities</b> 76:17 112:9 183:21	<b>fatalities</b> 86:10
<b>Ethan</b> 2:10 44:9 57:6 69:11	<b>excellent</b> 19:7 92:17 184:22	<b>expense</b> 40:15 47:13	<b>facilities</b> 76:17 112:9 183:21	<b>fatality</b> 50:16
<b>evaluated</b> 12:21	<b>excessive</b> 27:16	<b>expensive</b> 45:5 86:4 95:9 138:5 150:21 153:5 155:10	<b>facing</b> 29:22 52:11	<b>fate</b> 151:4
<b>Evan</b> 2:25 154:7 159:18	<b>excited</b> 14:13 64:12	<b>experience</b> 8:21 201:16	<b>fact</b> 38:6 40:9 41:21 48:17 66:22 80:20 86:4 102:15 103:5 104:7 141:5 160:5,13 171:4 187:14 195:3 203:5 206:7	<b>Faul-Zeitler</b> 2:22 134:20 139:6,7,10 141:22
<b>evening</b> 4:11,15 10:2 11:19 15:6 18:3 48:6 79:4 99:18 104:21 107:19 142:9 149:8 154:10 159:17 164:16 169:19 193:4 196:14 202:4	<b>excite</b> 109:22	<b>experienced</b> 122:22	<b>factored</b> 24:18	<b>favor</b> 67:14 75:4 76:14 82:13 83:17 209:17
<b>events</b> 144:7	<b>exclude</b> 130:11	<b>experiences</b> 26:5	<b>factors</b> 25:19	<b>FDA</b> 47:10 74:13 141:17 183:17
<b>eventual</b> 117:2	<b>exclusive</b> 68:21	<b>experiencing</b> 123:2	<b>facts</b> 161:12	<b>fear</b> 170:16
<b>eventually</b> 72:13	<b>excuse</b> 22:5	<b>expert</b> 86:2	<b>fail</b> 61:13 168:3 178:17	<b>feasibility</b> 6:14 24:15
<b>everybody</b> 7:6 9:19 106:13 209:9	<b>Executive</b> 5:10 18:4,21	<b>explain</b> 118:9	<b>failed</b> 151:5 178:16	<b>feasible</b> 20:18 43:12 96:9 187:13
<b>everybody's</b> 65:22	<b>Executive's</b> 62:12 72:14 156:8 169:3 179:9	<b>explanations</b> 176:20	<b>failing</b> 203:16	<b>feature</b> 171:6
<b>ever-present</b> 109:17	<b>exist</b> 35:2,6 111:21	<b>explicit</b> 125:10	<b>fails</b> 58:6 203:19	<b>features</b> 16:14 26:19 45:16 61:5 61:12 168:21
<b>evidence</b> 106:16 153:11	<b>existing</b> 15:17 16:15 19:11,19 20:2 25:7 28:11 31:6 36:2 42:15 42:15 45:10 46:18 50:4 55:1 57:2 73:19 78:21 110:4 125:4 127:20 150:11 152:1 155:17 174:7,12 174:14 177:14 184:2 185:20 202:17 203:22 205:9	<b>exploding</b> 30:12	<b>Fairfax</b> 22:17	<b>February</b> 53:10
<b>evident</b> 179:18	<b>exhaust-choked</b> 147:7	<b>explore</b> 107:9	<b>fairgrounds</b> 188:22 189:1,6,18	<b>federal</b> 78:14 139:11 159:19 160:5 165:2 193:12 194:19
<b>evolution</b> 39:18 173:17	<b>exist</b> 17:11 26:18 70:1 128:19	<b>express</b> 40:12 43:11 80:21 148:10 152:14,17 171:15	<b>falls</b> 181:14	<b>feeder</b> 184:6 204:3
<b>evolve</b> 16:14	<b>exists</b> 17:11 26:18 70:1 128:19	<b>expressed</b> 155:12	<b>false</b> 10:3	<b>feel</b> 7:12 99:21 119:21,22 120:2,9 120:11,12 121:2 121:22 122:1,3 124:12 125:4 143:6 198:16
<b>Ewing</b> 2:21 111:2	<b>exit</b> 122:14 195:18	<b>expresses</b> 204:14	<b>families</b> 31:20	<b>feeling</b> 129:13
	<b>expand</b> 59:15	<b>expressing</b> 196:16	<b>family</b> 83:4 107:21 110:17 128:20 139:15 144:1 149:17	<b>feet</b> 54:3 102:2 114:18 132:22 135:16 200:11,18
		<b>extend</b> 51:5 115:14 196:1	<b>fantastic</b> 143:3	<b>fellow</b> 28:2 29:17
		<b>extended</b> 117:7 171:2 195:19	<b>fantasy</b> 30:22	
		<b>extending</b> 171:17 196:5	<b>far</b> 16:2 41:15 42:7 58:17 69:20 102:4 147:10,14 169:22	
		<b>extends</b> 74:13 183:16		
		<b>extension</b> 116:17		

105:18 186:14	<b>fiscally</b> 207:8	<b>football</b> 113:5	65:20 81:2,14	<b>frontage</b> 26:3 28:1
<b>Festival</b> 144:8	<b>fit</b> 7:9 25:7 26:11	<b>footing</b> 11:2	88:22 103:3,8	28:6
<b>fewer</b> 43:3	28:10	<b>force</b> 6:16 53:9	109:3 111:3	<b>front-row</b> 131:21
<b>fifth</b> 148:14 185:13	<b>five</b> 17:8 18:15	54:9 56:3 72:15	112:15 138:17,22	132:7
<b>figure</b> 26:17 70:7	34:14 37:20 48:10	104:1 156:9	206:2,5	<b>frustrated</b> 41:19
123:11	52:10 60:2 65:20	160:11 169:4	<b>frame</b> 138:10 196:2	114:1
<b>fill</b> 15:20 72:19	79:11,12,16 111:4	179:10,11 180:19	<b>Francine</b> 3:9 154:8	<b>frustration</b> 108:16
<b>final</b> 6:16 47:15	127:9 146:14	181:5,16 185:22	<b>Francisco</b> 85:20,21	148:6
94:17	161:18	195:21 199:11	<b>Frankly</b> 141:14	<b>fulfill</b> 159:8 181:18
<b>finally</b> 41:5 97:1	<b>flaws</b> 25:1	204:18	<b>Françoise</b> 1:13	194:22
107:1 117:12	<b>flexibility</b> 36:5 73:3	<b>forcing</b> 10:16	<b>FRANÇOISE</b> 1:15	<b>full</b> 65:5 69:14 83:1
151:2 152:13	73:13 74:8 102:9	<b>forecast</b> 12:20	<b>Fred</b> 2:12 65:17	94:3 99:10 102:4
153:14 159:5	167:2 182:2	34:18	66:16	104:16 148:18
185:13	<b>flexible</b> 173:20	<b>forecasting</b> 30:15	<b>Freda</b> 2:19 111:1	156:21 203:12
<b>financing</b> 82:1 85:9	<b>Flint</b> 9:14 11:21,22	<b>foreclose</b> 183:11	<b>Frederick</b> 77:19	<b>fullest</b> 145:13
<b>find</b> 12:6 85:14	12:4,8,18,19,21	<b>forego</b> 46:2	170:20 171:18	<b>fully</b> 172:2
142:22 144:21	13:4,8 14:18,20	<b>foresight</b> 130:6	187:11,16,19	<b>full-time</b> 166:16
187:4,22 202:10	29:2,21 46:21	160:2	188:11,21 189:5	<b>function</b> 195:9
<b>fine</b> 67:20 79:3	56:5 120:10	<b>forest</b> 27:2	189:19 190:6	<b>Functional</b> 1:6,22
89:9 91:9 92:10	163:18 164:17	<b>forever</b> 196:4	195:19	1:23,24 4:10,12
92:13 115:17	165:1,9,13,15	<b>forgotten</b> 205:16	<b>free</b> 7:13 78:17,17	4:15,17,20 5:1,8
123:8	166:4,7 167:7,9	<b>form</b> 146:5 158:6	<b>freely</b> 107:9 110:7	6:9 15:8 19:4
<b>Fingers</b> 15:15	167:17,22 168:12	<b>formal</b> 154:17	<b>frees</b> 46:5	33:5 39:2 44:21
<b>finish</b> 131:2 141:20	169:2,9,12,14	<b>formidable</b> 128:18	<b>frequency</b> 42:22	67:10 70:9 97:18
<b>Finnegan</b> 2:17 93:1	173:17 174:1,18	<b>forms</b> 10:20 151:15	45:17 134:11	103:11 111:20
99:17,18,19 100:2	174:20 176:1	<b>Fort</b> 47:10	<b>frequent</b> 58:15	130:18 154:19
100:7,10 101:5,7	<b>floor</b> 183:6	<b>fortunate</b> 15:11	61:6 100:5 112:7	157:22 164:22
101:11	<b>flourish</b> 146:17	<b>Fortunately</b> 77:4	151:21 192:4	169:6 174:3 182:1
<b>fire</b> 133:12,14	<b>flow</b> 40:2 55:14	<b>forum</b> 24:13	204:1	182:6 183:7
<b>firm</b> 10:11 11:4	<b>fluid</b> 103:20	<b>forward</b> 13:5 21:7	<b>frequently</b> 180:7	185:15 186:2
<b>firmly</b> 169:7	<b>flyer</b> 100:5 192:4	33:5 70:19 104:3	202:8	190:17 193:21
<b>first</b> 6:2 7:16 8:8	<b>FMP</b> 171:3	104:16 106:14	<b>friend</b> 144:17	195:5,7 196:4,9
17:18 18:2 25:4	<b>focal</b> 175:13,19	142:4 161:10,19	<b>friendly</b> 33:8	<b>functions</b> 68:2
31:4 35:3 47:4	<b>focus</b> 12:10 20:9	162:1 163:12	146:20	<b>fundamental</b> 178:3
49:4 53:3 63:1	166:4 173:12	164:9,12 209:15	<b>friends</b> 11:20,21	<b>funded</b> 78:15 161:6
64:11 75:10 83:4	179:19	<b>forward-looking</b>	76:7 144:22	<b>funding</b> 42:19
96:7 111:5 113:1	<b>focusing</b> 95:3 166:5	110:18 143:7	149:18	73:10 176:8
116:13 129:8	179:21	<b>forward-thinking</b>	<b>Friendship</b> 33:12	193:13,15 194:8
143:14 144:20	<b>folks</b> 4:4 103:6	23:12 108:10	111:14 115:4	194:20
152:12 156:10	137:14,15	161:20	117:1 120:4	<b>funnel</b> 140:9
161:15 166:17	<b>follow</b> 179:1	<b>foulest</b> 76:12	134:16 207:18	<b>further</b> 26:9,20
172:9 173:6 177:2	182:10	<b>found</b> 17:8 50:8	208:14 209:5	134:4 189:13
177:19 181:5,6,8	<b>followed</b> 6:9	145:1	210:9,12,14 211:5	<b>Furthermore</b>
187:8 191:21	<b>following</b> 6:6 25:19	<b>foundations</b> 26:7	<b>front</b> 25:17 26:14	179:19
203:18	42:18 96:6 116:11	<b>four</b> 9:20 37:21,21	26:15 27:20 53:2	<b>future</b> 9:14 23:8
<b>firsthand</b> 140:4	<b>fond</b> 207:5	43:17 48:18 50:8	119:12 131:22	46:20 49:7 62:5
170:5	<b>foot</b> 89:2	51:9,10,15 55:16	132:22	76:5 105:7 106:10



106:13,17 108:2 110:11,12 130:14 143:1,19 147:3 151:11 153:15 160:3 162:10 163:12,13 164:10 180:11 181:11 185:21 194:6 196:6 200:3,20 203:21 205:8 209:17 <b>futuristic</b> 121:18	93:3 <b>geometrically</b> 9:18 <b>geometry</b> 51:11 <b>Georges</b> 5:5 70:5 <b>Georgetown</b> 175:5 <b>Georgia</b> 1:13 15:18 43:21 51:1 73:5 109:4 <b>Germantown</b> 170:4 172:9 193:19 194:1,3 195:2 <b>Germantown's</b> 171:4 <b>getting</b> 75:20 81:7 81:20 93:21 135:1 138:9 178:21 206:9 207:6 209:16 <b>giggling</b> 197:2 <b>give</b> 6:19 34:22 46:8 47:4 61:14 66:2 90:5 137:16 151:18 153:19 188:3 202:2 <b>given</b> 6:1,14 34:18 49:19 55:6 61:18 104:11,15 119:5 151:13 <b>gives</b> 13:21 66:13 110:13,16 <b>giving</b> 10:8 <b>glad</b> 145:18 197:10 198:9 <b>global</b> 57:15 71:14 <b>glowingly</b> 56:13 <b>go</b> 31:22 51:12 54:18 58:5 62:14 66:14 67:2 77:20 78:3,20 81:5,18 83:11 84:6 90:7 91:20 96:15 98:16 98:17 103:2 104:16 107:5 109:3 116:14 121:19 132:4 136:22 162:17	173:6 178:10 190:2 193:1 207:1 <b>goal</b> 167:22 168:13 <b>goals</b> 22:14 115:17 166:11 168:12 180:1 <b>goes</b> 54:10 103:19 123:12 189:2,4,8 190:6 <b>Goffman</b> 2:10 44:9 57:5,6,7 <b>going</b> 4:3 7:12,18 8:19 9:13 23:2 29:12 30:10 32:5 44:6 65:1 66:7 67:10,11 68:3 69:5,13,18 70:16 74:15 77:17,22 78:3 80:16 81:8 81:18,19,21 82:4 90:21 92:8,21 98:10,22 100:2 101:13 103:7 105:17,21 106:3,5 106:17,18,19,20 117:19 118:17 119:6 120:12,18 124:1 127:21 132:10 134:1 136:19,22 137:18 141:7 148:4 153:15 162:9 163:12 164:3,11 176:21 178:6 179:2 190:14 191:19 197:6 198:11,12 200:15 201:5,21 202:2 210:19 211:11 <b>gold</b> 17:6,10 61:8 <b>Goldberg</b> 3:12 173:3,6,8,10 175:11 176:15 <b>Goldman</b> 2:25 154:8 159:16,17 159:18 164:14 <b>Gonzales</b> 201:5	<b>good</b> 4:11 9:10 10:16 11:18 15:5 18:3 30:10 52:15 69:17 71:10 79:22 93:13 95:14 98:20 99:18 104:21 107:18 109:18 110:4 111:4 136:18 142:9 143:6 147:15,17 148:1 149:8 154:10 159:6,17 163:3 164:16 169:19 176:19 193:3 196:14 202:4 211:20 <b>gotten</b> 74:7 <b>government</b> 5:17 7:19 24:21 79:14 143:10 147:16 150:6 160:5 202:21 <b>governmental</b> 165:7 <b>Governments</b> 70:7 152:16 <b>governor</b> 177:4 <b>gracious</b> 146:18 <b>grade</b> 40:7 88:19 140:10 <b>grades</b> 88:20 <b>gradient</b> 27:13,16 <b>graduated</b> 132:6 <b>grandchildren</b> 76:3 <b>grandiflora</b> 133:5 <b>grass</b> 135:13 <b>grateful</b> 128:10 <b>gratify</b> 77:13 <b>Gray</b> 2:25 154:7 157:13,14,15 <b>great</b> 29:5 39:4 51:15 63:8 92:17 94:16 124:21 126:2 180:8 198:18,22 206:17 <b>greater</b> 19:5 34:12 71:4 86:14 152:11	152:11 <b>greatest</b> 19:8 64:13 64:15 155:11 <b>greatly</b> 139:3 <b>green</b> 28:21 38:14 90:9,13 92:4 114:8,13 133:6 171:20 175:14,15 <b>Greg</b> 7:17 111:3 211:16 <b>grew</b> 77:6 105:8 119:21 <b>gridlock</b> 14:3 45:14 170:17 174:8 198:18 <b>groceries</b> 132:1 <b>grocery</b> 137:7,8 <b>Grosvenor</b> 34:14 174:20 <b>ground</b> 48:20 <b>group</b> 17:16 57:8 65:22 92:21 110:22 111:1 134:18,19 154:6 188:20 191:20 <b>groups</b> 163:16 <b>Grove</b> 171:16 193:14 <b>grow</b> 22:10 78:1 107:6 <b>growing</b> 10:18 16:6 20:13 23:20 61:14 76:4,12 110:1 150:8 170:20 172:7 <b>grows</b> 19:20 <b>growth</b> 18:5,22 29:7 30:13 33:15 46:19 47:20 57:18 57:18,20 58:4 94:19 124:6 155:1 157:6,8,11 168:19 <b>guarantees</b> 10:4 <b>guess</b> 142:8 155:10 190:12 <b>guests</b> 113:18 <b>guidelines</b> 21:5
<b>G</b>				
<b>Gables</b> 165:3 <b>gained</b> 56:7 <b>gains</b> 150:17 <b>Gaithersburg</b> 109:7 144:8 186:16,17,20 187:9 190:3,5 <b>gaps</b> 15:21 <b>garden-style</b> 163:6 <b>gas</b> 138:4 <b>Gateway</b> 46:20 69:11,12 74:15 100:19 104:9 <b>gay</b> 144:20 <b>Gazette</b> 5:15 <b>GCCA</b> 71:15 <b>general</b> 5:2 19:15 35:14,21 39:22 42:4 60:16 100:15 105:20,20 117:10 166:14,22 167:15 176:6 180:4,18 204:20 <b>generally</b> 94:12 <b>generation</b> 63:10 65:3 83:4 106:13 162:20 <b>generations</b> 23:8 <b>Genn</b> 3:17 192:1 196:13,14,15 197:6,9,13,16,22 198:3,4,7 201:2 <b>gentleman</b> 66:2				

**guiding** 124:17  
125:11 126:5,6  
**guys** 138:21

---

**H**

---

**hale** 130:16  
**half** 82:3 117:11  
146:6  
**halt** 24:22  
**Hampshire** 39:15  
40:21 47:6 49:15  
54:1 66:20 67:5  
67:17,22 68:6,10  
68:15,17,20 69:10  
69:20 70:1,2,19  
93:19,22 101:14  
102:11,17,21  
104:9,16 109:13  
136:4 138:9,19  
203:12 204:6,11  
204:12,16  
**hand** 69:18  
**handful** 10:13 80:3  
80:5 83:13,15  
**handle** 154:22  
**hands** 83:1  
**happen** 81:12  
115:10 133:15  
158:18 161:9  
**happened** 77:22  
144:16  
**happening** 136:20  
137:1,11 151:3  
**happens** 66:20  
**happiness** 144:21  
**happy** 79:6 85:11  
158:4 187:4  
**hard** 39:11 50:7  
77:5 163:18  
164:19 165:6  
**harder** 118:22  
**hardship** 36:11,15  
**harm** 20:2 203:19  
**harmonious** 146:19  
**harms** 36:18  
**Harold** 2:14 66:9  
**Harriet** 2:9 17:19

18:1 44:8 48:7  
**Hartford** 86:18  
**Harvard** 80:8  
**hassle** 108:18  
**Hausner** 2:15  
92:22 95:16,17,18  
97:8  
**hazard** 27:17  
**heading** 30:4  
**heads** 102:8  
**health** 128:14  
129:2 147:22  
**hear** 56:12 74:16  
200:9  
**heard** 7:11 24:6  
80:6 81:3,13 83:8  
92:13 102:10  
116:7 133:19  
143:17 155:8  
157:4 176:19  
177:11 192:15  
**hearing** 1:6 4:9,14  
4:19 5:14,20,22  
6:4,22 33:14  
34:10 36:22  
140:13 163:15  
164:21 165:22  
166:19 179:13,18  
180:22 181:4,13  
181:22 182:12  
**hears** 6:7  
**hearty** 130:17  
**Heather** 2:15 8:4  
92:22 93:17  
**heavier** 204:19  
**heaviest** 60:8  
**heavily** 67:22  
122:17  
**heavy** 140:7  
**Heights** 33:12  
111:14 112:11  
115:4 117:1 120:4  
134:16 207:18  
208:14 209:5  
210:9,12,14 211:5  
**hell** 78:19 124:22  
**Hello** 97:10 135:22

**help** 9:13 15:20  
16:1 52:21 57:13  
76:15 80:13,16  
95:6,10,12 98:1,7  
98:13 106:21  
124:6 129:5 134:6  
139:1 161:22  
**helped** 98:12  
**helpful** 135:19  
**helps** 57:20  
**hesitates** 109:1  
**he'll** 206:22  
**Hi** 8:9 57:6 93:17  
95:17 157:14  
**hideous** 140:12  
**high** 45:16 81:1  
87:11 88:12,14  
111:1 119:3,14  
141:1 166:21  
167:19 181:17  
188:2,3  
**higher** 27:1 35:1  
86:11 147:20  
183:12 199:19  
**highest** 12:20 21:10  
30:9 31:13 47:1  
50:9 51:3 141:2  
156:19 167:3  
182:3  
**highest-performi...**  
168:14  
**highly** 114:11  
**highway** 5:11 31:16  
64:21 70:5 86:7  
88:2 96:17 109:9  
112:17 124:3  
128:6  
**highways** 4:21  
38:19 95:22  
130:20 131:11  
178:5  
**high-density** 172:5  
**high-performance**  
168:7 183:2  
**high-quality** 19:9  
23:16 168:4  
181:19

**high-speed** 86:3  
**high-tech** 62:1  
**high-volume** 35:11  
**hill** 25:17,21 26:3,4  
26:6,10 32:13,16  
34:16 36:11 37:11  
74:11 87:12 88:17  
114:6 183:14  
**Hillandale** 99:20  
100:17 103:4  
**Hills** 128:5  
**historic** 22:18  
**history** 23:12 71:18  
82:8 103:22  
**Hoffman** 8:4 11:14  
**hold** 163:14  
**holder** 192:4  
**holding** 12:5  
**Hollen** 28:9  
**Holmes** 82:13  
**home** 24:1 27:19  
28:2 31:22 83:5  
105:10 106:6  
119:16 129:7,22  
130:1 131:22  
132:2 144:2  
170:22 172:7  
209:16  
**homeowners** 25:10  
55:4 56:1  
**homes** 26:4,10  
27:14,21,21 37:17  
111:8 122:11  
127:1 170:15  
200:19  
**honor** 143:2  
**hope** 7:6 37:3 79:19  
102:6 112:15  
134:13 163:19  
188:2 191:13  
197:1  
**hopefully** 102:3  
123:15  
**hopes** 171:16  
**hoping** 76:6 83:8  
101:18 104:4  
**horizon** 185:17

**horrible** 109:10  
**hospital** 129:19  
**hospitals** 108:9  
128:13  
**hostile** 45:5 178:20  
**hour** 34:15 77:17  
79:1,1 87:11 95:2  
114:3 170:14  
199:18  
**hours** 9:21 45:17  
60:14 68:3 105:12  
154:3  
**hour-and-a-half**  
8:18  
**house** 66:22 67:1  
128:7 131:1,9  
140:5 211:6  
**household** 128:12  
138:3  
**households** 46:2  
**houses** 63:3 108:8  
**housing** 23:13  
**Houten** 2:5 8:4  
15:4,5,6  
**HOV** 148:8 152:15  
153:2  
**Howard** 22:22  
40:13 65:20 77:18  
77:19 82:8 136:5  
211:15  
**huge** 94:19 164:5  
**hundred** 71:22  
**hundreds** 12:5  
172:10  
**hungry** 9:6  
**hurting** 61:20  
**hurts** 87:16  
**husband** 85:21  
86:2  
**hybrid** 189:5  
**hymn** 146:22  
**hypothetical** 150:1

---

**I**

---

**idea** 52:15 59:21  
89:21 109:22  
110:4 172:2 188:5

198:8 <b>ideas</b> 102:13 188:4 <b>identified</b> 126:14 151:17 187:2 195:9 <b>identify</b> 182:8 <b>IDTP</b> 115:19 <b>ignore</b> 42:9 151:10 <b>ignores</b> 112:22 113:7 <b>Ike</b> 82:9,12 <b>illogical</b> 29:4 <b>illustrates</b> 111:17 <b>imaginable</b> 76:13 <b>Imagine</b> 129:7 <b>immediate</b> 150:21 153:5 194:8 <b>immediately</b> 32:18 <b>immigrant</b> 83:3 <b>immigrants</b> 80:15 80:16 <b>immortality</b> 76:9 <b>impact</b> 21:3 28:2 40:1,4,8 42:1 56:17 123:4 124:10,15 126:9 136:13,15 137:17 164:3 167:13,16 170:5 185:2,5 187:14 <b>impacted</b> 122:17 <b>impacting</b> 97:3 <b>impacts</b> 39:6 124:19 125:3,5,14 <b>imperatives</b> 146:13 <b>implement</b> 25:20 37:5 43:11 125:15 141:9 <b>implementation</b> 21:8,19 28:15 37:2 47:3 73:13 116:8 126:11 141:10 165:8 167:2 176:10 182:2 183:10,13 183:22 188:3 <b>implemented</b> 16:21	43:16 48:15 69:14 71:11 72:22 149:14 166:17 181:7 182:19 <b>implementers</b> 125:13 <b>implementing</b> 21:10 73:2 127:3 141:1 156:18 173:22 183:12 185:12 <b>important</b> 7:5 16:14 22:19 46:13 59:10 84:21 100:16 102:3 104:13 159:20 167:8 179:16 185:6 208:9 <b>importantly</b> 16:18 <b>impossible</b> 9:18 25:18 188:18 <b>improve</b> 29:2 42:14 43:9 54:20 98:10 112:3 117:5 143:12 <b>improved</b> 42:16 59:12 112:8 117:1 134:11,12 <b>improvement</b> 175:3 185:19 <b>improvements</b> 22:3 49:11 50:11 51:21 52:2 59:18 112:15 170:6 177:21 <b>improving</b> 50:8 54:5,22 59:13 166:13,14 180:2,3 <b>impulsive</b> 92:8,19 <b>inability</b> 152:2 <b>inaccessible</b> 204:9 <b>inappropriate</b> 29:3 <b>incent</b> 158:1,14,19 <b>incentives</b> 153:19 <b>incentivizing</b> 35:18 <b>include</b> 4:19 10:20 12:1 14:22 33:3 38:19 45:16 60:3	74:10 141:16 185:4 193:18 <b>included</b> 46:14 55:3 71:9,16 74:16 77:17 159:13 183:16 186:6 <b>includes</b> 12:17 58:12 80:14 105:5 140:7 143:20 189:1 <b>including</b> 5:16 10:2 26:11 43:19 50:15 71:16 72:19 73:6 76:16 77:15 100:14 112:6 158:3 166:20 177:6 184:1 189:17 <b>inclusion</b> 20:11 158:9 185:20 <b>inclusive</b> 108:11 <b>inclusiveness</b> 105:6 <b>incorporate</b> 33:6 97:19 158:5 <b>incorporating</b> 34:13 97:17 99:4 <b>increase</b> 15:9 17:1 42:22 45:1 87:1 89:14 95:5 174:21 177:5 <b>increased</b> 33:17 40:2,2 44:2 122:20 153:11 <b>increases</b> 58:3,8 120:16 180:17 <b>increasing</b> 33:18 35:12 130:14 134:3 166:4 179:20 <b>increasingly</b> 14:16 <b>incredible</b> 163:14 <b>incredibly</b> 95:9 161:19 162:20 <b>independence</b> 107:8 <b>Indian</b> 95:18	<b>indicate</b> 41:3 <b>indicated</b> 183:6 <b>indications</b> 76:4 <b>individual</b> 48:11 107:18 128:4 154:14 176:18 196:16 <b>individuals</b> 180:15 <b>induces</b> 65:6 <b>inequal</b> 64:18 <b>inescapable</b> 146:21 <b>inevitable</b> 157:5,8 <b>inexpensive</b> 138:10 <b>infatuated</b> 143:4 <b>infeasible</b> 183:3 <b>infill</b> 24:7 <b>information</b> 90:5 151:22 209:22 <b>infrastructure</b> 13:6 19:12 26:11 42:16 72:3 145:11 150:10 170:6 <b>infrastructures</b> 158:21 <b>infrequent</b> 115:8 <b>infuriated</b> 148:2 <b>ingress</b> 208:4,6 <b>inhospitable</b> 68:4 <b>initial</b> 47:6 61:12 168:20 <b>initiative</b> 62:12 <b>injuries</b> 86:4,11 <b>inside</b> 28:18 32:5 32:18 33:3 34:4 34:11,21 37:6 <b>insist</b> 159:11 <b>inspired</b> 8:21 <b>instilled</b> 105:4 <b>Institute</b> 17:4 <b>instituted</b> 117:4 <b>insupportable</b> 34:6 <b>insurance</b> 75:9 <b>integrate</b> 73:22 143:11 <b>integration</b> 184:2 <b>intentionally</b> 146:4 <b>interaction</b> 178:2	<b>interactions</b> 177:16 <b>intercept</b> 23:3 <b>interchanges</b> 20:1 <b>interconnected</b> 59:2 <b>interest</b> 7:5 76:10 163:16 <b>interesting</b> 80:12 <b>interests</b> 32:9 147:17 <b>interfere</b> 134:14 <b>interim</b> 208:15 <b>interior</b> 27:1 <b>internship</b> 8:17 <b>interrupt</b> 18:7 <b>intersection</b> 36:10 37:22 51:9,10 68:9 69:9 88:9 133:18 138:18 183:20 199:12,18 199:22 203:14,17 <b>intersections</b> 40:7 140:10 152:20 <b>interspersed</b> 26:2 <b>interstate</b> 64:21 152:18 <b>interstates</b> 43:12 152:15 <b>intertwined</b> 108:7 <b>inter-county</b> 20:15 <b>introduce</b> 14:9 195:8 <b>introduced</b> 25:4 <b>introducing</b> 14:7 <b>invent</b> 206:18 <b>invest</b> 144:1 145:11 168:3 <b>investment</b> 163:1 200:11 <b>investments</b> 143:11 143:16 <b>involved</b> 12:3 24:12 71:20 77:11 88:6 113:5 119:15 173:16 <b>involvements</b> 78:14 <b>Ironically</b> 180:5
--	---	--	---	--

**irony** 89:10,15  
**irrelevant** 151:1  
**irreplaceable** 145:3  
**isolating** 64:18  
**isolation** 137:3  
**issue** 50:12 63:18  
 133:2 159:21  
 177:12  
**issues** 101:20 113:1  
 113:18 116:19  
 118:3,6 126:14  
 139:13 141:11  
 164:1 203:21  
 208:5 210:18,18  
**ITDP** 54:21 57:1  
**item** 4:13 187:15  
**items** 26:13  
**iteration** 39:18  
**I-270** 22:9 43:13  
 148:8 163:7  
 195:18  
**I-495** 174:3,10

---

**J**


---

**James** 2:10,23,23  
 44:9 134:21,21  
 149:9  
**January** 166:7  
**JBG** 165:3  
**Jersey** 69:4  
**Jim** 145:21  
**job** 22:9 128:13  
 138:1,11  
**jobs** 60:8 61:16  
 63:21 65:14  
 106:18 110:6  
 137:6  
**Joe's** 81:19  
**jogs** 141:16  
**John's** 132:13  
**Jonathan** 2:17 3:17  
 93:1 104:22 192:1  
 196:15  
**Jones** 122:12,19  
**journey** 202:11  
**joy** 129:7,10,15  
**judiciously** 147:14

**jump** 162:13  
**June** 88:1  
**junk** 30:17  
**jurisdiction** 115:14  
**jurisdictions** 151:3  
**justify** 41:7 55:2  
 56:10 149:20  
 150:18  
**J9** 148:6

---

**K**


---

**K** 2:22 88:19  
 134:20  
**Kaplan** 65:20  
 211:15  
**keep** 16:14 21:8  
 29:8 76:19 90:8  
 124:1,2 162:9  
 171:20  
**keeping** 103:16  
 106:20  
**keeps** 143:9  
**Kensington** 109:6  
**Kent** 65:18 211:14  
**Kentlands** 63:15  
**kept** 123:19  
**key** 46:19 52:16  
 58:9 74:1 165:10  
**kid** 31:22  
**kids** 81:2,5 91:3  
 92:1,7,18 120:22  
 121:8,10,11,15,19  
 161:1  
**Kiel** 111:3 211:16  
**killed** 86:9,19  
**kind** 68:2 69:1  
 70:15 73:17 78:4  
 83:13 171:17  
 206:19 207:6  
**kinds** 154:1  
**king** 14:6  
**kinks** 123:10  
**kiosks** 45:18  
**knew** 91:8  
**know** 11:8 19:22  
 28:12 31:4 50:13  
 54:14 66:1 67:17

68:1 69:22 72:6  
 73:17 75:14 77:22  
 81:13,19 83:6  
 85:13 90:19 91:1  
 91:7 92:8,19 95:3  
 95:8 106:21  
 108:14,14,21  
 116:9 118:6  
 119:11,20 120:22  
 121:2,3,6,14,17  
 121:17,19,20  
 129:12 130:1  
 133:19 135:13  
 138:15,17 148:16  
 160:4,10,11,20  
 161:1,3,4,10,15  
 161:19 162:7,19  
 163:5,15,21 164:3  
 165:5 175:6 178:7  
 192:8,20 200:14  
 205:20 206:19  
 207:5,7 210:19  
 211:1

**knowledge** 143:9  
 150:9  
**Knowles** 158:15  
**knows** 207:7

---

**L**


---

**lack** 24:21 42:2  
 115:4  
**lacks** 168:20  
**lacrosse** 113:6  
**lady** 201:14  
**laid** 77:8 115:19  
**Lake** 122:15  
 123:11  
**Lakeforest** 148:7  
**land** 72:2 73:14  
 74:9 97:13 106:15  
 109:19 110:3  
 124:22 160:12  
 162:3 186:18  
**landlocked** 208:3  
**landscaped** 135:10  
 135:15  
**landscaping** 188:19

**lane** 10:1 24:8  
 32:19 33:8,9  
 34:17,17 35:13,15  
 36:16,17 37:4  
 47:7 51:5,6 55:22  
 58:18,21 60:3,16  
 60:17 61:1 68:21  
 68:21 81:3 103:15  
 111:19,19 113:11  
 113:14,15,16,21  
 116:21 117:5  
 118:2,4,10,17  
 120:13 134:1,8  
 141:5 148:8  
 155:13 165:16  
 175:5,22 178:8,8  
 178:10,11,12,13  
 178:22 199:7,13  
 200:6,18 203:12  
 203:15,15 204:17  
 204:21 206:2,10  
 206:10,11  
**lanes** 9:17 11:4  
 13:17,21 15:1  
 16:19 19:5 20:21  
 21:1,12 22:1  
 28:18 34:13,22  
 35:5,11,21,22  
 36:4,6 40:1 42:4  
 43:11 45:14 58:12  
 58:16 59:22 60:1  
 60:5 61:2,6 68:3  
 69:3 76:16 83:5  
 87:16 89:12 95:4  
 96:8,10,14 105:15  
 110:4,7,8 113:9,9  
 113:20 117:7  
 118:21 122:18  
 127:20 133:21  
 142:15 143:16,21  
 148:10,11 152:15  
 152:15 153:2  
 155:16 156:12  
 158:22 166:17  
 174:5,5,6,7,14  
 183:1 199:2  
 200:12 204:20

206:5  
**Langley** 68:8 69:9  
**language** 73:2  
 182:6  
**large** 29:20 41:7  
 72:17 87:4 104:14  
 133:4 162:20  
 204:13  
**larger** 165:21  
**largest** 172:8  
**Larry** 1:22 2:2 4:12  
 117:19 125:18  
**Larry's** 126:2  
**Lastly** 36:9  
**late** 48:2  
**latent** 141:4  
**latest** 100:14  
 114:20  
**LATR** 140:10  
**Laughter** 11:11  
 18:19 62:16 65:9  
 65:15 75:18 80:1  
 80:9 82:19 100:1  
 100:6,9 129:14  
 142:20 149:1,6  
 173:2,7 175:10  
 184:16 186:11  
 192:5,9,19,22  
 197:8 198:6  
 206:15 207:3  
 211:21  
**law** 82:5,6,8 85:8  
**lawsuits** 86:1  
**lawyers** 86:6  
**lays** 210:1  
**lead** 60:11 161:17  
**Leadership** 197:19  
**Leaf** 145:22  
**League** 97:11,15  
 99:12  
**learn** 47:12  
**learned** 49:5  
 132:12  
**leave** 24:1 35:19  
 203:15  
**leaves** 203:6  
**led** 72:14

<b>left</b> 7:7 36:9,14 51:8,12 113:22 118:16 162:3 204:20	<b>lights</b> 90:7 91:20 171:20	69:19 75:2 84:21 84:22 93:18,18 103:3 107:10 119:8,18 128:4,10 130:9 131:16,19 132:21 133:17 136:3,6 138:5 145:1,12,22 160:15 161:1,2 163:2 169:20,21 186:19 202:5 204:22 207:16,20 209:2,10	<b>long</b> 7:3 14:6 15:21 75:22 105:1 147:18 161:5 163:2	144:5
<b>left-turn</b> 35:5	<b>likelihood</b> 130:14	<b>Likewise</b> 130:8	<b>longer</b> 15:22 36:2 82:14 90:9 92:3,4	<b>loved</b> 145:13
<b>legal</b> 86:4	<b>limit</b> 124:19 130:2 146:13 178:9 183:8 194:18 195:10	<b>limitations</b> 28:10	<b>longstanding</b> 179:15	<b>loves</b> 209:10
<b>Leggett</b> 82:12	<b>limited</b> 147:19 151:13 155:20 199:6	<b>limited-stop</b> 47:9	<b>long-gone</b> 147:2	<b>low</b> 123:8
<b>Leggett's</b> 53:9 82:9	<b>limiting</b> 35:15 156:1 194:5	<b>Lindsay</b> 8:3 11:16	<b>long-promised</b> 30:11	<b>lower</b> 140:8
<b>Legion</b> 30:3,7	<b>Lindstrom</b> 3:15 173:4 186:12,13 186:13 190:4,9,15 190:18,20,22 191:4,7,9,11,18	<b>lives</b> 108:22 143:13 145:12	<b>long-time</b> 144:17	<b>lower-income</b> 63:20
<b>lend</b> 194:15	<b>line</b> 5:1 9:4,8 19:12 30:8 47:8,18 78:9 78:12 98:3 101:16 115:12 116:18 123:12,14 136:5 161:6 171:2 172:3 172:15 177:5,6,7 177:9,21 189:3 200:7 209:15	<b>Livia</b> 2:20 111:2	<b>look</b> 20:3 29:21 30:2,18 66:22 70:19 77:5 90:12 95:11 101:14 102:5,6 104:13 114:22 137:3 142:4 148:11 160:2 197:2 208:12 209:19	<b>lowest</b> 17:10
<b>Lerner</b> 165:3	<b>lines</b> 204:14	<b>living</b> 39:14 50:21 85:20 124:11 138:1	<b>looked</b> 31:9 71:22 73:15 84:1	<b>low-income</b> 80:13 80:13
<b>lessen</b> 110:5 202:15	<b>link</b> 22:11,12 174:22 187:16 188:1	<b>loan</b> 63:2	<b>looking</b> 21:7 23:7 106:14 121:15,21 162:10,11 209:15 209:22	<b>low-polluting</b> 126:18
<b>lesson</b> 71:18 82:8	<b>list</b> 7:3 49:10	<b>local</b> 12:11 23:6 26:22 27:8 36:3 40:17 43:9 73:22 74:2 112:5,8,13 116:2,8,22 117:5 128:13 148:10 150:16 151:8 159:10 170:7 171:15 194:19 204:19	<b>looks</b> 8:5 143:8	<b>low-vibration</b> 126:18
<b>lessons</b> 49:5	<b>listed</b> 36:19 49:11	<b>located</b> 32:17 55:21 88:17,21 122:11 170:9	<b>Los</b> 9:9 152:5	<b>Luckily</b> 10:8
<b>less-disruptive</b> 33:7	<b>little</b> 90:5,9 102:7 103:1,21 105:12 124:13,14 136:21 151:20 162:2 163:22 206:17 207:16	<b>location</b> 72:21	<b>lose</b> 134:1 155:13	<b>lunch</b> 121:12
<b>less-effective</b> 35:17	<b>livable</b> 23:21 81:15	<b>locations</b> 102:9 163:11 166:18 183:19	<b>loss</b> 135:6,6	<b>luxury</b> 63:11
<b>Letters</b> 5:9	<b>live</b> 8:12 9:1 15:6 16:2 29:5 39:10 50:19 56:13,18 57:9 62:10 68:5	<b>Lockridge</b> 149:10	<b>lost</b> 26:8 124:22 180:8 205:18	
<b>let's</b> 17:12 49:3 198:5	<b>life</b> 9:4 40:4 77:2 104:22 125:16 137:13 138:20 142:17 144:19 145:3 147:10 166:15 179:15 180:4	<b>Lockwood</b> 103:10 103:15,16	<b>lot</b> 7:4,7 15:12 52:9 53:13 62:18 64:9 73:18 78:19 83:2 94:9,13 106:19 110:8 117:20 120:7 137:11,15 160:7 180:15	<hr/> <b>M</b> <hr/>
<b>level</b> 17:10 40:6 42:20 43:6 53:22 54:4 98:9 123:19 167:19 174:12 181:7 182:18 183:2,9	<b>lifelong</b> 29:18	<b>Locust</b> 32:13,16 36:11 37:11	<b>looks</b> 8:5 143:8	<b>machine</b> 206:18
<b>levels</b> 126:22 127:4 127:5 150:6	<b>lifestyle</b> 63:6	<b>logical</b> 98:17	<b>Los</b> 9:9 152:5	<b>mad</b> 132:8
<b>Levine</b> 2:8 17:20 32:11,12,13	<b>lifetime</b> 53:6	<b>logistical</b> 10:12	<b>lose</b> 134:1 155:13	<b>Madam</b> 29:16 134:22 136:1 179:7 184:21
<b>liabilities</b> 28:4	<b>life-long</b> 143:5,13		<b>loss</b> 135:6,6	<b>Magnolia</b> 133:4
<b>life</b> 9:4 40:4 77:2 104:22 125:16 137:13 138:20 142:17 144:19 145:3 147:10 166:15 179:15 180:4	<b>light</b> 78:6 87:21 90:8,13,14,22 92:4,5 96:20 115:4 152:10 171:20		<b>lots</b> 36:7 40:14 55:15 81:11 204:13	<b>main</b> 39:16,21 50:2 120:6 121:22 187:1 188:7
<b>lifelong</b> 29:18			<b>lousy</b> 8:16	<b>maintain</b> 39:13 166:15
<b>lifestyle</b> 63:6			<b>love</b> 39:7 41:12 77:6 107:1 109:16 134:11 143:5	<b>maintains</b> 38:9
<b>lifetime</b> 53:6				<b>maintenance</b> 131:8
<b>life-long</b> 143:5,13				<b>major</b> 9:17 50:1,18 68:10 141:16 150:13 157:5 161:9 175:12,19 205:4 209:7
<b>light</b> 78:6 87:21 90:8,13,14,22 92:4,5 96:20 115:4 152:10 171:20				<b>makeup</b> 84:5
				<b>making</b> 10:11 36:14 94:14 104:8 137:22 178:20
				<b>mall</b> 120:4 148:7 170:16
				<b>man</b> 80:11 144:20
				<b>manage</b> 202:22
				<b>managed</b> 152:15

153:1	73:7 74:10,15	110:14 141:5	<b>memo</b> 6:2 36:21,22	105:10 114:8
<b>management</b> 72:2	97:18 103:11	171:13 198:2	<b>mental</b> 147:22	117:11,11 133:6
<b>mandated</b> 27:3	111:20 112:10	208:4	<b>mention</b> 20:15	209:4 210:11
<b>map</b> 111:16 153:1	124:13,16 125:2	<b>meant</b> 147:1	89:19	211:6
<b>Maple</b> 81:17	125:11,20,21	<b>measure</b> 77:20,20	<b>mentioned</b> 61:5	<b>miles</b> 6:18 158:10
145:22	126:1,7 130:7,18	<b>measures</b> 125:15	125:18	159:1 210:11
<b>maps</b> 182:7	130:19 131:10	126:13 127:3	<b>merely</b> 152:9 154:1	<b>Milestone</b> 171:4
<b>Marc</b> 15:13 25:4	150:18 154:19	150:17 154:1	<b>merit</b> 47:19	194:1
47:18 49:12 98:3	157:22 158:5	<b>median</b> 25:9 28:18	<b>mesh</b> 176:10	<b>Mile's</b> 114:13
172:3,15 177:2	159:10 161:20	33:3 34:4,11,15	<b>message</b> 33:2	<b>mile-and-a-half</b>
<b>March</b> 36:20 42:11	164:22 165:9	34:20,22 35:3,5	<b>met</b> 1:12 9:2 25:3	210:13
<b>MARC's</b> 47:20	169:6 170:8 171:5	35:10,16 36:1,3	192:6	<b>Mill</b> 16:3 43:20
<b>Marie</b> 2:14 66:10	179:14 190:17	36:19 37:7 40:5	<b>method</b> 72:12	73:5 109:8
85:17,18 132:15	193:7,21 194:22	55:10,21 68:14	<b>metro</b> 15:13 16:1,3	<b>millennium</b> 130:22
<b>Mark</b> 3:14 173:4	195:5,6,7 196:4,9	87:17 96:16,18	19:11 26:15 30:10	<b>million</b> 32:4 177:5
179:8 207:9	<b>mater</b> 80:11	114:8,13,17	31:7 34:14 47:8	<b>millions</b> 86:12
<b>marketability</b>	<b>material</b> 181:15	117:12 118:1	53:19 76:1 78:10	<b>mind</b> 105:13
140:20	<b>Matt</b> 144:18 145:2	120:14 133:6	78:10,17,22 108:1	<b>mine</b> 196:16,17
<b>marriage</b> 144:6	<b>matter</b> 93:4 138:20	135:5,6,9,10,10	109:2,17 116:14	<b>minimal</b> 47:13
<b>married</b> 144:17	149:3	135:15 165:16	123:17 134:14,16	183:2
<b>Mary</b> 1:24 2:18	<b>mature</b> 26:14	206:10	139:21 148:8	<b>minimizing</b> 124:18
4:16 52:21 53:4	<b>maximize</b> 20:3	<b>medians</b> 77:9 87:19	160:6,17 171:11	<b>minimum</b> 33:8
93:9	168:17 198:17	89:13,17 96:22	171:16 172:12	37:7 41:3
<b>Maryland</b> 1:13	<b>maximizes</b> 60:17	<b>medical</b> 113:13	174:19 176:1	<b>minor</b> 74:20
5:11 12:18 13:3	<b>maximum</b> 27:12	165:18	192:7,16 202:9,19	<b>minorities</b> 80:15,16
30:4 51:11 69:12	41:4 59:11 60:20	<b>meet</b> 17:9 58:6	203:10 204:12	<b>minority</b> 83:3,10
111:9 112:12	<b>ma'am</b> 18:9	149:16 151:6	208:16 209:14	85:5
115:1 116:13,18	<b>MCDOT</b> 159:8	152:3 166:11	210:6,12	<b>minute</b> 207:15,15
117:8 153:4 166:2	<b>McDougall</b> 2:14	180:1,13 200:2	<b>Metrobus</b> 98:3	<b>minutes</b> 18:15
173:14 193:22	66:9 79:9,10,15	<b>meeting</b> 12:5 22:18	<b>Metropolitan</b>	79:11,13,16
195:15,15	79:19,22 80:2,10	42:12 53:10 62:15	193:14	127:10 129:17
<b>Maryland-Natio...</b>	82:20 84:7,11,15	100:15 155:8,19	<b>Metrorail</b> 15:12,20	<b>minute-thirty</b>
1:1,16	84:18,20 85:2,7	212:5	42:20 45:20 98:2	103:18
<b>Maryland/Washi...</b>	85:15 89:19,20,22	<b>meetings</b> 12:5	<b>Metros</b> 208:21,22	<b>mirror</b> 36:18
5:4	90:3,6,10,15,18	<b>member</b> 1:17,18,19	<b>Michele</b> 2:8 17:22	<b>mirrors</b> 195:20
<b>mass</b> 77:6 99:7	91:1,6,10,14,17	8:11 95:18 117:18	37:15 48:13 49:11	<b>misgivings</b> 127:17
112:3,14 116:2	91:21 92:7,11,14	136:12 157:15	111:11 132:16	<b>misleading</b> 158:11
131:20 146:7	92:17	192:12,20 201:4	<b>Michelle</b> 111:1	158:16
150:11 151:16,19	<b>mean</b> 7:14 81:10,16	209:13 210:5,8,15	<b>middle</b> 66:21 68:14	<b>missed</b> 145:4,6
<b>massively</b> 151:11	83:2 91:2,2,5	210:22 211:7	119:14 162:13	<b>mission</b> 194:22
<b>master</b> 1:6 4:10,15	142:21 161:3,4,6	<b>members</b> 19:2	206:11	<b>mistaken</b> 158:17
4:20,21,22 5:8	161:8 162:5	22:17 28:13 89:11	<b>middle-aged</b>	<b>mistakes</b> 64:16,20
15:8 19:4 20:11	191:16	111:16 128:20	128:15	106:15
25:11 38:19 41:9	<b>meaning</b> 21:11	136:1 157:18	<b>mid-block</b> 88:9	<b>mistold</b> 79:18
43:15,19 44:21	<b>meaningful</b> 34:18	173:9 179:8	<b>mid-20th</b> 130:21	<b>Mitchem</b> 2:19
49:1 55:3 67:10	181:1	188:20 212:1	<b>mile</b> 6:13 15:21	111:2 122:6,7
70:1,9 71:9,17	<b>means</b> 60:21 105:8	<b>membership</b> 42:12	32:22 51:5 82:3	<b>mitigating</b> 125:15

127:3 174:12	115:5,11 124:4	<b>MTA</b> 193:12,17	196:17	129:19 130:16
<b>mitigation</b> 126:9	128:9,19 130:10	194:10	<b>necessary</b> 20:19	131:18,20 132:17
126:13	130:21 136:9,12	<b>multimillion</b> 150:7	23:16,19 25:22	148:15,17 200:10
<b>mix</b> 14:8 166:20	139:22 141:3	<b>multiple</b> 58:14 61:8	33:20 109:22	209:4,10
<b>mixed</b> 46:15 54:10	142:12,16 143:3	87:10 189:11	166:11 167:1	<b>neighborhoods</b>
54:11,12 55:9,10	143:18 144:2,22	<b>multiplicity</b> 128:22	182:1	12:12 20:2 37:20
58:19 166:22	145:5,22 147:3	<b>multi-door</b> 43:6	<b>necessitated</b> 185:18	38:7 39:17 40:3
167:15 180:18	157:7,17 160:20	<b>multi-modal</b> 12:10	<b>necessity</b> 129:21	50:3,4 56:11 74:3
<b>mixed-traffic</b>	169:8 172:6	<b>multi-way</b> 70:3	130:12 173:18	80:20,21 83:10
174:10 206:3	188:22 197:19	<b>mundane</b> 129:5	176:9	84:5 85:6 97:3,5
<b>mobility</b> 12:10	<b>months</b> 50:14	<b>municipalities</b> 5:11	<b>need</b> 13:22 14:1,8	109:20 115:21
61:15 166:13	122:16	185:10	19:9 43:3 62:8	119:18 120:6
180:2 198:18	<b>moral</b> 63:9	<b>murders</b> 137:4	64:1,4 65:2 74:2	123:4 124:9,10,15
<b>MoCo</b> 143:6,9	<b>Morgan</b> 161:2	138:12	78:7 79:2 89:6	125:4,14,17
144:9,10 145:6,10	<b>morning</b> 51:4 79:4	<b>mutually</b> 187:6	101:21 108:3,15	132:21 164:4
<b>modal</b> 168:5	87:11 94:1 114:3	<b>M83</b> 30:11	112:20 123:13	198:19 204:4
<b>modalities</b> 124:6	177:3		127:7 130:4,11	207:21 210:21
<b>mode</b> 32:6 167:22	<b>Morrison</b> 2:11	<b>N</b>	141:12 150:12	<b>neighboring</b> 24:19
168:12 199:17,21	44:10 62:7,8,9,17	<b>NAACP</b> 82:16	154:21 161:12	207:21
<b>model</b> 30:15 54:4	65:10	<b>name</b> 8:9 11:19	162:18 163:2,10	<b>neighborly</b> 146:20
169:7	<b>mother</b> 107:20	15:6 18:4 48:7	163:22 164:1,6,8	<b>neighbors</b> 10:13
<b>modes</b> 14:9 157:19	129:6,18 147:10	61:18 62:9 66:3	168:5 170:18	14:11 56:14 80:3
<b>modifications</b>	147:13	66:16 85:18 93:17	177:10 180:11,16	83:14 148:16
183:20	<b>mothers</b> 147:9	104:22 119:7	187:12	149:18 165:17
<b>modified</b> 97:19	<b>motivation</b> 174:15	136:2 139:10	<b>needed</b> 41:1,3	171:22 186:19
183:21 188:6	<b>mounting</b> 150:8	142:10 145:21	51:21 72:20 73:10	205:11
<b>mom</b> 31:21	<b>move</b> 9:19 20:22	149:9 152:6	96:10 110:10	<b>Neither</b> 8:2
<b>moment</b> 18:8 145:1	33:5 39:9 44:2	157:14 159:18	126:10 129:18	<b>network</b> 6:13,17,18
145:3	45:3,8 47:20	169:19 193:4	131:8 145:11	15:18 20:11 21:14
<b>money</b> 24:17 30:1	60:20 62:4 87:4	197:4,5,14 202:5	155:9 156:13	23:9 46:14,22
54:22 72:7 77:11	94:21 95:1,6	<b>Nancy</b> 2:6 17:18	168:4,21 195:19	59:2 65:5 71:11
78:4,20 89:16	107:8 108:17	<b>narrower</b> 22:1	<b>needs</b> 23:8 73:13	72:16 84:19
138:3 144:1	110:7,8 140:22	<b>Natalie</b> 3:12 173:3	79:2,4 101:9	128:18 131:12
162:22 178:18,19	161:10 164:9	173:10	116:10 146:15	153:3,6 167:18
<b>monitor</b> 128:5	180:15 200:5	<b>nation</b> 17:13	156:11 158:18	168:10 181:4,10
<b>Montgomery</b> 1:4	<b>moved</b> 85:19 98:5,6	<b>National</b> 86:7 88:1	159:7 171:10,13	184:8 185:6,12
1:11,12,12 5:5,12	133:3 161:19	<b>nationally-recog...</b>	185:8,14 188:16	199:1
6:13 8:15 9:12	<b>movement</b> 20:4	12:22	188:17,19 200:5	<b>networks</b> 162:7
10:18 11:5 15:10	199:14	<b>nationwide</b> 153:12	206:11	<b>never</b> 144:15
15:11 16:12 17:14	<b>moves</b> 21:7 95:2	<b>nature</b> 108:9 122:3	<b>negative</b> 125:13	168:22
19:2 22:16 23:11	<b>movie</b> 75:15	185:14	<b>neighborhood</b>	<b>new</b> 14:3,8,9,10,14
29:6 32:1,5 37:1	<b>moving</b> 32:4 35:22	<b>near</b> 76:5 120:10	25:16 27:11 28:16	14:16,17 15:16
56:18 57:7,12,21	148:12 152:19	181:11 184:12	38:21 48:8 50:6	16:5 18:17 19:22
60:9 61:14 62:3	163:6,9 166:6	<b>nearby</b> 112:20	55:5 114:2 118:16	39:15 40:21 46:7
62:11 70:4 76:5	174:19 178:9	172:12	119:2 120:5,9	47:6 49:14 54:1
94:18 97:12,18,22	179:21	<b>nearly</b> 172:9 203:2	121:4,5 122:4,11	58:17 61:11 66:20
99:2,15 105:1	<b>MPDU</b> 27:20	<b>necessarily</b> 104:17	123:1 126:9 128:5	67:5,17,21 68:6,9

68:15,17,20 69:10 69:19 70:1,2,18 93:19,21 101:14 102:11,16,21 104:9,16 109:13 130:22 136:4 138:9,19 161:21 176:10 177:8,10 187:8,13 189:7,11 202:20 203:12 204:6,11,11,15 <b>newspaper</b> 5:13 <b>NextBus</b> 43:7 45:18 <b>nice</b> 148:22 <b>nicer</b> 102:20 <b>Nicholson</b> 175:5 <b>Nicolescu</b> 2:20 111:2 128:2,3 129:15 131:4 <b>night</b> 7:8 94:2 211:20 <b>NIH</b> 24:10 165:18 <b>NIMBY</b> 83:8 <b>nine</b> 114:17 <b>nine-year</b> 193:5 <b>nitpicky</b> 102:1 163:22 <b>nits</b> 158:8 <b>nobody's</b> 52:11 <b>noise</b> 35:12 <b>nominated</b> 82:11 <b>non</b> 167:21 199:20 <b>non-auto</b> 168:11 199:17 <b>non-infrastructure</b> 153:8 <b>non-invasive</b> 28:20 <b>non-profit</b> 136:14 <b>normal</b> 26:5 <b>NORMAN</b> 1:18 <b>north</b> 32:18 43:21 54:3 56:6 94:6 122:12,14 132:10 134:13 136:4 138:8,19 139:17 165:19 169:22	171:1,17 172:4 173:15 174:16 175:20 188:10,13 189:6,9 193:22 195:15 <b>northbound</b> 114:1 <b>northern</b> 102:12 153:2 <b>north-south</b> 50:18 <b>Norwood</b> 88:22 113:2 132:5,13 <b>nose</b> 118:18 <b>nosing</b> 113:20 <b>note</b> 36:18 <b>noted</b> 100:20 194:7 194:16 <b>notes</b> 12:18 127:15 <b>notice</b> 55:6 <b>noticed</b> 198:9 <b>notified</b> 56:2 <b>noting</b> 51:14 <b>Nottingham</b> 131:17 133:11 <b>November</b> 86:20 <b>number</b> 22:8 46:6 56:7 58:1 59:15 60:15,20 72:17,21 86:11 96:9 100:12 105:4,16 138:15 155:20 156:1 158:22 160:7 181:15 183:19 <b>numbers</b> 29:22 61:11 168:22 <b>numerous</b> 38:4 53:8 128:21 132:2 <b>nursery</b> 87:13 132:4 <b>Nyamweya</b> 2:18 93:9,10,10,13 107:13,14,14,15 107:17  <hr/> <b>O</b> <hr/> <b>O</b> 146:22 <b>Oak</b> 41:8 46:20 47:10 54:3,6 56:6	74:14 94:7 100:18 102:18 104:9 109:4 138:14 141:17 <b>Oakland</b> 85:21 <b>object</b> 106:1,3 <b>objections</b> 25:15 <b>objective</b> 28:13 <b>objectives</b> 167:20 <b>obligation</b> 63:10 <b>obliterate</b> 27:4 <b>observed</b> 128:16 <b>obtaining</b> 194:8 <b>obvious</b> 147:11 205:5 <b>obviously</b> 39:5 75:20 164:5 187:20 188:16 <b>occasion</b> 148:5 <b>occupied</b> 118:18 <b>occur</b> 55:11 <b>occurred</b> 153:13 160:18 <b>occurring</b> 168:5 176:11 <b>occurs</b> 52:8 <b>octogenarians</b> 130:17 <b>offer</b> 19:10 23:15 108:18 151:20 <b>offered</b> 13:20 <b>offers</b> 130:7 <b>office</b> 1:13 62:12 85:22 <b>official</b> 4:18 35:7 <b>officially</b> 18:11 <b>officials</b> 37:1 112:5 <b>off-peak</b> 79:2 <b>off-vehicle</b> 58:13 61:7 <b>of-way</b> 131:12 <b>oh</b> 17:21 74:17 79:15 84:9 125:19 192:10 205:15,16 <b>Okay</b> 4:3,8 8:3,5 11:12,17 18:1,14 18:16,18 44:5	48:3 65:16 79:8 80:2 83:21 85:16 89:9,18 90:17 92:11 93:16 110:21 111:3 119:3 122:7 127:9 127:12 128:1 131:4 149:7 154:4 154:9 159:15 173:8 190:21 191:9,10,19 197:9 198:9 201:1 210:3 210:15 211:7,8 <b>old</b> 102:1 175:5 <b>older</b> 25:16 88:3 <b>once</b> 43:22 71:11 155:22 178:14 <b>once-in-a-genera...</b> 163:20 <b>oncoming</b> 171:21 <b>Oneness-Family</b> 87:12 88:21 <b>ones</b> 145:13 <b>one's</b> 131:9 <b>one-lane</b> 114:16 <b>one-size-fits-all</b> 115:16 <b>one-way</b> 101:17 <b>ongoing</b> 50:12 118:22 <b>Ooh</b> 93:11 <b>open</b> 5:22 21:9 53:1 57:21 110:16 <b>opened</b> 78:17 81:17 <b>opening</b> 2:2 4:5 6:21 <b>opens</b> 52:15 88:15 <b>open-minded</b> 41:19 <b>operate</b> 64:7 <b>operates</b> 96:13 <b>operating</b> 47:14 167:15 199:2 <b>operation</b> 118:11 127:20 152:7 166:21 182:20 206:2,4 <b>operational</b> 206:12	<b>operations</b> 150:5 202:19 <b>operative</b> 182:5 <b>opinion</b> 103:9 152:10 <b>opportunities</b> 128:13 <b>opportunity</b> 16:10 24:6 48:6 63:22 64:13 99:14 117:15 139:8 163:21 173:11 176:12 200:21 <b>opposes</b> 114:12 <b>opposing</b> 80:4,10 83:14 <b>optimally</b> 143:11 <b>optimistic</b> 41:20 <b>option</b> 10:6 34:2 109:22 114:20 138:8 194:16 <b>optional</b> 157:6,9 <b>options</b> 6:20 10:21 14:6 15:12 24:1 99:10 110:13 112:6 128:22 130:5,11 137:11 152:13 153:9 170:18 171:20 194:5,21 <b>Orange</b> 9:8 <b>Orchard</b> 187:12 <b>order</b> 13:4 21:12 41:7 96:14,19 122:19 129:4 158:19 159:12 171:9 180:12 181:18 184:8 <b>Orengo</b> 63:15 <b>organization</b> 18:11 18:13 19:1 44:15 79:13 196:19 <b>organizations</b> 83:16 <b>organized</b> 135:1 <b>oriented</b> 23:18 167:11 195:10
---	--	--	--	---





<b>plan</b> 1:6 4:10,15,20 4:21,22 5:1,2,9 6:9,14 7:5 10:8,22 11:3 12:4,7,9,17 12:21 14:21,22 15:9 19:4,14,15 20:10,11 21:17 22:8 23:8,15 25:11,21 26:12,21 28:19 29:19 30:19 32:20 33:5 38:19 39:2,22 40:22 41:6,10,16,21 42:3 43:16 44:21 46:13 47:3 48:17 49:1 55:2 59:16 60:12 65:1 67:10 67:12 68:8 69:8 70:2,10,11 71:10 71:17 73:1,7 74:10,15 75:5 76:15,16 87:6,16 97:18 98:20 103:11 104:14 105:19,19 106:3,5 106:7,9,17 110:18 111:21 112:10,22 114:14,15 115:13 117:10 120:2 121:18 124:12,13 124:17 125:2,11 125:20,21 126:2,7 126:10 130:7,18 130:19 131:10 133:19 137:17 142:2 146:10 149:12 150:18 154:19 157:22 158:5 159:13 164:22 165:9,9,10 168:13 169:6,9 170:8 171:5,6 173:18 174:2,4,13 175:13 176:7,9 177:18 179:14 182:1,6 183:7 185:16 186:2,18	186:21 187:1,2,19 188:5,15 189:10 190:14,17 191:12 193:7,21 194:22 195:5,6,8 196:4,9 200:15 202:7 203:11 205:6,9 <b>planned</b> 20:12 31:6 33:15 125:7 145:7 175:15,20 <b>planner</b> 8:10 <b>planners</b> 28:12 47:12 116:9 125:10,12 126:7 126:15 <b>planning</b> 1:1,4,11 1:12,14,15,17,17 1:18,19,22,23,24 4:12,17 20:7 21:6 22:14 23:1,12 38:11 47:16 53:8 53:11 59:20 62:14 70:4,5,18 71:19 71:20 74:19 82:11 98:19 103:12,19 104:6 105:7 114:22 116:7,12 125:9 126:10 139:8,13 141:7 142:18 143:4,17 143:19 151:9 156:4 159:7 161:17 164:20 167:5 168:6 173:9 173:18 179:12 182:14 185:10,11 196:7 212:1 <b>plans</b> 16:13 42:6 43:19 46:20 55:4 101:1,19 159:10 161:20 170:11 185:17 193:12,17 194:10 <b>plan's</b> 58:20 59:5 114:7 171:7 <b>plated</b> 61:9 <b>platforms</b> 76:17	171:21 <b>plats</b> 102:1 <b>play</b> 107:10 <b>please</b> 29:13 49:6 138:21 173:5 <b>pleased</b> 12:16 59:4 59:16 174:17 187:22 <b>plus</b> 61:19 113:4 194:6 <b>poetic</b> 148:22 <b>point</b> 6:12 32:3 64:3 67:21 77:2 85:4 94:11,17 101:12 116:15 117:21 132:19 136:7 147:15 148:14 153:21 157:21 158:15 175:13,20 178:1,7 180:7 185:13 198:15,21 200:17 <b>pointed</b> 172:18 <b>points</b> 9:18 48:12 78:3 101:1 105:16 115:15 172:4 176:22 <b>point-to-point</b> 129:21 <b>poised</b> 13:1 <b>policy</b> 1:22,23,24 4:13,17 17:5 71:21 195:4,6 <b>politics</b> 144:5 <b>pollution</b> 35:12 57:15 71:14 <b>Pooks</b> 34:16 <b>Poor</b> 3:18 192:2 201:3,9,10,13,16 201:19 202:1,4,5 205:19 206:9,13 207:1,12 <b>popular</b> 89:22 153:10 <b>population</b> 23:20 61:14 94:19 155:1 <b>portion</b> 32:22	166:21 <b>posed</b> 28:3,11 <b>position</b> 49:1 154:17 <b>positions</b> 70:15 <b>positive</b> 12:2 167:16 <b>possibilities</b> 193:16 <b>possibility</b> 70:20 183:11 <b>possible</b> 13:6 16:22 21:11,14 25:11 45:4 64:8 72:12 75:13,16 76:8 97:20 114:9 115:22 159:2 167:3 168:14,18 179:21 182:3 <b>potential</b> 13:5 19:9 39:6 59:15 106:22 125:13 151:21 181:19 185:5 189:15 <b>potentially</b> 33:7 87:18 <b>Potomac</b> 22:15 30:5 134:5 152:8 <b>power</b> 163:14 <b>practical</b> 77:20 156:20 <b>practice</b> 117:10 <b>pragmatic</b> 156:5 <b>praising</b> 67:12 <b>precious</b> 76:11 <b>precondition</b> 179:22 <b>predates</b> 71:18 <b>predecessors</b> 160:2 <b>predicted</b> 115:3 <b>predictions</b> 114:22 <b>prefer</b> 62:1 <b>premium</b> 183:2 <b>prepaid</b> 43:6 <b>preparation</b> 24:22 <b>preparing</b> 164:20 <b>prepay</b> 45:18 76:17 <b>preschoolers</b> 113:3	<b>present</b> 1:15,21 140:19 144:13 147:3 187:21 188:18 <b>presentation</b> 4:5,6 100:13 155:7 200:22 <b>presentations</b> 53:8 <b>presenting</b> 142:5 <b>presents</b> 16:10 113:17 <b>preserve</b> 26:22 57:20 106:15 198:18 <b>preserves</b> 19:19 <b>President</b> 32:13 37:16 99:19 154:11 <b>presiding</b> 1:14 <b>PRESLEY</b> 1:19 <b>pretend</b> 30:21 <b>pretty</b> 107:16 111:4 140:12 211:2 <b>prevent</b> 168:4,11 <b>preventing</b> 24:18 <b>previous</b> 40:5 42:9 48:18 <b>previously</b> 39:8 43:18 <b>previously-appro...</b> 49:4 <b>price</b> 95:13 <b>primarily</b> 119:20 123:3 144:10 <b>prime</b> 158:16 <b>Prince</b> 5:5 70:5 <b>principle</b> 19:13 125:11 126:5 178:3 <b>principles</b> 124:17 126:6 <b>prior</b> 24:15 <b>priorities</b> 103:18 104:7 <b>prioritization</b> 55:14
--	---	---	--	--

<b>prioritize</b> 98:5	188:1	59:3 60:2 71:11	45:12 46:1,12	183:12
<b>prioritizing</b> 20:5 20:20	<b>projects</b> 24:14 28:8 43:16 44:1 48:18	74:14 97:19 116:6 119:9 123:4	47:5 93:20 94:15 95:5 99:8 139:18	<b>quarrels</b> 138:16
<b>priority</b> 16:17 21:16 22:6,20 36:6 46:22 47:4 99:5 104:18 141:1 141:12 158:7 188:3	65:5 72:1,2,18 150:9 161:9 202:20	125:11 143:17 150:14 151:19 153:6 154:16 155:20 156:8 165:11 174:18 180:20,22 188:20 189:17 202:12 203:11 204:14	144:11 145:6 150:12 164:21 165:22 166:19 167:4 173:19 176:6 179:12,18 180:22 181:4,13 181:21 182:4,12 195:4 205:10 209:18	<b>quarter</b> 30:6
<b>private</b> 24:20 28:4 58:11 60:15 61:1 114:18	<b>promised</b> 48:21 206:18	<b>proposes</b> 10:8 42:3 114:7 174:4	<b>publication</b> 5:15,18	<b>question</b> 150:1 155:15 200:9
<b>pro</b> 14:5	<b>promising</b> 49:2	<b>proposing</b> 39:3 83:15	<b>publicize</b> 176:5	<b>questions</b> 41:16,17 53:11 55:8 56:21 79:7 151:10 205:15
<b>probably</b> 62:2 69:13 72:9 85:10 85:11 118:15 123:13 160:7,22 169:21 188:14	<b>promote</b> 56:4 190:11 198:19	<b>prospect</b> 193:11 194:8 196:5	<b>publicly</b> 114:21	<b>queue</b> 51:4
<b>problem</b> 20:1 78:8 82:1 115:15 187:2 205:19,21	<b>promoter</b> 165:14	<b>prosperity</b> 198:19	<b>published</b> 54:4 114:19	<b>quicker</b> 115:9
<b>problematic</b> 140:3	<b>promotes</b> 11:21	<b>protect</b> 125:15	<b>pull</b> 53:18 129:17	<b>quickly</b> 47:21 110:9 142:22 171:12 177:20
<b>problems</b> 71:7,14 77:7 106:1 157:2	<b>promptly</b> 185:8	<b>protected</b> 116:1 158:20	<b>Purple</b> 5:1 19:12 30:8 78:12 98:3 101:16 123:12 161:6 209:15	<b>quiet</b> 126:17
<b>proceeds</b> 28:17	<b>pronouncements</b> 70:15	<b>proud</b> 142:11,12 144:3	<b>purpose</b> 10:1 35:21 188:7	<b>Quince</b> 187:12
<b>process</b> 6:8 43:5 56:22 70:18 116:8 126:11 181:2 185:8 186:1	<b>Pronto</b> 197:13,15 197:21 198:16	<b>prove</b> 22:13 48:20 156:11,16 168:17 181:8	<b>purposes</b> 34:1	<b>Quinn</b> 2:9 17:19 18:1 44:9 48:4,5,7 52:7
<b>product</b> 31:16,18	<b>proof</b> 5:14	<b>provide</b> 16:5 22:11 42:19 46:14 47:9 69:18 73:2 87:19 130:5 153:4 163:10 174:21 182:9,15 187:3	<b>put</b> 13:10 29:19 32:7 73:16 97:2 104:3 118:11 129:3 144:14 154:20 185:8 187:18	<b>quite</b> 46:11 100:11 100:22
<b>professionals</b> 62:3	<b>propel</b> 161:22	<b>provided</b> 88:12 131:5	<b>putting</b> 11:1 31:13 48:22 89:13 102:3 158:11	<b>quote</b> 12:9 141:2,4 141:5
<b>professor</b> 82:8 149:4	<b>proper</b> 104:11	<b>proximity</b> 209:11	<b>P-R-O-C-E-E-D-...</b> 4:1	
<b>profound</b> 160:8	<b>property</b> 12:1 28:4 40:19 55:18,19 79:11,16 83:19 85:8 95:6 102:7 114:10,19 125:16 131:19 180:11 182:8	<b>prudent</b> 156:9 174:9	<b>p.m</b> 1:13 4:2 212:6	<hr/> <b>R</b> <hr/>
<b>progress</b> 98:20	<b>proponents</b> 56:12 56:18 105:18	<b>PTAs</b> 119:15		<b>racial</b> 84:5
<b>progressive</b> 105:3	<b>proposal</b> 49:14 70:9 115:16 127:18 152:12 188:8 203:19	<b>public</b> 1:6 4:9,13 5:17,19,20,22 19:16 20:6 27:10 27:17 28:5 33:14 34:10 38:15 39:5	<b>qualified</b> 187:5	<b>radically</b> 26:8
<b>prohibited</b> 36:14	<b>proposals</b> 20:17 38:19 39:18 41:13 41:22 95:22 126:12		<b>quality</b> 21:11 40:4 59:11 125:16 137:13 166:14,14 167:3,19 180:3,4 181:8 182:3	<b>rail</b> 152:10
<b>prohibitive</b> 69:6	<b>propose</b> 78:16 79:5 126:13			<b>raise</b> 91:10 129:5 132:14 133:10 143:22
<b>project</b> 30:11 48:15 49:14 64:11,11 80:4 83:14 103:20 123:2 126:7 143:21 193:15 205:4	<b>proposed</b> 9:11 12:11 20:10 21:5 21:17 22:15 24:19 28:8 32:22 38:18 39:1 41:21 51:18 53:20 54:2 56:9 56:14 57:10,11,16			<b>raised</b> 64:9 87:17 155:18
<b>projected</b> 60:13 94:19 98:15 121:9				<b>raises</b> 112:12
<b>projections</b> 185:3,4				<b>ramp</b> 51:2 122:14

75:4 76:14 78:1 95:21 97:17 98:21 105:14 109:18,21 110:2,4,15 112:2 123:7 124:5,8,10 124:15 125:3,12 125:17 127:2 138:7,21 139:1 140:16 141:14 142:14 143:15,20 146:10,12,15 147:5,12,18 154:22 159:12 165:11,14 167:8 167:14,17 168:20 169:10,13 178:4 180:6,14 181:9 <b>rate</b> 38:16 50:10 <b>rationale</b> 140:21 194:12,15 <b>reach</b> 13:4 <b>reached</b> 174:11 <b>read</b> 186:8 197:3 <b>reading</b> 100:20 <b>ready</b> 44:11 83:11 169:13 <b>real</b> 24:1 49:8 77:7 85:8 112:22 136:18 137:6 174:15 182:8 199:6 202:14 <b>realistic</b> 181:1 <b>reality</b> 147:3 169:14 178:5 194:9 <b>realize</b> 69:7 106:21 <b>realized</b> 129:20 171:8 <b>really</b> 7:13 22:18 30:17 31:15,18 32:7 49:20 64:6 69:5 70:17 74:1 81:20 82:22 83:22 84:3 95:3 100:16 101:13,17,18 103:18 105:13,15 106:8 110:10	119:10 120:8,14 120:19 121:4,15 121:16,18 122:1,2 137:7,10,13 138:3 138:8,19 140:18 141:12 159:6 160:3 161:17,22 162:1 163:1 184:14 189:3 192:11 199:4,9 201:17 <b>Realty</b> 159:19 165:3 <b>rear</b> 67:1 <b>reason</b> 147:8 171:1 178:11 <b>reasonable</b> 173:19 181:5 <b>reasons</b> 62:21 71:15 120:15 146:14 151:18 194:16 202:11 <b>recall</b> 75:7 211:12 <b>receive</b> 16:16 <b>received</b> 5:17 6:4 155:7 <b>recently-approved</b> 68:7 165:8 <b>recognition</b> 178:4 183:18 184:4 185:7,13 206:7 <b>recognize</b> 21:4 39:10 123:22 173:18 178:22 180:21 195:22 <b>recognized</b> 178:14 178:15 <b>recognizes</b> 60:19 <b>recognizing</b> 33:14 33:22 <b>recollection</b> 147:2 <b>recommend</b> 5:21 96:8 141:8 177:17 182:5,14 205:11 <b>recommendation</b> 10:11 34:4,6 103:12 196:8	206:4,6 <b>recommendations</b> 25:8 52:1 104:5 134:10 169:5 <b>recommended</b> 6:15 6:17,18 49:13 72:16 135:8 182:6 206:2 <b>recommending</b> 61:4 156:6 <b>recommends</b> 12:9 125:9 <b>reconfiguration</b> 184:5 185:5 <b>reconfigure</b> 73:21 <b>record</b> 4:12,18 5:19 5:21 32:15 34:7 35:8 66:16 71:2 75:1 139:17 142:10 186:6 196:15 <b>recording</b> 86:15 <b>recreate</b> 75:13 <b>recreation</b> 129:2 136:18 175:14,17 <b>red</b> 78:6 81:16 90:12,22 91:20 92:5 115:12 <b>redefining</b> 190:5 <b>redesign</b> 47:12 <b>redesigning</b> 189:18 <b>redevelopment</b> 13:1,9 68:10,12 189:1,17 190:11 <b>reduce</b> 46:3,6 61:12 95:12 96:9 98:13 124:6 153:20 198:18 <b>reduced</b> 44:2 <b>reduces</b> 45:21 58:14 180:16 <b>reducing</b> 57:14 98:11 146:5 153:9 <b>reduction</b> 174:7 <b>reductions</b> 153:12 153:22 <b>Reed</b> 2:4 8:3,8,9,10	11:9 24:10 122:21 165:18 <b>refined</b> 72:15 <b>reflect</b> 41:1 <b>reflected</b> 169:9 181:4,13 182:12 <b>reflection</b> 37:4 <b>reflective</b> 196:18 <b>refreshment</b> 148:5 <b>refuge</b> 135:7,17 <b>regard</b> 49:17 135:5 <b>region</b> 108:2 109:14 110:1 160:1,4,9,13 172:7,17 <b>regional</b> 1:12 5:4 19:1 22:5,7 26:22 153:1 <b>regions</b> 110:17 <b>regrettably</b> 186:4 <b>regular</b> 16:18 87:2 93:22 178:8,10,13 203:16 205:7 <b>regularly</b> 8:18 <b>regulars</b> 173:5 <b>rejected</b> 117:14 <b>rejection</b> 112:2 <b>relate</b> 34:19 39:22 <b>related</b> 58:1 <b>relates</b> 112:10 <b>relation</b> 28:15 <b>relationship</b> 142:16 142:22 <b>relationships</b> 148:18 <b>relatively</b> 59:8 <b>released</b> 17:7 <b>relevant</b> 182:19 <b>reliability</b> 13:20 162:15 <b>reliable</b> 10:4 13:13 46:9 63:19 64:2 110:2 112:7 162:6 162:14 204:2 <b>reliably</b> 63:21 <b>relied</b> 145:7 <b>relief</b> 96:1 129:11	129:16 153:5 <b>relieve</b> 98:12 <b>relocate</b> 27:7 <b>relocated</b> 26:19 <b>rely</b> 46:4 93:20 94:21 143:10 144:12 <b>remain</b> 5:22 41:16 76:19 <b>remaining</b> 6:6 35:21 113:19 <b>remains</b> 50:11 180:19 <b>remarks</b> 127:8 136:21 211:19 212:1 <b>remediation</b> 24:13 24:19 <b>remedies</b> 79:6 <b>remedy</b> 78:22 79:4 <b>remember</b> 144:19 197:4,18 <b>remembering</b> 205:14 <b>remote</b> 36:7 <b>removal</b> 39:22 120:14 <b>removed</b> 26:7 114:14 <b>render</b> 151:1 <b>renewal</b> 148:5 <b>repairs</b> 131:8 150:13 <b>repeat</b> 25:2 157:3 176:21 198:13 <b>repeatedly</b> 54:9 86:16 <b>repetition</b> 7:11 <b>replace</b> 174:4 <b>replacements</b> 150:13 <b>report</b> 6:16 17:7 71:21 180:21 208:17 <b>reports</b> 204:18 <b>represent</b> 24:6 62:20 66:18 77:1
---	--	--	---	--

107:21 122:8 136:8 157:17 181:1 182:17 <b>representing</b> 18:11 66:17 79:13 97:11 111:13 139:14 <b>represents</b> 37:17 <b>repurpose</b> 58:21 <b>repurposed</b> 47:7 111:19 <b>repurposing</b> 20:21 45:12 59:22 141:6 <b>request</b> 42:18 48:14 126:12 193:13 <b>requests</b> 42:11 114:13 <b>require</b> 32:6 35:4 73:16 114:17 126:12 150:15 175:21 181:17 <b>required</b> 27:5 41:2 126:8,15 <b>requirements</b> 26:20 <b>requires</b> 31:16 55:13 125:12 <b>requiring</b> 25:9 <b>researchers</b> 151:17 <b>researching</b> 85:10 <b>reserve</b> 23:13 142:3 172:4 <b>reserves</b> 204:21 <b>resident</b> 29:18 48:7 53:7 105:1 107:19 128:9 136:3 140:4 142:11 143:3,18 193:5 <b>residential</b> 38:22 68:19 71:8 115:21 125:14 126:19 127:2 128:16 165:3,7 209:3,6,8 209:12 <b>residents</b> 12:1,6 24:11 32:20 35:13 38:3,15,17 40:14	40:16 49:15 50:1 50:17,19 98:11 103:2 110:19 112:6 113:18 114:21 116:8 143:13 149:22 150:2 157:18 158:2,19 162:8 170:9,19 171:11 172:10,11 184:9 186:15,16 194:6 195:12 208:20 <b>resistance</b> 10:13 <b>resolution</b> 67:6,8 <b>resources</b> 24:21 147:13 <b>respective</b> 23:11 <b>respects</b> 181:15 <b>respond</b> 6:3,5 91:11 <b>response</b> 7:20 8:1 27:10 93:5 211:17 212:2 <b>responsibilities</b> 108:13 <b>responsible</b> 110:14 <b>rest</b> 89:8 123:14 142:3 144:19 177:18 180:18 200:16 <b>restaurants</b> 108:8 <b>resting</b> 87:19 104:10 <b>restrained</b> 168:19 <b>restrict</b> 118:12 <b>restricted</b> 152:22 <b>restricting</b> 113:16 <b>restrictions</b> 194:18 <b>result</b> 26:8 34:20 86:3 123:1 180:9 181:10 184:7 <b>resulting</b> 40:1 61:13 <b>results</b> 74:8 122:20 <b>retail</b> 38:4 <b>retain</b> 27:8 62:19 167:1 182:1	<b>retaining</b> 26:1,16 27:15 62:22 <b>return</b> 42:20 <b>reuse</b> 174:14 <b>revealed</b> 25:13 <b>reverse</b> 78:19 <b>reversible</b> 96:8 114:16 <b>review</b> 88:3 <b>reviewing</b> 124:12 <b>revise</b> 196:8 <b>Richard</b> 2:8 17:19 32:12 <b>rid</b> 179:2 <b>ride</b> 11:1 15:13 17:1 30:16 35:19 36:1 40:14 53:19 61:18 98:3 115:6 123:17 129:8 132:9 134:12 141:15 146:2 184:5,7 185:6 202:8 204:5 <b>riders</b> 13:21 15:10 21:13 53:18 56:7 58:17,18 59:16 61:11 151:21 156:3,14 168:1,21 175:21 204:4,15 205:9 <b>ridership</b> 12:20 17:2 30:14 31:17 44:1 47:1 54:13 55:1 58:3,5,8 60:7 60:13 61:20 65:6 98:16 115:2 123:8 141:3 150:4 152:3 154:2 168:19,22 169:7 174:11,21 176:4 185:2,3 188:1 <b>riderships</b> 30:9 <b>rides</b> 40:16 <b>ride-sharing</b> 146:8 <b>riding</b> 9:8 40:11 203:9 <b>right</b> 11:18 12:14	13:7 17:13 18:1 23:7 30:19 51:12 52:16,20 53:2,3,4 57:9 65:21 66:5,7 66:12,14,21 81:5 81:7 88:17 90:10 92:20 96:22 101:5 101:11 108:3 113:14 118:2,4,5 118:10,14 127:18 131:11 133:11 134:11 144:2 162:4,12 172:14 173:6 177:20 191:7,18 193:3 207:11 210:6 <b>rights-of-way</b> 19:16 35:4 99:4 <b>right-hand</b> 51:5,6 187:10 <b>right-of-way</b> 10:9 20:18 24:9 40:20 40:22 41:1 45:13 60:6 64:5 65:4 101:22 102:2 114:18 128:18 133:2,8 152:22 154:21 180:12 182:4,9,15,22 188:13 189:14 199:7 <b>right-of-ways</b> 167:4 <b>right-turning</b> 118:13 <b>Riley</b> 2:8 17:22 37:14,15,15 48:13 132:16 <b>Riley's</b> 111:11 <b>ripple</b> 168:9 <b>risen</b> 21:18 <b>rises</b> 19:21 <b>rising</b> 62:9 80:6 <b>risk</b> 61:19 <b>risks</b> 28:4 <b>risk-averse</b> 207:10 <b>River</b> 30:5 134:6	<b>road</b> 16:3 19:22 24:14 27:9 28:8 28:10 34:16 37:18 43:20 46:7 50:15 51:2,18 71:6,12 72:1,1 74:11,12 96:14 109:8,13,17 122:12,19 124:2 134:6 139:16 140:2,3,13 141:12 158:12,13,14 159:3 170:3 175:5 183:15 187:12 189:5 195:16 203:3,6 207:18 <b>Roadrunner</b> 81:7 <b>roads</b> 21:22 23:4 45:4,9 95:8 96:12 108:7,15 109:6,11 120:20 155:14,17 159:2 170:7,10,12 170:21 171:15,19 178:20 <b>roadway</b> 88:7 159:4 <b>roadways</b> 19:21 20:4 45:10 150:11 158:9 180:12 <b>roaring</b> 81:8 <b>Robert</b> 2:7,22 17:19 29:17 <b>Roberta</b> 134:20 <b>robust</b> 23:9 123:19 198:16 <b>Rockville</b> 9:15 12:13 13:7 14:7 14:17,22 31:9 32:17 33:22 74:13 109:7 165:12,19 167:7 169:14 183:17 <b>rode</b> 148:6 205:5 <b>roll</b> 156:20 <b>rolling</b> 59:9 <b>room</b> 10:3 94:2 129:19 189:21 <b>root</b> 26:14
--	--	---	---	---

<b>roots</b> 144:14	<b>run</b> 66:21 119:10 156:10 204:11	<b>school</b> 81:1 87:11 87:12,13,13,14	<b>secure</b> 163:12	<b>seriously</b> 21:17 146:3 147:5
<b>Ross</b> 3:13 173:4 176:16,17,17	<b>running</b> 60:22 126:18 132:2	88:11,12,14,17,21	<b>securing</b> 164:10	<b>serve</b> 15:19 35:14 40:13 45:15
<b>round</b> 41:22	152:14 155:15	89:3 92:3 94:10	<b>see</b> 7:4 8:6 40:17 47:19 64:11 65:3	139:11 156:22
<b>Roundhouse</b> 144:3	170:2	94:15 114:5,6	67:16 80:4 86:21	184:6 187:13
<b>route</b> 8:12,19 9:1 9:10 15:18 30:8	<b>rush</b> 77:17 79:1,1 87:11 95:2 114:3	119:14,14 120:22	103:15 106:2	<b>served</b> 57:19 146:1 172:11 193:9
37:6 39:14,15	170:13	121:12,12 129:5,9	110:19 112:14	203:10
40:12 42:4 49:17	<b>Russ</b> 2:23 134:21 145:16,21,21	132:4,5 207:2	119:11 124:13	<b>serves</b> 172:4 189:11,16 190:10
49:21 50:2,20,21		<b>schools</b> 38:4 87:8	125:1 134:2,3,7	208:18
53:16,20 54:11,12		128:13 136:16	134:11 135:20	<b>service</b> 15:17 16:1 16:5,16 19:10
55:2 57:9 84:17	<b>S</b>	208:7	143:1 146:19	23:16 26:15 40:6
94:4 96:15 102:5	<b>sabotage</b> 31:16	<b>Schultz</b> 2:12 65:18 66:1,14,15,16	147:6 163:5 189:3	40:12,18 42:21
102:22 103:10,13	<b>saddled</b> 63:4	70:22	197:10 204:22	43:1,2 45:17 47:9
103:13,14 108:20	<b>safe</b> 27:12 76:19,20 87:19 110:2 117:5	<b>Schwartz</b> 2:6 17:18 18:2,3,4,9,13,16	211:13,18	49:12 53:22 54:5
109:7 140:2,17,22	135:16 169:21	18:20,21	<b>seeing</b> 83:15 129:16 162:19	55:1 57:2 58:15
141:8 153:20	199:14 204:4	<b>science</b> 30:17 46:20 100:19 104:9	163:8	61:6 69:18 112:8
170:3 173:22	<b>safer</b> 21:21 158:13	<b>scope</b> 6:10 181:3	<b>seek</b> 12:2 21:10 45:2	115:6,6,8,14
174:3 184:7	<b>safety</b> 28:5 39:13 40:8 50:8,11 76:6	<b>Scotland</b> 152:4	<b>seeking</b> 114:2	116:22 150:9,16
186:15 187:11,17	88:2,3 89:15	<b>seamless</b> 185:11	<b>seen</b> 68:22 160:13 166:9 170:4	151:22 177:5,7,8
188:6,9,10,12,14	112:19 113:18	<b>seat</b> 53:1 86:22 107:7 131:21	<b>segment</b> 33:9,11 34:16 74:11	177:10,22 182:18
189:9,12,16	134:12 141:11	132:8	112:11 115:18	183:3,9 184:3
195:20 202:7	171:21 208:7	<b>seats</b> 200:13	167:8,17 183:14	202:17 203:22
203:1,11 204:6,10	210:18	<b>second</b> 35:10 46:2 50:9 53:2 96:11	<b>segments</b> 49:20 60:3,5 135:7	204:22
204:16 208:12	<b>sailing</b> 90:22 148:9	117:19 142:18	<b>seismic</b> 127:1	<b>serviced</b> 88:11
<b>routes</b> 15:22 17:8 38:20 41:6,8,9	<b>San</b> 85:20,21	158:4 160:4 172:8	<b>selected</b> 123:6,7 168:15	<b>services</b> 42:15 43:5 128:14,17,21
43:17 46:12 47:2	<b>satisfy</b> 25:14	178:1 208:12	<b>selfish</b> 83:7	152:1 184:2
48:16,22 49:4,4,8	<b>Saturday</b> 177:6	<b>secondary</b> 104:17 120:20	<b>sell</b> 138:1	<b>serving</b> 172:20 189:6
56:14 59:2,3,6,10	<b>Saul</b> 165:2	<b>secondly</b> 22:21 63:5 113:7	<b>send</b> 85:5 177:20	<b>session</b> 6:2 7:9
59:11 60:2 61:17	<b>save</b> 78:19 200:11 200:19	<b>seconds</b> 61:21 118:9	<b>senior</b> 62:9 80:6,7	<b>sessions</b> 101:20
73:22 74:1,4 84:1	<b>saved</b> 53:15	<b>section</b> 25:9 74:11 74:16 102:16	<b>sense</b> 58:21 136:19 146:16 154:20	<b>set</b> 34:9 36:20 44:6 65:17 187:3
84:10 98:15,16,17	<b>saving</b> 42:6	135:11,12 188:11	<b>sent</b> 191:11	<b>sets</b> 174:7
98:18,22 104:11	<b>Savoie</b> 93:2 211:15	189:19 193:19	<b>sentence</b> 131:3	<b>setup</b> 140:18
116:6 149:13	<b>saw</b> 44:7	194:10 209:19	<b>separate</b> 16:17 47:16 49:20	<b>seven</b> 8:16 128:11 163:18
170:10 171:16,17	<b>saying</b> 83:17 87:5 91:22 111:11	<b>Sector</b> 12:4,9 14:20 68:8 165:9 166:4	103:13 177:12	<b>severe</b> 140:17
182:19 204:3	127:16	169:9,15 173:17	187:6	<b>sewer</b> 150:12
<b>routing</b> 174:18	<b>says</b> 45:22 67:9 124:17	174:2 175:13	<b>separated</b> 38:7	<b>Shady</b> 171:16
<b>row</b> 53:2,3,3	<b>scare</b> 30:1	<b>sectors</b> 128:22	<b>September</b> 6:11	<b>Shakespeare</b> 195:14
<b>RTB</b> 61:17	<b>scenario</b> 30:22 118:12		<b>serious</b> 50:13 132:20 133:2	<b>share</b> 75:3 108:7
<b>RTS</b> 168:16 169:8 181:17 182:9	<b>scheduled</b> 175:7,12			
184:3,6 185:12,15				
197:13 198:16				
199:1 200:1				
<b>ruin</b> 120:14				
<b>rule</b> 203:18				

115:21 159:2 167:22 168:12 199:17,21 <b>shared</b> 108:6 <b>shares</b> 102:11 <b>shelters</b> 43:10 <b>shies</b> 10:10 <b>shift</b> 35:10 168:2,5 <b>shifted</b> 26:22 <b>shifting</b> 57:12 <b>shoehorned</b> 26:13 <b>shop</b> 149:16 <b>shopping</b> 108:9 137:9 141:17 194:1 <b>short</b> 35:6 59:9 74:11 181:14 183:14 209:21 <b>shortcut</b> 114:2 151:14 <b>shortcuts</b> 151:6 <b>shorten</b> 27:14 32:15 <b>shorter</b> 185:16 198:14 <b>shortfalls</b> 194:20 <b>shortsighted</b> 195:2 <b>shoulder</b> 43:12 <b>shoulders</b> 152:14 <b>showed</b> 40:6 53:21 <b>showing</b> 30:3 191:3 191:5 <b>shown</b> 54:19 88:8 202:21 <b>shows</b> 42:5 53:19 54:4 153:2 203:7 <b>Shriver</b> 175:16 <b>shrubs</b> 135:14 <b>shy</b> 52:20 <b>shying</b> 82:22,22 <b>side</b> 32:17 68:5 82:4 112:19 137:21 158:12 <b>sides</b> 28:22 68:20 69:19 133:7 134:2 <b>sidewalk</b> 112:18 131:22 133:1,3	189:21,22 <b>sidewalks</b> 22:2 27:16 41:2 188:17 189:20 <b>Sierra</b> 57:8 <b>sign</b> 43:7 158:12 159:3 <b>signal</b> 16:16 55:13 <b>signals</b> 81:10,22 133:20 <b>signed</b> 158:9 <b>significance</b> 199:3 <b>significant</b> 39:6 59:17 61:11 113:17 122:22 125:5 174:12 184:11 185:2 <b>significantly</b> 34:9 59:15 <b>signs</b> 61:8 <b>silent</b> 192:13 <b>silver</b> 1:13 8:20 15:7 17:6 29:21 37:19 38:2 48:8 53:7 75:3 77:15 94:6 107:19 109:1 136:14 137:17 139:2 142:12 143:2 144:4 149:10 154:12 202:5,9,16 204:1 204:16 205:2 <b>similar</b> 42:6 102:20 117:21 185:17 <b>simple</b> 33:2 77:10 185:7 186:3 <b>simpler</b> 177:12 <b>simply</b> 30:15 34:18 46:16 60:19 70:16 154:20 <b>simultaneously</b> 116:4 <b>single</b> 31:21 58:18 203:15 <b>single-family</b> 97:5 <b>single-occupancy</b> 45:11 180:13	<b>single-occupant</b> 33:19 168:2 <b>single-vehicle</b> 98:11 <b>sit</b> 27:7 44:22 52:12 52:14 66:18 136:9 <b>site</b> 26:21 175:7,11 175:18 176:5 <b>sites</b> 55:5 56:2 <b>sitting</b> 10:5 13:18 200:13 <b>situation</b> 14:16 121:7 122:2 <b>six</b> 66:13 68:2 69:3 87:15 89:12 111:4 135:16 201:21 <b>size</b> 57:22 <b>skeptics</b> 156:11 <b>Skies</b> 147:1 <b>Slater</b> 2:9 8:3 11:8 44:7,11,12,16,19 <b>Slater's</b> 49:14 <b>slightly</b> 206:6 <b>Sligo</b> 53:22 <b>slow</b> 54:13 56:22 <b>slower</b> 22:1 205:7 <b>small</b> 10:13 73:14 74:9 115:7 164:2 208:22 210:1 <b>smaller</b> 58:7 <b>smart</b> 13:10 57:18 57:20 58:4 153:18 157:8,11 <b>Smarter</b> 18:5,22 <b>smartphones</b> 153:18 <b>SmarTrip</b> 209:13 209:13 <b>smooth</b> 109:10 <b>Snowden</b> 195:15 <b>soccer</b> 113:5 <b>social</b> 170:21 <b>softball</b> 113:6 <b>softer</b> 206:6 <b>solution</b> 9:10 12:14 41:14 95:14 <b>solutions</b> 12:3	13:10 29:8 33:20 39:3 50:7 150:20 <b>solve</b> 20:1 <b>solved</b> 103:8 <b>solves</b> 78:8 <b>somebody</b> 7:11 67:4 123:13 197:19 207:7 <b>somebody's</b> 52:19 <b>someday</b> 206:22 <b>Somerset</b> 87:14 89:3 113:10 114:4 116:19 119:8,16 120:1,18 207:21 <b>somewhat</b> 158:11 <b>son</b> 206:17 <b>soon</b> 156:20 <b>sooner</b> 47:5 <b>sorrowful</b> 147:1 <b>sorry</b> 17:21 48:2 79:17 91:4 107:13 <b>sort</b> 63:6,13 67:15 105:22 121:17,20 121:21 138:4 162:13 207:5 <b>sound</b> 9:22 126:21 127:4,6 <b>sounded</b> 90:20 <b>south</b> 12:19 28:22 32:22 33:15 34:14 39:15 117:13 122:13 136:4 138:16 165:17 166:2 170:3 173:14 174:1,2,10 187:10,11 189:4 191:6 202:16 204:11 208:13 <b>southbound</b> 36:12 36:12 113:9 <b>southern</b> 102:12 <b>southernmost</b> 116:15 <b>southward</b> 116:15 <b>space</b> 20:6 26:18 28:21 73:17 121:16 154:22	175:14,16 <b>spaces</b> 57:21 170:16 <b>Spacious</b> 146:22 <b>spaciousness</b> 146:17 <b>Spanish</b> 198:2 <b>speak</b> 7:7,18 48:2,6 56:13 67:3 107:20 117:16 119:5 139:8 146:11 159:20 173:11 176:13 201:21 <b>speaker</b> 103:22 <b>speakers</b> 7:3 44:7 52:12 65:17 81:4 92:21 110:22 119:18 120:8 134:18 154:7 <b>speaking</b> 44:14,16 48:11 52:19 57:7 71:3 94:12 95:19 131:18 151:13 164:17 176:18 186:14 211:9 <b>special</b> 82:2 147:17 <b>specific</b> 20:9 21:9 126:16 181:17 183:19 208:12 209:19 <b>specifically</b> 12:12 21:6 132:14 <b>specifying</b> 182:13 <b>speed</b> 18:18 43:5 46:17 148:9 156:13 178:9 <b>speeds</b> 22:1 45:3 <b>spend</b> 9:21 54:18 67:12 78:4 144:1 145:13 207:2 <b>spending</b> 177:4 <b>spent</b> 8:19 31:2 54:22 <b>spillover</b> 71:7 <b>spoke</b> 7:14 <b>spokes</b> 78:10 <b>spot</b> 119:5
---	---	---	---	--

<b>Sprawl</b> 64:17	177:8 186:17	<b>stipulated</b> 28:9	<b>structural</b> 29:22	174:8
<b>Spring</b> 1:13 8:20	<b>started</b> 4:4 31:3	<b>stop</b> 45:19 69:8,10	<b>stuck</b> 11:10 35:20	<b>suggested</b> 68:13
15:7 29:21 37:19	74:7 100:12	80:19 87:20	145:8	69:8 114:16 166:1
38:2 48:8 53:7	<b>starting</b> 6:12 47:17	116:14 134:13,16	<b>student</b> 63:2 87:20	166:19 174:19
75:3 77:15 94:6	152:7 205:3	149:19 175:4	<b>students</b> 38:4 46:4	205:19
107:19 109:1	<b>state</b> 5:11 13:3 47:7	176:3 178:18	85:8 87:9 88:13	<b>suggesting</b> 31:11
136:14 137:18	51:11 70:5 82:5	208:14,19	88:13,20 89:4	182:16
139:2,17 142:12	112:5,17 124:3	<b>stopped</b> 197:11	94:9,11,12,13	<b>suggestion</b> 61:3
143:2 144:4	141:13 167:12	<b>stops</b> 27:8 35:5	114:5 136:17	175:2 198:12
149:10 154:12,13	194:19	36:3,3,4 40:16	<b>studied</b> 77:3	<b>suggestions</b> 59:20
202:6,9,16 204:1	<b>Stated</b> 183:5	43:9 58:15 59:13	<b>studies</b> 24:16 40:5	116:11 127:14
204:16 205:2	<b>statement</b> 2:2 4:7	59:14 69:20 97:4	73:4,8 88:3 102:4	<b>suggests</b> 12:13
<b>Springs</b> 95:18	6:22 32:14 35:8	97:6 112:15 115:8	126:22 140:18	36:22
<b>spur</b> 193:19	124:16	117:8,11 132:9	184:1	<b>sum</b> 37:3
<b>square</b> 54:3	<b>states</b> 17:12 64:14	134:12 141:15	<b>study</b> 30:3 53:17,19	<b>summarize</b> 6:3
<b>squarely</b> 170:10	171:5	155:20 156:1	54:4,19,21 72:19	<b>summer</b> 62:14,15
<b>St</b> 132:12	<b>station</b> 16:3 31:12	175:20 204:5,7,8	73:4,20 74:7	144:17
<b>stability</b> 26:9 160:9	34:14 55:20,22	<b>store</b> 137:7,9	101:17 120:19	<b>summers</b> 62:11
160:12	63:16 73:11 81:18	<b>stores</b> 208:22	124:11 140:22	<b>Sunday</b> 177:7
<b>stabilize</b> 26:3	102:9 133:12	<b>storm</b> 26:12	151:16 152:17	<b>super</b> 138:5
<b>staff</b> 6:1 19:7 23:5	172:12 176:1	<b>straight</b> 139:2	166:7 184:1 185:4	<b>supermarket</b> 130:1
31:5,9,11 42:5	203:10 204:13	<b>strategy</b> 142:1	<b>stuff</b> 83:1 123:15	<b>Supervisors</b> 22:17
49:13 53:8 54:10	<b>stations</b> 15:20,22	<b>Strathmore</b> 158:15	163:22 164:2	<b>supplant</b> 103:14
56:3 84:1 85:12	31:7,8 41:1 59:13	<b>street</b> 8:14 9:10	<b>submit</b> 89:7 140:15	<b>supplied</b> 166:8
98:19 100:13	59:14 72:21 73:16	39:16 50:2 68:18	200:16	<b>supplies</b> 147:13
113:4 114:22	183:19	120:7,16,18 121:2	<b>submitted</b> 32:14	<b>support</b> 8:13 9:14
156:4 164:20	<b>statistically-signi...</b>	121:22 133:11	35:9 67:8 111:16	11:3 12:7 14:20
179:12	84:4	139:17 154:13,13	127:13 184:20	15:7 19:3,17
<b>staff's</b> 39:3 52:4	<b>status</b> 147:21	207:16,22 208:4	196:22	20:17,20 22:13
179:14 194:12	<b>stay</b> 96:22 178:6	<b>streets</b> 20:7 39:13	<b>substantial</b> 50:5	30:14 39:4 49:12
<b>stage</b> 125:20	<b>stead</b> 119:7	55:15 102:15	153:12,21	51:22 52:1 58:19
<b>stages</b> 126:10	<b>steadily</b> 112:4	111:21	<b>substantially</b> 72:5	59:5,7 67:11
<b>staging</b> 194:17	<b>steep</b> 25:21 26:4	<b>stress</b> 176:9	<b>suburb</b> 64:14,15,16	72:18 74:19 95:21
<b>stairs</b> 27:6	<b>steepen</b> 27:14	<b>stressed</b> 148:1	64:19	97:21 108:1
<b>stakeholders</b> 24:14	<b>steering</b> 104:2	<b>stretch</b> 24:9 25:8	<b>suburban</b> 13:1	111:11 120:8
49:9	<b>Steinberg</b> 2:13	29:2 35:6 113:1	46:10 119:22	138:21 139:18
<b>stalled</b> 14:2	66:8 76:22 77:1	117:2 120:2	<b>success</b> 150:14	140:16 142:14
<b>stand</b> 11:4 52:20	<b>step</b> 47:4 152:9	208:18 209:1,4,4	160:9 165:10	150:4 169:1 171:1
132:11	166:17 181:1,5	210:2	168:11	172:2 173:12
<b>standard</b> 17:11	<b>Stephen</b> 3:18 192:2	<b>Stringtown</b> 195:16	<b>successful</b> 21:13	174:5,16 181:3
<b>standards</b> 17:5,9	202:5	<b>strip</b> 120:4	57:20 105:3	<b>supported</b> 195:21
61:17 115:17,19	<b>steps</b> 106:11 157:9	<b>stripes</b> 64:1	<b>successfully</b> 55:12	<b>supporting</b> 187:6
<b>standing</b> 52:9 94:2	<b>Steve</b> 7:21	<b>strive</b> 17:12	<b>sue</b> 83:18	195:8 198:15
<b>Stanford</b> 153:17	<b>Stewart</b> 2:6 17:18	<b>strollers</b> 98:8 132:1	<b>suffering</b> 137:2	<b>supportive</b> 169:4
<b>start</b> 8:21 71:10,12	18:4,20 103:10,15	<b>strongly</b> 19:3 20:20	<b>sufficient</b> 150:4	<b>supports</b> 12:11
71:13 91:5 111:11	103:16	48:14 132:15	182:15	44:20 46:18 71:15
137:12 156:17	<b>stimulate</b> 141:4	139:18 177:17	<b>suggest</b> 47:5 78:8	110:17 112:3



<b>supposed</b> 17:21 51:7 77:9 115:9 178:21	182:3 184:6,6 187:5 188:2 195:6 198:16 200:1 208:16	85:12 105:22 123:3 140:12 197:18 202:6	203:20	207:12,14 210:3 211:8,10 212:4
<b>sure</b> 68:11 69:22 72:6 91:22 96:11 155:9 162:3 189:3 192:14	<b>systems</b> 26:15 106:8,9 150:11 151:4,8 152:3	<b>talked</b> 67:18 <b>talking</b> 32:4 84:7 84:11 100:11 161:8	<b>testified</b> 93:3 169:22 207:19 <b>testify</b> 8:13 83:17 142:13 <b>testifying</b> 107:18 128:4,8 146:9 154:14 196:15	<b>thanked</b> 172:22 <b>thanks</b> 37:11 99:12 128:3 131:4,12 172:19
<b>surface</b> 165:14 <b>surfaced</b> 152:12 <b>surprised</b> 84:3 <b>surrounded</b> 146:18 <b>surrounding</b> 21:3 25:16 27:11 97:5 200:10	<b>system's</b> 61:20 <b>system-wide</b> 42:6 141:10	<b>talks</b> 62:18 70:2 <b>task</b> 6:16 53:9 54:8 56:3 72:14 104:1 156:9 169:4 179:9 179:11 180:19 181:5,16 185:22 195:21 199:11	<b>testimony</b> 2:4 3:8 6:4,7 48:1,13 61:6 99:13 111:12 112:1 131:6 132:15 142:4 148:22 191:12 196:22 200:16	<b>Theater</b> 144:4 <b>then-Councilman</b> 82:12 <b>Theodore</b> 2:5 8:4 <b>they'd</b> 102:14 <b>thing</b> 10:16 63:8,9 74:2 77:3,8,9 89:19 91:2 94:16 101:12 138:4 198:2
<b>surveying</b> 17:7 <b>surveys</b> 151:18 <b>sushi</b> 81:17 <b>sustainable</b> 11:21 19:18 21:2 23:21 <b>swiftly</b> 35:22 <b>switch</b> 8:20 17:22 30:22 149:15 <b>switching</b> 60:16 <b>sync</b> 100:22 101:2 <b>system</b> 12:10 14:3 17:13 19:10 21:20 26:12 31:17 42:18 57:12,16 58:2,9 59:1,8 61:4,9,10 61:13 64:6,22 65:5 78:11,21 95:6 97:16 99:5,6 101:18 109:21 110:2,5,15 144:11 145:10 150:15 151:20 154:22 155:20 156:2,6,8 156:21 157:10 159:13 160:17 162:18 165:11,15 165:21 166:10,16 166:21 167:3,8,13 167:14,18 168:14 168:16,20 169:1 171:10,13 172:13 172:14 179:17 180:6,20 181:2,9	<b>T</b>	<b>tasks</b> 129:5 <b>taught</b> 10:19 <b>tax</b> 162:9 <b>taxes</b> 65:14 <b>taxpayer</b> 24:17 89:16 <b>teach</b> 94:6 <b>technical</b> 186:1 <b>technically</b> 105:9 <b>technologies</b> 151:1 153:16 <b>technology</b> 43:8 <b>Ted</b> 15:6 <b>teenagers</b> 46:3 76:4 88:4 <b>tell</b> 10:1 83:12 86:2 100:21 141:18,22 207:1 <b>tells</b> 31:17 <b>ten</b> 60:2 <b>tenure</b> 209:21 <b>term</b> 83:8 <b>terminate</b> 194:12 195:16 196:3,10 <b>terminating</b> 193:21 195:1 <b>terminus</b> 174:20 <b>terms</b> 58:11 <b>Terrace</b> 113:10 116:20 <b>terrible</b> 31:18 <b>test</b> 47:11 141:9 156:22 178:16	<b>tests</b> 179:3 <b>thank</b> 7:1 8:9 11:5 11:7 15:2,3 17:14 17:15 18:16 24:2 24:3,5 29:9,14,16 32:9,10 37:13 44:4,5,12,18 48:1 48:3,5 52:4,6,7,22 53:4 57:2,4 62:6 65:11,16 66:15 70:21 74:20,21 76:20,21 79:8 83:21 85:16 89:17 92:20 95:15 97:6 97:7 99:15,16 100:7 104:18,19 107:11,12,17 110:20,21 111:6 117:15,17 122:4,5 122:7 131:13 134:16,17,18 135:18,22 139:3,4 139:7 142:5,6 145:15,17,20 148:19,21 154:4,5 157:11,12 159:13 159:15,19 164:12 164:13 169:15,16 172:21 173:10 176:12,14 179:4,5 186:9 196:10,11 200:20 201:1	<b>think</b> 7:8 22:7,18 29:7 30:15 31:15 32:1,2 63:5 67:12 70:14 71:19 74:1 75:12 79:10 83:7 83:22 84:2 85:9 89:10 94:10,10,12 94:14 95:2,7,10 95:11,14 98:19,20 100:8 101:21 102:5,13,18 104:13 106:13 107:3 108:3,4 119:20 120:15 121:1,8,14 123:13 125:21 126:2 131:7 146:18 158:11,18 159:6 159:22 164:6 169:20 176:22 177:19 178:2,22 180:6 191:17 203:19 208:9,10 209:9 211:3

<b>thinkers</b> 110:14	144:1,20 145:13	<b>track</b> 172:3,15	<b>transfer</b> 78:17,18	147:18 150:11,19
<b>thinking</b> 13:6	148:3 151:13	177:3,11	115:11 194:4	151:4,16,19 152:1
106:1,3,9,9	156:21 168:18	<b>tracks</b> 158:21	<b>transformation</b>	153:15 154:19,22
163:21 211:1	172:13,19 176:10	<b>Trader</b> 81:19	166:3	156:9,13 159:13
<b>third</b> 35:16 63:9	185:16 187:21	<b>traditional</b> 96:5	<b>transformative</b>	160:17 162:7,14
121:11 172:3,15	196:2,21 197:7	199:16	23:9	163:4,8,9,11
177:3,11 203:6	207:2	<b>traffic</b> 9:7 10:5	<b>transit</b> 1:6 4:9,14	164:21 165:11
<b>thirds</b> 32:22	<b>times</b> 87:10 89:2	11:10 13:7,9,19	4:19 5:8 6:16	167:8,9,10,14,18
<b>thought</b> 7:18 31:4	94:3 148:9	14:12,16 16:8,10	8:11,14 9:3 10:1,3	168:3,4,20 169:4
75:6 90:21 141:21	<b>Tina</b> 11:8 44:7	17:2 19:20 22:12	11:1 12:9,13,17	169:6,10,13
198:7 205:19	<b>tip</b> 34:21	23:3,19 24:12	13:16,22 14:2,21	170:18 171:6
<b>thoughts</b> 76:2 96:6	<b>today</b> 9:13 12:7	30:7 31:3 35:11	15:1,8,10,12,16	172:13 176:4
146:19	24:6 44:22 72:8	35:14 40:1,3,9	15:17,19 16:2,4,5	178:4 179:9,13,16
<b>thousands</b> 12:6	78:13 93:3 107:20	45:1 46:16 48:9	19:3,9,10 20:5,8	180:6,15 181:9
19:1 157:17	128:8 149:3 195:5	51:15 54:10,11,12	21:14,20,22 22:8	184:8 187:15
172:10	209:14	54:20 55:10 56:8	22:11,19 23:9,16	193:7,20 194:5,21
<b>threaten</b> 26:9 83:6	<b>told</b> 41:17 54:15	58:16,21 59:22	23:17 28:19 29:8	195:9,21 199:10
<b>three</b> 26:16 49:20	75:11 79:15	60:3,7,11,17 67:2	33:7 35:15 39:5	205:3
58:8 62:8,20	<b>toll</b> 153:2	67:5 69:3 71:8	44:20,20 46:1,4,9	<b>transition</b> 152:9
65:20 66:8 79:18	<b>Tom</b> 144:17 145:1	76:13 81:9,22	46:12,18 47:5	<b>transitway</b> 43:20
111:3 137:4	<b>tomorrow</b> 149:14	88:2 90:7,8 95:1	51:21 52:2 56:4	43:21 98:4 165:20
138:12,14 143:3	<b>tonight</b> 53:14 71:3	96:14,19 98:13	57:11,13,16,19	173:15 174:10,17
148:9,10 156:18	139:14 140:6	99:5 103:7 105:22	58:2,9,10,17,22	175:21 193:9
161:1 187:6	146:9 154:14	108:18 112:16,22	59:1,5,12 60:1,7	195:13 196:3,5
<b>three-generation</b>	159:21 173:12	113:20,22 116:10	60:13,17,22 61:10	<b>transitways</b> 34:4
128:11	174:16 176:18	117:3 118:13,19	62:4,21 63:7,19	<b>transit-oriented</b>
<b>thrilled</b> 130:3	186:14 187:22	118:21 120:16,17	64:2,6 69:8 72:1	23:14 33:20 63:14
<b>thrive</b> 110:19	188:7 201:11	120:20 122:20	72:10,12,14 75:4	195:1
<b>thriving</b> 23:22 38:2	202:6 205:6	123:22 124:7	76:14 77:6 78:1	<b>translated</b> 83:9
81:15 143:7	207:20	128:6 141:11	86:3,6,9,14,19,20	<b>Transmittal</b> 5:9
<b>throughput</b> 180:9	<b>tonight's</b> 4:13,18	145:9,14 148:11	94:13,16 95:4,21	<b>transplants</b> 143:12
<b>throwing</b> 178:18,19	5:14 6:4,22	150:16 153:9,20	97:6,17 98:2,22	<b>transportation</b>
<b>THURSDAY</b> 1:9	<b>Tony</b> 2:15 92:22	153:22 155:13	99:4,7,8 103:11	10:21 14:9 17:4
<b>ticket</b> 76:9	95:17	156:12,14,19	103:22 105:14	30:1 32:6 38:15
<b>ties</b> 107:21	<b>top</b> 22:20 151:18	161:12 166:22	109:18,21 110:2,5	45:21 48:9 71:21
<b>time</b> 11:6 14:1 15:2	161:20	167:15 170:17	110:8,15 111:20	72:3 86:8 93:20
17:18 24:17 29:14	<b>topic</b> 85:10	171:19 172:16	112:3,4,5,14	95:6 96:1 97:13
39:12 42:5 52:4,5	<b>total</b> 6:19 102:21	174:4,13 177:16	116:2 123:7 124:5	97:16,22 111:7
53:15 55:6,17	<b>totally</b> 87:7	178:8,12,16 179:3	124:8,10,15 125:3	139:13 143:21
58:11,15 59:10,19	<b>Totten</b> 47:10	180:18 189:15	125:12,17 127:2	146:6,7 150:22
63:11 67:12 75:22	<b>tough</b> 136:21	203:14,16 204:9	130:4,7,11,17	151:7,12 153:19
79:7 81:20 93:2	138:18	204:17,19,20	131:12,21 138:8	157:20 165:15
98:19 100:12,16	<b>Tower</b> 165:4	206:7	138:21 139:19	173:19 179:17
107:11 123:11	<b>town</b> 27:19 119:8	<b>trafficked</b> 68:1	140:16 142:2,14	181:20 194:17,20
127:7 129:3 130:2	193:5 195:17	<b>train</b> 78:18 80:22	143:15,20 144:11	195:8 202:19
130:13 137:13	<b>Towson</b> 108:21	<b>trains</b> 210:17	145:7 146:8,10,12	205:10 208:5
138:10 140:12	<b>TPR</b> 72:10,13	<b>transcript</b> 5:19	146:15 147:5,12	209:18

<b>transporting</b> 36:7	<b>trust</b> 13:22	<b>U</b>	<b>un-signalized</b>	200:8 202:9 205:1
<b>travel</b> 39:22 42:4	<b>try</b> 7:10 49:3 53:14	<b>UC</b> 151:16	36:10	205:8 208:2
45:13 46:10 51:19	68:17 92:9 94:21	<b>ugly</b> 29:1	<b>upcoming</b> 174:22	<b>useful</b> 204:2
58:11 96:18 109:4	124:5 148:3	<b>ultimate</b> 167:21	<b>upcounty</b> 30:11	<b>user</b> 34:12
109:6 126:19	158:22 159:8	<b>ultimately</b> 95:9	40:13 170:19	<b>users</b> 20:8 21:22
137:14 138:4	<b>trying</b> 29:2 38:12	181:22 193:8	171:10 172:6,11	173:21
149:18 152:18	39:13 95:12 98:18	<b>unanimously</b> 42:13	<b>update</b> 130:19	<b>uses</b> 14:8 36:1
155:3 176:1	137:14 148:19	51:22	<b>updated</b> 185:16	103:10 110:3
195:10 206:19	162:9	<b>unanticipated</b>	186:18	147:12 189:22
<b>travelers</b> 115:11	<b>TTF</b> 72:16	157:2	<b>updating</b> 131:11	<b>usually</b> 87:10 94:3
<b>traveling</b> 46:15	<b>tunnel</b> 26:15	<b>unclear</b> 209:20,21	<b>upgraded</b> 169:1	142:18
51:16	<b>turn</b> 18:17 22:5	<b>uncovered</b> 204:8	<b>uphold</b> 28:13	<b>US-29</b> 16:4 23:1
<b>travels</b> 127:2	51:12,13 113:14	<b>underlying</b> 19:13	<b>upholds</b> 27:5	80:3,17 81:2 83:3
<b>Travis</b> 2:22 134:21	118:4 135:21	<b>underpasses</b> 78:5	<b>Upper</b> 43:21	84:8,12
142:11	147:9	<b>underserved</b> 46:11	<b>upwards</b> 54:18	<b>utilize</b> 38:15
<b>treat</b> 13:8 121:1	<b>turning</b> 195:13	<b>understand</b> 90:16	<b>urban</b> 8:10 12:11	<b>utilized</b> 36:17
<b>treatment</b> 28:20	<b>turns</b> 30:14 36:9,14	91:16,22 120:7,11	119:22 160:4	<b>V</b>
68:13,14 70:9	51:8 113:22 118:5	138:16 163:17	162:2 163:3	<b>Valley</b> 122:9,10
72:20 73:4 166:1	118:14,16	194:12	167:10 187:16	132:19
182:18 183:12	<b>Twenty-nine</b> 61:21	<b>understandably</b>	189:19	<b>value</b> 61:20 103:15
<b>treatments</b> 21:4,9	<b>twice</b> 38:16 152:18	14:15	<b>urbanized</b> 152:19	106:6 160:12
21:11 166:20	<b>Twinbrook</b> 31:14	<b>understanding</b>	<b>urge</b> 11:3 21:8,9,15	168:18 208:18
181:18 182:13,15	<b>two</b> 5:22 17:22	94:18 118:2	22:21 23:5 29:19	<b>values</b> 10:19 105:5
182:17 183:5,8	20:15 22:6 32:21	<b>understands</b> 67:4	32:7 46:15 56:22	105:5 125:16
<b>treats</b> 120:2	35:20 38:20 52:15	<b>undertaken</b> 73:8	73:1 74:10,18	<b>Van</b> 2:5 8:4 15:4,5
<b>tree</b> 26:14 27:5	59:10,20 62:11	<b>underused</b> 204:13	83:22 120:19	15:6 28:9
133:7	65:19 73:5 76:3,7	<b>underway</b> 73:6,21	141:7 146:11	<b>vans</b> 36:6
<b>trees</b> 26:7 28:21	76:10 78:8 79:5	<b>unfeasible</b> 28:6	171:2 176:8 196:7	<b>variety</b> 173:21
135:14	101:1,19 105:12	<b>unfortunately</b>	<b>urged</b> 71:5	<b>various</b> 49:9 67:13
<b>Tremble</b> 65:19	111:3 113:8,19	41:15	<b>urges</b> 47:3 185:22	83:16
211:14	117:8 118:20	<b>unifying</b> 68:17	<b>urging</b> 19:5 190:22	<b>vehicle</b> 14:2 27:10
<b>tremendously</b>	122:14 127:20	<b>unique</b> 51:11	<b>usage</b> 34:10 37:10	58:11 152:19
195:12	129:5,7 140:18	161:19 207:22	<b>use</b> 13:11,17 19:15	206:20
<b>tried</b> 41:19	146:2 148:10	209:8	20:6 33:18 36:5	<b>vehicles</b> 13:18
<b>trillion</b> 63:1	155:13 156:18	<b>United</b> 17:11 64:14	45:9 50:22 58:2	16:16 33:19 35:15
<b>trip</b> 58:10	170:10 173:13	<b>University</b> 37:19	58:19 72:2 88:22	36:12 45:12 51:3
<b>trips</b> 13:15 57:13	174:4,5 176:22	68:9 69:10 82:9	89:16 97:13 98:11	51:7,13,17 58:12
<b>trouble</b> 160:7	187:12 201:21	109:12 153:18	99:7 106:15	60:15,22 61:1
<b>troubling</b> 39:19	204:7 209:7,11	203:13	108:20 109:8,11	87:2 98:6 110:9
42:3	<b>two-earner</b> 46:1	<b>unknown</b> 193:17	114:7,12 117:2,12	113:12,12 140:5,8
<b>TRP</b> 72:10	<b>two-lane</b> 68:14	<b>unmanageable</b>	118:5 121:15,16	140:8 142:2
<b>trucks</b> 133:14	170:10	14:12	121:18 126:17	167:15 168:2,3
140:7	<b>two-thirds</b> 170:14	<b>unnecessary</b> 36:16	146:5,7 155:16	180:14
<b>true</b> 56:5,6 92:6	<b>type</b> 101:14,18	<b>unpredictable</b>	157:19 158:2,14	<b>vehicular</b> 27:17
105:8	160:17 162:8	109:2	159:1,4 171:22	113:1 174:4,13
<b>truly</b> 13:16	<b>Tyson</b> s 22:9,10	<b>unsafe</b> 115:8 122:2	175:16 180:16	<b>Veirs</b> 73:5 109:8
<b>truncated</b> 26:6	<b>T-A-B-L-E</b> 2:1 3:6	204:8	186:18 199:6,8	

<b>venues</b> 144:9	115:7 140:11	<b>wanted</b> 85:3 89:19	<b>wedges</b> 5:2 64:22	179:2 184:14
<b>versa</b> 51:1	<b>voted</b> 51:22	90:4 91:15 133:10	<b>week</b> 6:6 9:21	190:4,22
<b>version</b> 114:15,20	<b>Voters</b> 97:12	134:9 153:14	74:16 75:8 77:21	<b>we've</b> 32:14 35:8,8
181:21	<b>vows</b> 145:2	208:8	87:10 88:22 89:2	39:11 50:6 52:9
<b>versus</b> 137:21		<b>war</b> 31:19,19,20	100:3,15 203:3,4	62:4 81:13 83:13
156:7,20	<b>W</b>	107:2	<b>weekday</b> 113:6	103:21 122:21
<b>vested</b> 76:10	<b>WABA</b> 157:18,22	<b>Ward</b> 66:18,21,22	<b>weeks</b> 5:22	124:21 138:12
<b>viability</b> 194:14	<b>wait</b> 161:11 201:17	<b>warming</b> 71:15	<b>week's</b> 100:19	160:13 176:19
<b>viable</b> 34:2 98:17	<b>waiting</b> 53:13	<b>warns</b> 86:16	<b>Wegmans</b> 194:2,13	<b>wheel</b> 129:4
151:15 194:15	81:11,11 92:3	<b>Washington</b> 5:16	<b>weight</b> 104:11	<b>White</b> 9:14 11:20
196:1	153:6 156:20	139:12 152:11,16	<b>welcome</b> 4:8 14:10	11:22 12:4,8,18
<b>vibrant</b> 108:2	<b>walk</b> 16:2 81:16,16	157:16 160:1	20:7 29:9	12:19,21 13:4,8
<b>vibration</b> 126:22	88:14 89:4 105:10	<b>wasn't</b> 17:22 119:6	<b>Wellemeyer</b> 2:17	14:17,20 29:1,20
127:4	106:6 120:22	<b>wasted</b> 24:17 62:15	104:20,21,22	41:8 46:20,21
<b>vibrations</b> 127:1	121:11,12 156:9	<b>watch</b> 67:2 121:19	<b>Wellemyer</b> 93:1	47:10 54:3,6 56:5
<b>vice</b> 51:1	162:11 175:9,22	<b>watched</b> 161:4	<b>well-financed</b>	56:6 74:14 94:7
<b>Vice-President</b>	176:2 210:7,10	<b>water</b> 150:12	114:11	100:18 102:18
159:18	<b>walkable</b> 11:22	169:17	<b>well-served</b> 128:12	104:8 109:4
<b>vicinity</b> 194:13	23:17 38:13 63:6	<b>Waters</b> 3:9 154:8	131:20	120:10 138:14
195:18	63:14 81:16	164:15,16	<b>weren't</b> 17:17	141:17 163:18
<b>Viers</b> 16:3 43:20	131:20 161:2	<b>watersheds</b> 57:21	160:6 191:22	164:17 165:1,9,13
<b>view</b> 154:18	<b>walked</b> 132:7	<b>Watkins</b> 65:18	201:22 211:12	165:15 166:3,6
<b>views</b> 122:8 196:16	<b>walkers</b> 87:20	211:14	<b>west</b> 85:19 111:8,9	167:7,9,17,22
196:18	<b>walking</b> 88:7 114:4	<b>wave</b> 62:5	120:17 131:17	168:12 169:2,9,12
<b>Village</b> 32:1 89:5	146:8	<b>way</b> 15:9 16:5,6,21	134:5 175:22	169:14 173:17
146:1	<b>walkways</b> 86:22	19:18,18 21:2	187:10 189:4	174:1,18,20 176:1
<b>violations</b> 83:19	<b>wall</b> 26:16 69:1	23:2 29:8 37:5	207:20 208:1	<b>wide</b> 55:21 135:16
<b>Virginia</b> 2:19 22:15	175:6,6,11 176:2	38:1 60:19 63:12	<b>western</b> 59:6	189:20
119:4,7 132:18	176:3	64:8,11 68:2,12	113:10,15 117:9	<b>widen</b> 89:11
152:7 153:3	<b>walls</b> 26:2 27:15	69:15 75:6 77:8	<b>Westland</b> 119:14	<b>widened</b> 55:17
<b>virtually</b> 68:4	<b>Walter</b> 24:10	82:7 96:19 98:17	119:16	<b>widening</b> 25:9,16
203:3	122:21 165:18	99:21 106:12,16	<b>we'll</b> 6:3 7:8 8:6	26:21 27:3,13
<b>visibility</b> 87:3	<b>want</b> 9:5 14:10	110:16 132:5	15:13 191:16,16	28:5 33:22 35:4
<b>vision</b> 14:20 23:15	29:7,18 62:2	133:4,16 137:6,13	211:13	41:2 45:4,9 95:8
108:1,3,4 143:7	63:22 65:13 67:14	162:4 183:5	<b>we're</b> 4:3 9:13 18:6	122:17 170:11
166:3 169:10	68:11,16 70:17	187:13 194:13	18:22 23:2 24:12	178:19
171:7 187:3,4	78:4 91:21 96:11	200:8 202:14	29:22 32:4,19	<b>widenings</b> 19:22
190:10	97:1 101:12 102:1	207:8	37:20 38:12 59:4	83:6
<b>visionary</b> 14:14	107:4,5,7,8	<b>ways</b> 8:22 10:10	63:3 67:10 68:20	<b>wider</b> 22:2
23:21	109:19 120:9	108:16 136:9	70:16 80:18 81:8	<b>width</b> 135:10,12
<b>visit</b> 108:20 129:19	123:3 132:14	156:16	83:7 100:2,22	<b>wife</b> 107:20
<b>visiting</b> 110:20	136:7 139:18	<b>wayward</b> 147:12	101:3,13 104:8	<b>Wile</b> 81:6
<b>visitors</b> 110:19	143:22 144:14	<b>weather</b> 204:3	106:19 123:2,9	<b>Wilhelm</b> 2:12
<b>visually</b> 69:1	157:21 159:5	<b>weather-resistant</b>	124:7,9,11 158:4	65:18 71:1,2,3
<b>vital</b> 174:1	164:7 176:21	204:5	160:13 161:7	<b>Willard</b> 113:15
<b>vocal</b> 10:12	197:13 207:13	<b>wedding</b> 142:18	162:3,8,19 163:8	116:20
<b>volume</b> 33:18 51:3	208:2	145:2,4,5,19	164:2,10 169:4	<b>Williamson</b> 2:10

44:9 53:5,6	<b>word</b> 108:5,5 208:2	127:13 131:5	<b>zoning</b> 97:2 139:13	<b>104</b> 2:17
<b>willing</b> 109:20	<b>words</b> 140:11	142:4 196:22	161:21	<b>10602</b> 149:10
123:9	146:22 182:14	<b>wrote</b> 131:5	<b>Zuckerburg</b>	<b>107</b> 2:18
<b>windows</b> 67:1	<b>work</b> 6:2,10 13:11		207:10	<b>11</b> 2:5 141:15
<b>Winstead</b> 134:19	23:6 29:6 39:3	<b>Y</b>	<b>Z10</b> 105:11	<b>11-foot-wide</b>
135:20	54:10 62:13 64:12	<b>Yale</b> 62:10 80:6		199:13
<b>Winston</b> 3:14	70:8,17 78:21	<b>yard</b> 133:5	<b>P</b>	<b>11:00</b> 94:2
173:4 179:6,7,8	82:4 101:19	<b>Yards</b> 152:8	<b>p</b> 185:20	<b>111</b> 2:18
184:14,17,21	102:15 105:12	<b>year</b> 15:14 22:16		<b>118</b> 2:19
185:1 186:9	107:10 108:1	45:22 53:9,12	<b>\$</b>	<b>12</b> 76:8
<b>winter</b> 177:8	119:16 123:10	54:21 75:10 86:13	<b>\$1</b> 63:1	<b>122</b> 2:19
<b>Wisconsin</b> 9:19	129:1,22 134:4	129:8 137:5,21,22	<b>\$10</b> 54:18 72:8	<b>128</b> 2:20
50:22 87:8,9,15	136:15,16 144:13	138:2,13 144:5	<b>\$29,000</b> 137:21	<b>13</b> 206:20
87:21 88:15,18	149:15 157:1	<b>yearn</b> 148:15	138:2	<b>13-mile</b> 141:15
89:1,5,12 111:18	160:11 161:16	<b>years</b> 8:16 25:3	<b>\$5</b> 31:2	<b>13-percent</b> 199:16
111:22 112:19	164:19 170:2,21	26:16 29:22 34:19	<b>\$60</b> 177:4	<b>131</b> 2:21
113:3 114:1,6	171:11 179:11	38:11 42:21 43:1	<b>\$74,000</b> 137:22	<b>135</b> 2:21
119:10,11 120:3,6	192:8 209:14	48:10,19 50:7		<b>139</b> 2:22
120:13 121:1,6,20	<b>worked</b> 20:19	60:10 85:20 94:20	<b>0</b>	<b>14</b> 136:11 170:1
127:18,21 131:16	39:11 50:7 54:16	100:12 104:12	<b>0.9</b> 210:11	<b>142</b> 2:22
132:9 133:1,13,18	62:11 85:21	107:22 128:11		<b>145</b> 2:23
134:2,7 208:1,3	101:10,20 123:15	131:8 139:15,19	<b>1</b>	<b>149</b> 2:23
209:1 210:17	157:4	140:4 143:4	<b>1</b> 33:10,11 34:11	<b>15</b> 2:5 30:21 88:4
<b>wisdom</b> 130:6	<b>worker</b> 107:20	149:11,20 150:14	42:19 111:15	118:8
<b>wise</b> 143:10	136:14	157:4 160:22	146:16 151:19	<b>150</b> 6:12
<b>wisely</b> 147:14	<b>working</b> 31:20 70:4	161:7,18 163:18	157:22 169:8	<b>154</b> 2:24
<b>wisest</b> 143:16	108:2 112:4,14	164:6,8 170:1,12	182:11 193:6,15	<b>157</b> 2:25
<b>wish</b> 173:12	134:15 138:22	174:19 193:10	196:2 203:22	<b>159</b> 2:25
<b>wishing</b> 51:7	165:6 207:2	194:11 200:3	<b>1st</b> 75:2	<b>16</b> 1:9 139:15 140:4
<b>wishy-washy</b> 10:14	<b>works</b> 20:12	<b>yesterday</b> 148:7	<b>1,200</b> 37:17	<b>16-year-old</b> 18:6
<b>withdrew</b> 82:12	<b>worse</b> 13:10 16:11	192:7	<b>1,300</b> 199:18	18:22
<b>witness</b> 133:22	31:2 53:21 72:5	<b>York</b> 18:17	<b>1,440</b> 115:3	<b>160-mile</b> 156:7
<b>witnessed</b> 144:20	75:20 77:18	<b>young</b> 61:22 62:2,3	<b>1,500</b> 199:22	180:20
163:17	161:13	62:19,20,22 63:2	<b>1,800</b> 140:11	<b>162-mile</b> 6:17
<b>WMATA</b> 42:19	<b>worsen</b> 202:13	65:6 76:11,19	<b>10</b> 9:11 38:3 59:2	<b>164</b> 3:9
47:8 104:18	<b>worsening</b> 23:19	80:11 87:16	71:11,16 72:19	<b>169</b> 3:10
116:18	<b>worship</b> 108:8	128:14 130:4	88:8 105:11 123:6	<b>17</b> 2:6
<b>WMATA's</b> 46:22	<b>worth</b> 51:14 89:14	136:13 142:13	156:6 160:22	<b>173</b> 3:12
<b>woman</b> 86:19	110:20 162:22	143:18 160:10	161:7 193:10	<b>176</b> 3:13
<b>Women</b> 97:12	163:1	162:7 201:14	<b>10,000</b> 45:22	<b>179</b> 3:14
<b>wondered</b> 31:8	<b>wouldn't</b> 78:20	<b>younger</b> 132:4	<b>10-foot</b> 199:7	<b>18</b> 31:2 111:16
<b>wonderful</b> 131:19	95:1,10	<b>youth</b> 113:5	<b>10-foot-wide</b>	122:16 195:18
133:7 209:11	<b>woven</b> 128:17		199:12	<b>186</b> 3:15
<b>Woodmoor</b> 48:8	<b>Wow</b> 79:19	<b>Z</b>	<b>10:00</b> 203:5	<b>19</b> 88:4 124:16
<b>Woodmoor-Pine...</b>	<b>writing</b> 8:21 89:8	<b>Z</b> 94:8	<b>100</b> 88:18 102:2	<b>192</b> 3:16
37:16 42:12	140:15 184:20	<b>Zepp</b> 2:23 134:21	139:11 209:6,17	<b>1950s</b> 131:10
<b>Woodside</b> 154:11	<b>written</b> 117:20	149:7,8,9 154:5	<b>100-percent</b> 209:3	<b>1955</b> 75:11,14
		<b>Zone</b> 24:11	<b>103</b> 30:20	

130:20	<b>27</b> 34:19 170:11	188:10,12,14	<b>6510</b> 131:16
<b>196</b> 3:17	195:15	189:9,13,16 191:6	<b>69</b> 47:17
<b>1990s</b> 82:11	<b>29</b> 2:7 8:12,19 9:1	193:22 195:14,15	<hr/> <b>7</b> <hr/>
<b>1993</b> 19:15	9:11 39:14,15	208:12	<b>7:25</b> 88:15
<b>1996</b> 53:21	40:12 42:5 49:17	<b>37</b> 2:8	<b>70</b> 2:12 30:18
<b>1998</b> 85:19	50:20 53:16,20	<hr/> <b>4</b> <hr/>	<b>74</b> 2:13
<hr/> <b>2</b> <hr/>	54:12 55:3 92:2	<b>4</b> 2:2 43:9 88:20	<b>76</b> 2:13
<b>2</b> 34:13 37:8 42:22	102:22 103:5,14	147:22 154:2	<b>77</b> 38:10
114:7,14 126:21	104:9 105:22	166:2 173:14	<b>79</b> 2:14 6:18
147:8 183:14	108:20 136:3	184:4	<b>79-mile</b> 156:6
193:16 194:4,7	137:14,20 140:2	<b>40</b> 85:7 139:19	<hr/> <b>8</b> <hr/>
204:10	140:17,21 141:1,8	164:6	<b>8</b> 2:4 36:20 76:8
<b>2,100</b> 170:16	142:3 202:7 203:1	<b>40,000</b> 170:9 194:5	88:20
<b>2,400</b> 121:9	203:11 204:6,10	<b>400</b> 86:15	<b>8:20</b> 88:19
<b>2.5</b> 42:5	204:17	<b>44</b> 2:9	<b>8:40</b> 88:20
<b>2:10</b> 88:16	<hr/> <b>3</b> <hr/>	<b>462</b> 86:8	<b>85</b> 2:14
<b>20</b> 60:10 72:9	<b>3</b> 43:4 147:15 154:2	<b>47</b> 2:9	<b>8708</b> 75:2
104:12 164:6,8	183:18 187:15	<b>495</b> 43:13	<b>8787</b> 1:13
<b>20th</b> 42:11 64:13	193:16,18,22	<hr/> <b>5</b> <hr/>	<b>88</b> 31:1
64:16	194:4,7,9,13,14	<b>5</b> 43:11	<b>8904</b> 139:16
<b>20,000</b> 38:3 54:2	195:2,13 196:1,8	<b>50</b> 107:21 122:11	<hr/> <b>9</b> <hr/>
<b>2000</b> 86:10	205:2	167:21 186:5	<b>9:28</b> 212:6
<b>2002</b> 71:22 72:18	<b>3rd</b> 88:19	<b>50s</b> 160:1	<b>90,000</b> 172:10
<b>2005</b> 193:18	<b>3,000</b> 81:2 92:1	<b>500</b> 111:8	<b>90,000-plus</b> 50:19
<b>2007</b> 12:4	<b>30</b> 38:14 88:12	<b>516</b> 89:3	<b>911</b> 129:18
<b>201</b> 3:18	94:20 153:22	<b>52</b> 2:10	<b>93</b> 2:15
<b>2011</b> 6:11 86:10	164:6,8	<b>54-year-old</b> 86:19	<b>95</b> 2:15 43:13
166:8	<b>30th</b> 6:1	<b>56</b> 2:10	<b>97</b> 2:16
<b>2012</b> 88:1	<b>32</b> 2:8	<b>57</b> 140:22	<b>99</b> 2:17
<b>2013</b> 1:9 6:1 36:20	<b>33</b> 30:20 88:5	<b>58</b> 146:2	<b>9915</b> 145:22
198:20	122:14	<hr/> <b>6</b> <hr/>	
<b>2020</b> 198:20	<b>35,000</b> 140:5	<b>6</b> 43:14 66:18,21,22	
<b>2040</b> 198:20 200:3	<b>355</b> 12:18 15:18	173:15 174:16	
200:4,14,15	24:7,12 25:9,12	<b>6th</b> 67:7	
<b>2050</b> 200:14	25:16 27:2,4,6,8	<b>6,000</b> 38:4	
<b>2060</b> 198:20	27:13,18 28:5,18	<b>6,500</b> 200:5	
<b>207</b> 3:20	28:22 29:2 30:18	<b>6:00</b> 1:13	
<b>2080</b> 198:20	31:8,21 32:22	<b>6:13</b> 4:2	
<b>21st</b> 53:10 64:15,19	33:4,15 34:5 37:6	<b>6:30</b> 94:1	
147:4 165:12	54:11 57:9 109:7	<b>60</b> 45:11	
<b>212</b> 3:22	111:9 112:12	<b>60s</b> 160:1	
<b>22</b> 171:4	113:9 115:1	<b>600</b> 88:13	
<b>23</b> 2:6 30:3 149:11	116:13 166:2	<b>62</b> 2:11	
199:20	170:3,11 171:1	<b>64</b> 146:2	
<b>25</b> 132:22	173:14,22 174:3	<b>65</b> 2:12	
<b>25,000</b> 54:2	186:15 187:11,17		

C E R T I F I C A T E

This is to certify that the foregoing transcript

In the matter of: Countywide Transit Corridors  
Functional Master Plan Hearing

Before: Maryland Park and Planning Commission

Date: 05-16-13

Place: Silver Spring, MD

was duly recorded and accurately transcribed under  
my direction; further, that said transcript is a  
true and accurate record of the proceedings.

*Neal R Gross*

-----  
Court Reporter

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS

1323 RHODE ISLAND AVE., N.W.

WASHINGTON, D.C. 20005-3701