

# Why the SRSOD is so profoundly important —

*The larger the interconnected network, the greater the incremental impact of adding just one more person or place!*

[see Tabs: 20; 45; 26a; 27a & c; 34a-d; 35a-d-1 on the Woodmont Triangle web-page]

$$p = n * (n-1) / 2$$

# of people / places	# of pairs	increment
n	p	add'l pairs per 1 person added
2	1	1
3	3	2
4	6	3
5	10	4
10	45	9
101	5,050	100
100,001	5,000,050,000	100,000
1,000,000	499,999,500,000	999,999
1,000,001	500,000,500,000	1,000,000

The propensity to walk, ride a bike, and ride transit grows with the square of the number of people and places located within the pedestrian fabric surrounding rail stations.

The SRSOD plus Virtual Adjacency [see tabs 22; 46a & 46b-1] will enable us to balance jobs and housing; thereby fixing our dysfunctional transportation system.

Adding just 1 person — adds 1 million new pairs!

**You don't drive onto a train.**

*Unless you can walk from where you are to where you want to go, with just one "elevator ride" (i.e. train) in the middle, you are getting into your car not going to the sidewalk.*

[ see Tabs 14; 41c-1; 42a & 42b ]

<http://www.msa.md.gov/msa/mdmanual/01glance/html/pop.html>

<http://quickfacts.census.gov/qfd/index.html>

population 1900 - 2010	Mont. Cnty	Pr. Geo. Cnty	Balt Cnty	Baltimore city	DC	MD
land area (sq mi)	496	485	599	80	61	9,774
1900	30,451	29,898	90,755	508,957	278,718	1,188,044
1990	757,027	729,268	692,134	736,014	606,900	4,781,468
2000	873,346	801,516	754,308	651,154	572,055	5,296,486
2009	971,600	834,560	789,814	637,418	599,657	5,699,478
2010	971,777	863,460	805,029	620,961	601,723	5,773,552