

From: Robert Miltner
Sent: Monday, December 22, 2014 12:37 PM
To: MTC Info
Cc: marin ij
Subject: Draft Plan response by January 15

To: Metropolitan Transportation Commission, San Francisco Bay Area
Re: My response to input on the MTC draft plan, requested by January 15, 2015

1. To improve transit in the Bay Area, and especially in Marin County, the solution is to purchase and schedule more bus service. Projects that involve building tracks, like the SMART train or studies to return to trolleys, are not economically justified as bus service can be initiated without any investment in the physical plant of the area, and routes can be altered or expanded to meet ongoing needs and demands by the public. The key is to have lots of buses, running on schedule throughout the day, with the ability to transfer without having an hour or more delay. Buses were envisioned as the replacement for rail modes of transit when the tracks were destroyed here in the 1950s. This answer is still the answer. Do not pursue more rail mass transit.

2. Bicycle transit is not a realistic substitute for automated travel. It requires year-round, 24/7 good weather, and a degree of physical fitness that is not possible for most of the public. Expending public funds for special structures like bridges and tunnels for bicycle use is not economically justified as the number of users is very small compared with the number of people who need to travel considerable distances (ie, more than 5 miles) to work or shop. Current bicycle use is almost entirely recreational, and little use of bicycles has to do with functional transit. If bicycles were used for routine travel to work, or shopping trips, one would see more bicycles equipped with capacity (ie, baskets) to carry cargo. Instead, virtually all bicyclists are dressed in athletic attire, and their bicycles are streamlined and lightweight. No baskets are seen on these devices. Finally, investment for structures designed to provide access and rights of way for bicycles violate ADA requirements.

3. Housing near transit is not a universal answer to reducing traffic congestion, and in most cases will simply make matters worse. Houses built near freeways will provide residents with more immediate access to freeway onramps, thus further congesting the feeder surface streets located at greater distances from the freeway. To assume that residents of housing located near public transit will not use their cars is an assumption that has no basis.

Robert Miltner