

From: [Cindy Winter](#)
To: info@planbayarea.org
Subject: Transit access for pedestrians and cyclists
Date: Monday, August 10, 2020 10:14:14 AM
Attachments: [MTC Plan B.A.2050 bptransit.docx .docx](#)

External Email

Please open the attached document.

Cindy Winter



Pedestrian and Cyclist Access to Transit

Transit works best when it's easy to access. If MTC wishes to encourage a shift to walking and cycling and transit, then all three modes must join together seamlessly.

Most often, transit runs on busy roads or freeways, where the fast-flowing wide river of traffic creates a barrier for anyone who seeks to cross it, a challenge that is difficult, daunting or impossible for our more fragile transporters, our foot people and pedal people.

For this reason, from the very outset of Plan Bay Area 2050 an explicit statement should recognize the need to provide pedestrians and cyclists with convenient access to transit.

The present Blueprint strategy statement, which reads as follows, is inadequate for this purpose:

Build a Complete Streets Network. Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths.

The wording here should add at the end: "... including lanes, paths and over-crossings that provide access to transit." Those few additional words would adequately reflect what is sorely needed. "Enhancing *streets*" alone limits the statement's applicability, inasmuch as consideration of over-crossings will be essential at many locations.

For an example of retrofitting with this broader goal in mind, I refer MTC staff and Board to Marin County's new "Highway 101 Interchange and Approaching Roadway Study". This project has for its focus 12 interchanges along the Highway 101 corridor within Marin.

The overall approach ... is to identify operational and safety improvements for all users of the interchange and approaching roadways including adjacent intersections. Many of the ... interchanges were built many years ago when Marin's traffic was much different than in recent years and are considered to have numerous non-standard features as compared to current design practices. They were also built during an era that was also auto centric and did not accommodate or equally consider other users such as pedestrians and cyclists. [Emphasis added.]

Further information can be obtained from TAM's Executive Director Anne Richman or from Principal Project Delivery Manager Bill Whitney, P.E.

Plan Bay Area 2050 should include a similar explicit goal and provide funding for studies and construction from the very outset.

Respectfully submitted,

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