

the time for decision is close at hand.

He added that San Francisco is the only major area in the State that now opposes more freeways.

S. F. PROPOSALS.

The legislators were considering a proposed \$10,500,000 plan to build 1,519 miles of new freeways in the State, including some 15 miles in San Francisco and also including a new San Francisco-Tiburon bridge.

Committee members were greeted by several San Franciscans with signs reading "No Tiburon Bridge," "Keep the Bay Beautiful," "No Freeways Through Town" and "Mr. Collier, Listen to the People."

But the case for more freeways in California was presented by the State Division of Highways with these simple figures:

By 1980 California will have 31,000,000 residents (it has 14,000,000 now) and 17,000,000 motor vehicles (there are 7,000,000 now).

Two changes in the plan drawn up by State highway engineers were proposed by the city's Public Works Director, Sherman P. Duckel, who said he "endorsed the report in principle."

He urged that a Southern Crossing to Alameda County be included in the plans, and also that alternate routes to the already-crowded James Lick Freeway be made part of the State Highway system.

These alternates, which now are planned as city projects, are an extension of the Southern Freeway from the James Lick Freeway to Third and 25th Sts., an extension of the Embarcadero Freeway to meet

jections to expanding freeways in San Francisco came from Leslie G. MacGowan, an attorney representing the San Francisco Council of District Merchant Associations.

MacGowan accused the State Highway Commission of "roughshod treatment of local views and local objections to its choice of routes," and demanded that local authorities have greater power in selecting routes.

Collier snapped back that "if we extended the law any more, we'd never get anything done."

POSES QUESTION.

None of the freeway opponents were more outspoken than Mrs. J. C. Baxter of 601 Bosworth St., who asked:

"Why should our Glen Park District be destroyed (for the Crosstown Freeway) so that motorists can save three minutes driving time from Marin County to Bayshore Highway and San Mateo County?"

She asked the Legislators whether "you would want to have a concrete monster built over your heads?"

Objections to the proposed Tiburon Bridge came from David Nelson, assistant to the president of the San Francisco Maritime Museum, who said that such a bridge passing over Aquatic Park might cause the State Park Commission to withdraw its interest in plans for a big park and museum in the area.

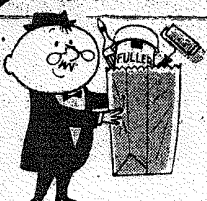
The Legislators were urged to balance freeways and rapid transit facilities by John M. Peirce, general manager of the Bay Area Rapid Transit District.

He said that a two-track rapid transit system equals 30 to 40 lanes of freeway, and that State laws should be changed to provide for joint planning of both methods of transportation.

He also suggested studies of incorporating rapid transit facilities in the center strip of present and future freeways.

The hearing continues at 10 a.m. today in City Hall, with residents of other Bay area counties scheduled to appear.

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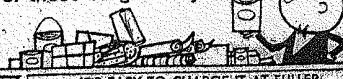
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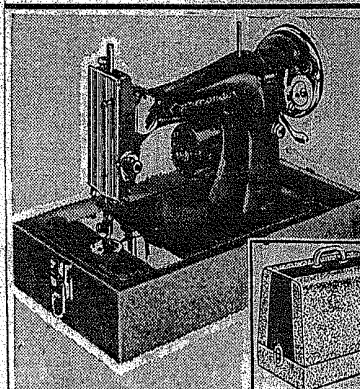
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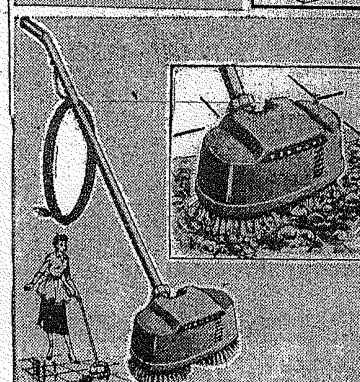
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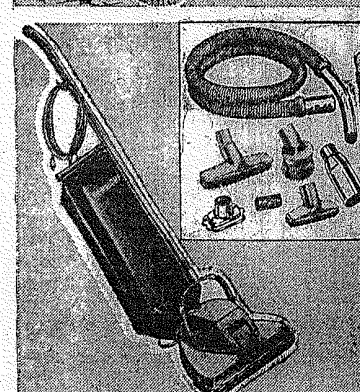
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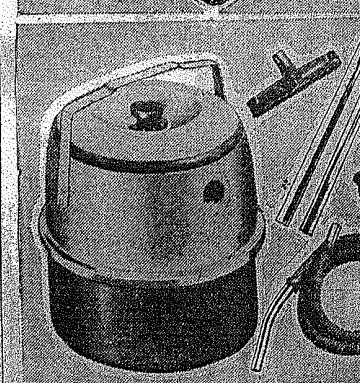
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