

Opinion

Regarding the Public Transportation System „MISTER”

I am writing this opinion as a Transport Communication Engineer (higher education level) and, more widely, as a Logistics Engineer (technical PhD education level with long experience both nationally and internationally).

My positive opinion, expressed below, is based upon the following:

- an extensive interview with Mr. Olgierd Mikosza about the system,
- an article titled “Public, individual City Transportation System”, which appeared In the City and Regional Transport magazine in Jan 2006 plus relevant internet literature research,
- a letter from the author explaining project calculations for the city of Cracow

From the studied material, the project is technically and economically mature, worthwhile supporting for the experimental (prototype) stage.

Justification:

1. Transport network with constant operating speed, “even” when it is not high, is always very efficient „W” ($W = V:a$)
2. Current city street loading and feeder roads already exceed their efficiency (throughput). Smooth traffic flow is long forgotten, while this system provides such a flow.
3. It is difficult to find ground space within current city infrastructure for new access routes to central city areas. “Second levels” along existing routes are necessary.
4. Metro is expensive and its development is measured in tens of years.
5. Road and rail estacades above existing streets and feeder roads are a last resort (traffic jams on Warsaw access roads already start on Góra Kalwaria –Piaseczno road)
6. So the alternative technical solution for the “second level” could be this very MISTER system.
7. The MISTER system can be also utilized for goods transportation (e.g. the supplying of central city shops from peripheral warehouses).

I am not quoting for this opinion all of the important “for” arguments, documented in the supplied materials.

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