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PARKING AS PART OF TRANSIT

(The first of several issues on this subject)

GLOBE TICKET COMPANY

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A Nation-Wide Service

The Globe trotter

Parking As Part Of Transit

The agonizing re-appraisal of transit concepts forced upon the industry in the last several decades is slowly bearing fruit in the realization that public transportation, necessary now as before, cannot survive by attempting piecemeal defense against the inroads of the automobile, but can maintain its rightful and necessary place in our economic picture only by re-evaluating on the one side the needs for transportation of the urban population in our present day of wide dispersion around city cores, on the other the means by which these needs can successfully be met.

In this re-appraisal the emphasis has settled increasingly on the need for "rapid" transportation plus the normal comfort expected under present circumstances, but also on the realization of the fact that public transit on the one hand does not as yet fully fill these needs and that the automobile, on the other, no longer does. Public Transit does not, because it has not fully adjusted itself to the explosion of urban centers and the standards of speed, comfort and convenience introduced by the automobile and now expected by the public as a matter of course. The automobile no longer does because it has begun to choke the denser urban areas, putting the advantages of its use in such areas far out of proportion to its cost.

As a result the earnest industry-wide studies, discussions and analyses carried on in recent years point firmly in the direction of intelligent integration of both means of transportation, private auto and public transit vehicle, so that each does the job for which it is best suited.

It appears quite obvious from many studies and experiences that an essential basis for bringing present day transit thinking and planning into step with present day needs is emphasis on speed in public transportation, not in the sense of travel at so many miles per hour while travelling, but in the sense of travel from which obstacles against steady progress toward an objective have been removed. Surely a vehicle that covers long distances through city areas, but stops at every or every other street corner, cannot be attractive but to the short distance passenger. When city growth reaches a certain distance from its central core, there automatically arises the necessity of supporting this expansion by the institution of some sort of effective express type of transportation, and it is obvious

now that this rule applies not only to the very large metropolitan areas but also to medium and smaller cities. It seems that the ruling factors should be central core activity plus radius of metropolitan area.

The various types of express service which have in recent years been super-imposed upon normal surface transportation have done some good, but they can at best be considered only as palliative approaches to an overall much greater problem. They are doing good in some individual cases, but they cannot go to the root of the problem.

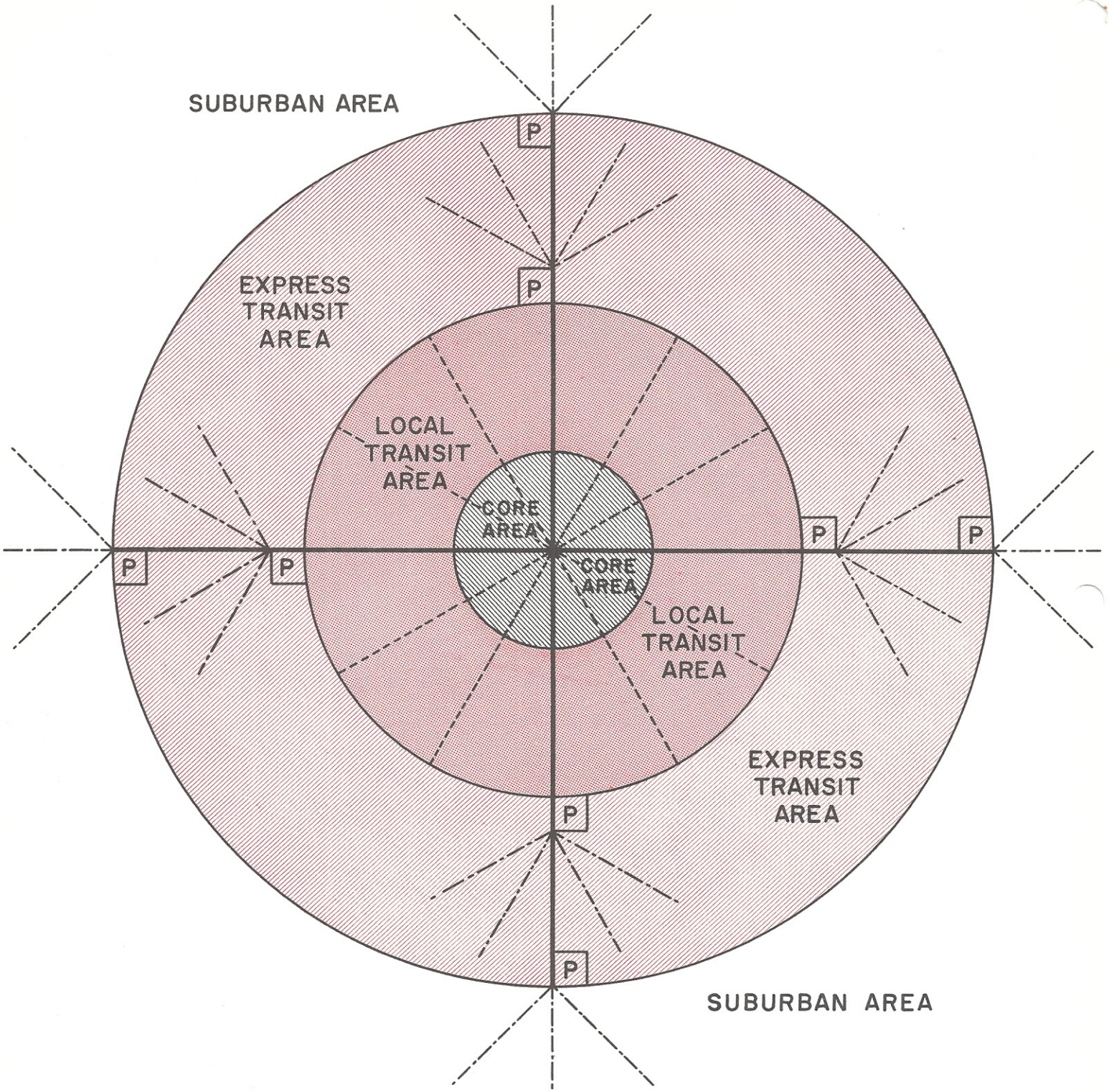
In a theoretical approach one could visualize an active metropolitan area somewhat like the abstract sketch in this issue, with a common business "Core Area", a "Local Transit Area" an "Express Transit Area" and possibly a "Suburban Area". Obviously, within the core and local transit areas, normal surface transit is apt to be efficient. Beyond a certain distance it loses attraction to the rider because of its lack of speed over longer distances. That would put us into an area which, by its nature, demands transportation on an express and thereby faster basis.

It can be visualized that, from this area, local transportation by surface vehicle would have the task of feeding passengers as conveniently and speedily as possible into rapid transit lines, for express travel from the feed-in point to the core area.

Similarly, in suburban areas, local surface lines, where economically sound, furnish the feed-in to the rapid transit trunks.

So much for "Public Transit". But that does not finish the picture. An essential part of it is and should be dependence on the private automobile in the area of transit where it is the most efficient. In most cities the private car can play a much greater part than now in feeding passengers into express line stops and stations, but it cannot take place without facilities at these stations for the parking of cars in great numbers.

It is ironical to see cities or authorities build express ways leading directly into center city areas and soon after be under pressure to build parking facilities in high ground-value areas for the ungodly number of private automobiles that the express ways pour into the core area each day, to the point of choking economic life. How much better could great portions of the funds needed for this paradoxical approach be used in supporting


SUBURBAN AREA
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PRIVATE OR EXPRESS WAY RAPID TRANSIT
PUBLIC WAY LOCAL TRANSIT
PUBLIC WAY FEEDER TRANSIT
P PARKING FACILITY

and possibly subsidizing the creation of suitable rapid transit facilities, with properly planned parking facilities in peripheral and intermediate low ground-value areas, as an integral part of an intelligent public transportation approach!

We are coming to this, because we have to.

We say above that the providing of practical parking facilities should be an integral part of an intelligent approach to the transit problem. In any consideration of express, meaning rapid transit operation, may this be by subway, elevated, monorail if you wish, ditch, expressway reserved strip or even expressway bus, we believe that an integral part of planning should cover adequate provision for the storing, essentially during the day, of automobiles at feed-in points for the rapid system.

Now, how about parking? Yes, private operators can often take care of that part of the picture. On the other hand there are many considerations which under certain circumstances speak for the transit company having full control over this part of its transportation complex.

Fortunately for those who feel that flexibility to establish parking or combination parking and riding rates, the use of parking and riding refund plans and other considerations would make it desirable to control the parking operation, it is now easier to approach this problem, because of the advances in automatic mechanical devices which have been made during the last eight or nine years and which offer many different ways in which parking facilities can be operated on an automatic or semi automatic basis.

Since the beginning of this development we have been intimately connected with it, not only with the design and development of the mechanical and electrical devices involved, but with their sale and service and the evaluation of their effectiveness, as well as of course the different systems that underlie their use.

We feel that the transit industry will be interested in getting information about these systems and devices, and we shall cover this field in as much detail as we can in several of the following issues.

They will form a series on this subject, although a smaller one than the twelve issues recently completed on The Transfer Concept. So the coming series on Parking Systems may again serve for later reference and you may want to keep the issues in a folder, as they come through, for future use.

"Parkontrol®"