

someone has said that it is unfortunate that a document of that kind had to be based primarily on the work of one or two states, and that there is a great need for more information. I am sure that the people of Virginia, where economic studies are being made, will benefit a great deal by the work being done there. Such studies certainly will be a better sales ticket than where one has to rely on data from other states, in which there is always the question as to how this applies to the local area.

Although the problem admittedly is two-fold, there is particular interest at this time in research into the field of the general economic impact. This new road program is beyond any expressed conception in its impact upon our entire way of life. It has a chain reaction which extends into every phase of our community way of life in so complex a pattern that we probably could never devise methods whereby its full impact can be truly measured. But anything in that direction would be a great help in selling the highway program.

Implications of Highway Improvement to Mass Transit J. Douglas Carroll, Chicago Area Transportation Study

The economic effect of this new highway program on mass transportation is going to be extreme, with Los Angeles representing, perhaps, an extreme example of what can occur.

It is not pretended that this is good or bad; but the direction is well marked, and points out a number of major policy questions which will have to be resolved.

In Illinois there is a request before the state legislature to add to the gasoline tax to support the transit facilities of Chicago; a case could be made for such legislation. The availability of mass transit has been decreased because highways and transit are under two different economic systems. It is true that these new highways can be used to some extent by buses, but all would have to agree that as better and better expressways are available it becomes more and more reasonable and convenient for people to drive automobiles, especially as population thins out in the suburban areas.

It probably will be impossible to avoid considering this as a definite economic consequence of this program and one which will require a critical review of policies as to what the optimum mix of facilities in a community should be. To be concerned merely with property study, and not consider these allied effects, might be dangerous.

For example, it can be argued that the unit costs of moving people by mass transit, as opposed to highways, can be easily ascertained. Therefore, in a free market, where people have choices and choose a less economical outlet, we do not need to concern ourselves very much about it.

On the other hand, let me describe the difficult problem that we have to face as traffic planners. The people in the central business district of Chicago assert that they want these property values to be preserved and to grow, because they represent a heavy investment in utilities and buildings. But if we improve the highway facilities to that center and then provide the necessary parking, it becomes impossible to maintain those land values in that kind of density. In other words, you cannot have both.

This is not admitted by the city people. Therefore, if you want to achieve the first goal (that of preserving the central business district) you must not build highways and parking. We have now made the decision to build highways. Therefore, what are the consequences which we have to face in our central districts, and how can we persuade the central district businessman to accept them? This is an important question, which is going to show up sooner or later.

We have made a decision, and it is going to be a vital one in terms of what happens to our central properties. This is one of the major impacts of the program—that of a rearrangement of land values.

Detroit's Use of Expressways for Transit

Glenn Richards, National Committee on Urban Transportation

Perhaps highway people have not properly stressed the use of expressways as a medium for mass transit use. A decision was made in Detroit years ago to eliminate the street cars and interurban cars in an attempt to prove that highways could be used as a means of moving mass transit. Every expressway planned for Detroit was designed with the idea of making it easier for buses to operate. Every mile opened up was more and more convincing that for a city like Detroit this was the answer to handling mass transit.

In 1956 the National Committee on Urban Transportation and its consultants met in Detroit. During the meeting, use of expressways as a means of mass transit was discussed. The group was invited to take a ride on the expressways at 5 P.M., when the traffic was at its peak. Many of them, after seeing the local buses as well as the suburban buses traveling at high speed on the expressways to all parts of the city without any tie-ups, were convinced that full use should be made of expressways in helping to solve the transit problem of cities.

It is hoped that the National Committee on Urban Transportation will come up with the factual information needed as to whether or not cities can have a good mass transit system on the express highways, which can be used then not only for personal cars and trucks, but for mass transit as well.

The Transit Problem and the Central Business District

J. Edward Johnston, U. S. Chamber of Commerce

There has been considerable confusion about this matter of transit and the effect that freeway planning is having or may have on the central business district.

All we are actually doing in the new road program is trying to catch up, and then keep up, with the increased use of the automobile. There is still a basic demand for transit riders. The transit problems and the central business district problems are tied closely together.

Many people believe that the central business district is deteriorating because it is not expanding at the same rate as the suburban areas. This is not true, however, and the central business district is and always will be the most important factor in the health and welfare of every city. The problem is to get the maximum possible number of people into the central business district. Of course, some central business districts seem