

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