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SWEARING NO CURE FOR PARKING ILLS

Paved Parking Areas Must Be Built to Bring Full Motoring Utility and Congestion Relief

by E. E. Duffy

Whether going or coming or not going at all, the automobile occupies a certain amount of space. Oddly, the motorist's first experiences the greatest difficulty in finding this space when he wants to park. Somehow or other parking spaces always seem to be filled, or else two curt words on a signboard compel him to move on.

Sedans are no longer buggies and the space once devoted to the "hitch-in" rail" is inadequate. Parking in city and town today is no small problem and unfortunately little has been done by municipalities to create open air stopping places for cars. The parking problem is no joke—and one answer to it is found in a new facility, the establishment of paved parking areas.

Chicago Finds Remedy

In Chicago, the Lincoln Park Board is making an effort to unscramble its traffic situation by constructing two concrete parking spaces. These will be 320 feet long by 130 feet wide, accommodating 300 cars. At Coney Island there is a concrete parking space 1,350 feet long by 705 feet wide, large enough to accommodate more than 5,000 cars.

A fair sized city in Illinois realized that it was not getting its share of rural business. Farmers were going elsewhere to do their buying. City officials and business men conferred. Shortly a group of old buildings was torn down and a spacious parking place was provided. Not content with this, the city built a new bridge across a stream which had always been a traffic barrier. Today, probably no city of its size is getting more rural trade than this progressive Illinois community.

Parking a Municipal Problem

The handling of the automobile is a city problem and many municipalities have decided that the provision of parking places is likewise something in which the city government has a deep interest. Vacant city property or city property of low earning capacity might well be turned over to the convenience of the motoring family, which just about includes everyone. In some cases it may be practicable for the city to purchase land for the establishment of parking areas.

The full utility of the automobile will not have been attained until the motorist can stop within the near neighborhood of his destination. This is something that most motorists are denied at present. The creation of municipally or privately owned parking areas naturally entails some expense which, with the expense of operation and maintenance, justifies low parking fees.

One way of relieving traffic congestion, which harasses city governments more than any other one thing, is to get the cars off the streets. Paved parking areas will do that.

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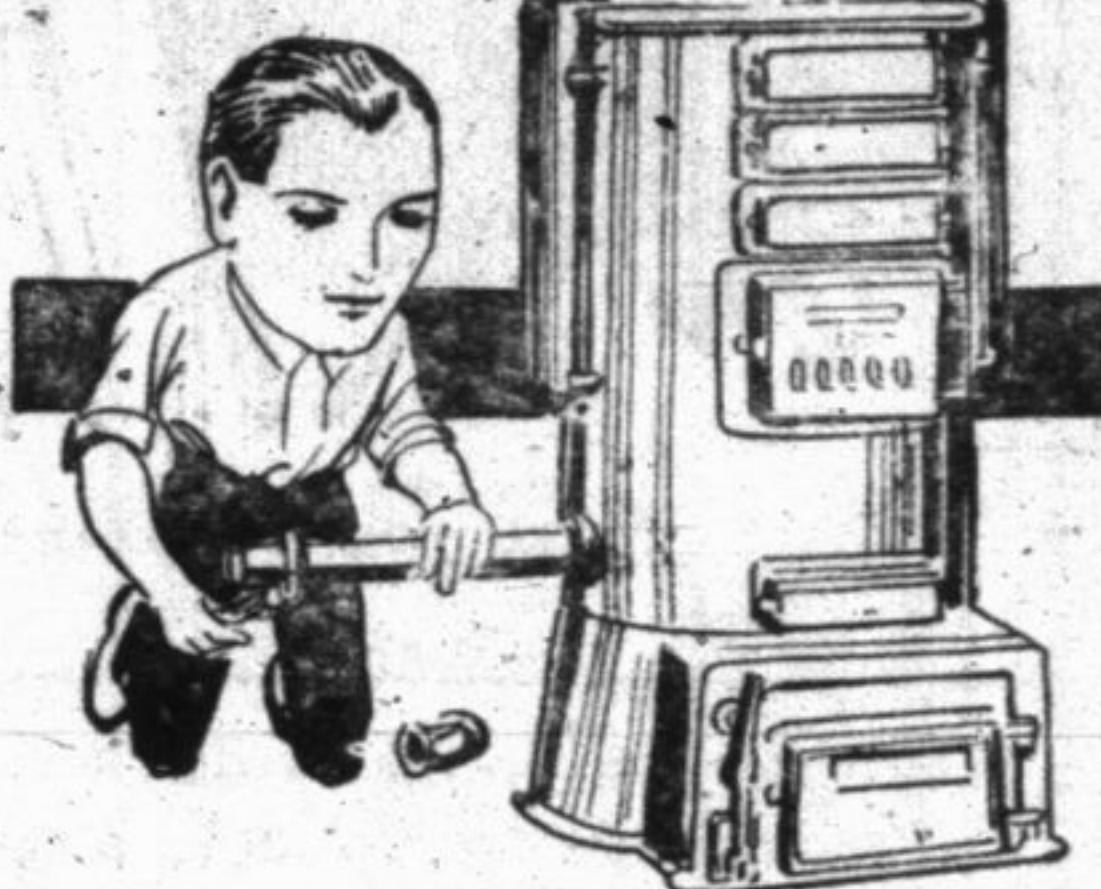
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