

PARKING CONTROL ON CRITICAL STREETS

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Parking control on critical streets now has a different meaning than it did a few short months ago. We are involved in a great problem of war production and mass transportation. The rationing of automobile mileage has so reduced the travel on most of our major thoroughfares that they are no longer critical streets and require no additional parking control. However, there is a need now for parking control on streets leading to war industries in order to obtain the maximum capacity for moving vehicles and for reducing congestion, thereby assuring greater safety. There is a need also for parking control on streets over which the carriers for mass transportation operate.

STREETS TO WAR INDUSTRIES

Many war plants have been newly constructed and old industries have been enlarged in areas where there are no adequate thoroughfares. The cities and towns have not been able to construct new pavements nor improve old streets to take care of this traffic burden at these new locations. In some cases the Federal Government through the State Highway Commission has constructed access roads and streets to the war plants. But the Government has limited the State Highway Commission in the amount of money to be spent on these roads and streets, which fact in turn has affected the design. The design has been for the one purpose of facilitating the movement of vehicles.

At the present time, the established city streets cannot be reconstructed and widened to provide for a greater capacity of moving vehicles and for parked vehicles. Likewise, it is often not economical to provide for the parked vehicles by widening a street, particularly if additional right-of-way must be purchased. So there is but one conclusion. Streets must be cleared of all parked vehicles, in order that they may be used to their capacity for the movement of vehicles.

The need for a street to carry a peak capacity usually occurs during relatively short periods at regular times during the day. The restriction on parking should be established by ordinance for those periods coinciding with the changing of shifts at the war plants. Should the streets being considered serve more than one industry and the time of changing shifts vary, as set up by the staggered-hour program, then the restriction on parking should be for a longer period as the volume of traffic may demand.

In other cases where the streets are narrow, it is necessary to prohibit parking at all times on one side of the street and on the other side to prohibit parking for short periods at definite times during the day.

There are some streets wide enough to carry the peak load of traffic and also provide for flat-to-the-curb parking, but made inadequate by the double parking of commercial vehicles during the periods of peak loads. Therefore, the parking of vehicles must yield to the more important stopping of commercial vehicles for the delivery of merchandise to business establishments. These restrictions should be established by ordinance in order that they may be properly enforced.

In the vicinity of some war plants, there has been the problem of forcing the workers to park in the off-street parking areas. This can be done by establishing a time limit on street parking, which is usually an hour, one and one-half hours, or two hours, as the condition warrants. The principal purpose of this is to eliminate the all-day parker. The area within one-quarter mile around a plant should be studied and adequate areas covered by the regulation, since the restriction on one street will merely force the all-day parker to the next street. These regulations are necessary in order that small business establishments may have parking space for their customers, the householder may have the use of the street in front of his home, and at all times congestion may be reduced.

In some cities and towns there are critical streets leading to war industries that are not on state routes and do not have proper parking control. There are many cases throughout the state where adequate volume for moving vehicles can be obtained by changing from angle parking to flat-to-the-curb parking. This is a simple measure but usually difficult to sell to the local authorities.

MASS TRANSPORTATION STREETS

Next, let us consider the streets over which the carriers for mass transportation operate. These streets are the street car, trolley coach, and bus routes, and are most important at the present time, since more people must use the mass transport vehicles. Everything possible should be done to expedite the movement of these transport vehicles and to encourage their usage.

Vehicles parked too close to street intersections or authorized stops prevent buses and trolley coaches from pulling to the curb, to load or discharge passengers, and so block the moving traffic by stopping in the traffic lane. A bus or trolley coach properly stopped at the curb affords greater safety for passengers and for the moving vehicles in the traffic lane.

Bus and trolley coach stops should be established and marked by appropriate signs. The minimum length for such stops

should be 75 feet at street intersections and 100 feet for mid-block stops.

There are few streets over which street cars are operated that are wide enough for the street-car lane, a lane for moving vehicles, and a space for parking. The usual condition is that the moving vehicles must use the car-track space, since the other lane is used for parked vehicles. Just one parked vehicle per city block will keep the outside lane from being used by moving vehicles. In Indianapolis, parking has been prohibited during the hours of peak loads on several streets having car lines. These restrictions have definitely aided the street-car operation and made the service more comfortable and rapid. There are fewer accidents between moving vehicles and street cars and between moving vehicles and parked vehicles than before the regulations were established. These regulations should be established by ordinance and so worded that stopping and parking would be prohibited during the hours of peak loads.

Parking regulations must be enforced by arrests in order to get the proper observance by the drivers. Signs alone will not get results. The enforcement of the regulations must be uniform and continuous and impartially imposed by the police and the courts.

These regulations restricting parking are necessary in order that the streets may be used for their prime purpose, that of providing an unobstructed way for moving vehicles. We all demand an open way for the vehicle in which we are passengers, but when we reach our destination, we, like all others, expect to use the street for parking.

Traffic engineers, construction engineers, and civic leaders have a big job ahead in educating the people to the need and construction of off-street parking facilities. It is not always an easy job to establish and enforce parking regulations, but during the present war times everything possible should be done to expedite the movement of mass transport vehicles and vehicles to war industries.

SIGNAL TIMING AND MASS TRANSPORTATION SELECTIVE STOPS

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The traffic signal in its early stages was placed in operation at a given location, which, for the most part, was experiencing difficult manual control of traffic and in turn creating undue