

glutting it with single automobiles with 1.8 persons riding in each automobile, and the necessary effect of having to take so much valuable land for parking these vehicles.

The transfer would not be necessarily to rail rapid—though in our case this is one of the things we contemplate—but a transfer to rubber-tired rapid transit, which means people will be riding in a bus which has very little more effect on the flow of traffic than a single-passenger automobile. You can put 50 or 60 people into one of these buses, and it has a strong impact on all cities, regardless of whether they are heading toward rapid rail transit or an express bus system.

Mr. KLUCZYNSKI. Mr. Mayor, you sure have a lot of rapid-fire answers for us. I know that not only the people of Seattle are proud of you but we are proud of you. It is witnesses like yourself that make it possible for us to come up with some good highway legislation.

I recognize the gentleman from California, Mr. Clausen.

Mr. CLAUSEN. Mr. Mayor, I join our chairman in acknowledging the very helpful testimony and the responses to his questions. It is always nice to welcome a neighbor before our committee.

You say:

We support development of a fringe parking program as an integral part of the urban comprehensive transportation planning process. This will relieve pressure on central city streets by inducing those who do not require their cars for work, shopping or entertainment, to leave them on the outskirts of the urban area and take public transportation to get to the central business district.

Then you go on to say:

We urge that in any fringe parking program it be absolutely clear that the legislation is not intended to support near commercial developments which might become traffic generators in their own right.

Now, it is not clear in my own mind how you recommend that this would be implemented. Would you elaborate on this?

Mayor BRAMAN. I think this comes back to the previous question as to the source of the funding for this type of thing, and I think that it is quite important that we do have a full and clear recognition that any parking development would have to be done in such a way, and controlled in such a way—

Mr. CLAUSEN. I cannot hear you.

Mayor BRAMAN. Developed in such a way and controlled in such a way that it would only be used to really and truly make it possible for people to move on highways with more facility than they can now.

The point is here that we would not want this parking developed in an uncontrolled manner so that it would become the core around which another commercial development would come; and would, in effect, then be using funds—if such decision were made to use funds, from the trust fund—as to develop parking for a commercial enterprise.

Mr. CLAUSEN. Well now, you say “controlled.” Are you suggesting it would exclude the noncommuters from a given area?

Mayor BRAMAN. Yes; this is what we are referring to.

Mr. CLAUSEN. And will this be handled through local initiative, so far as local ordinances are concerned?

Mayor BRAMAN. Well, I would think in order to qualify for any funds for whatever source for this type of a thing, that the local comprehensive plan would have to be such that it would indicate that this