

parking would be a contributing factor to the movement of traffic and would be controlled in such a way that it could only serve that purpose.

If it were in conjunction with rail transit, of course, the answer is already historically there. It is within a controlled area. You park in there and move immediately to your other transportation, with no opportunity to use that parking lot to go out and do your other business in the vicinity.

I would assume we would have to have something like this in the event of bus transportation.

Mr. CLAUSEN. What means of identification do you have to identify the so-called commuter and the noncommuter?

Mayor BRAMAN. As a general thing they buy their transportation as part of the parking privilege.

Mr. CLAUSEN. Now, if I understand you correctly, you are really placing a good deal of emphasis, so far as your study is concerned, on rubber-tired vehicles and buses and not necessarily on the so-called rail rapid transit?

Mayor BRAMAN. Only to the extent that I explained before; that in some areas, such as ours, we are never going to solve our problem with buses alone.

In other areas where you do not have the restriction of the geographical restriction that I have, I am sure that they will be using buses as their major mass transportation program for many, many years.

I see no reason why both of them cannot be utilized, the fringe parking provision, and utilized very well to serve their purpose.

One point I want to make clear—and it is not before the committee at this moment; it is in the minds of some members of the committee—in developing mass transportation system programs and, at a later date, under a different piece of legislation, providing for the non-highway portion of the coordinated system, that we at no point are aiming toward a raid on the highway trust fund for anything other than roadways upon which rubber-tired vehicles can roll.

We have other plans which will be developed at the proper time.

Mr. CLAUSEN. That is one of the most popular statements before this committee.

Mayor BRAMAN. Might I just add to this, that even in our system—which, as I pointed out, will require subways and this type of assistance—that the mix at the present time, it is planned about 47 miles of rail subway and surface transportation and 500 miles of bus transportation in the urban area.

Mr. CLAUSEN. As you know, many of the communities and some of the people responsible for comprehensive planning are giving thought to the recognition of satellite communities to provide some of the relief of the congestion in the downtown section.

Will you comment on that?

Mayor BRAMAN. I think that is true, and it is the only ultimate answer.

I think we do have to disperse some of this concentration of employment, and the attraction toward the movement of people at the peak hours in the mornings and evenings.

Mr. CLAUSEN. So that you would agree that in our overall thinking or planning out, the word “decentralization” could be a key factor?

Mayor BRAMAN. Yes, it could; but I would point out that I believe