

SUPPOSING EVERYBODY DROVE?

HAVE you ever pictured Los Angeles without streetcars or coaches? Have you ever thought how it might look if everyone drove his own car to work?

In the first place they wouldn't get through—the traffic jams would be tremendous—parking stations could not handle the rush and a lot of people wouldn't get to work.

Take for example an average office in which seven people earn their living. This might be an insurance office, an advertising office or a bank. According to technical surveys, this little office

needs 1,050 sq. feet of floor space to function properly.

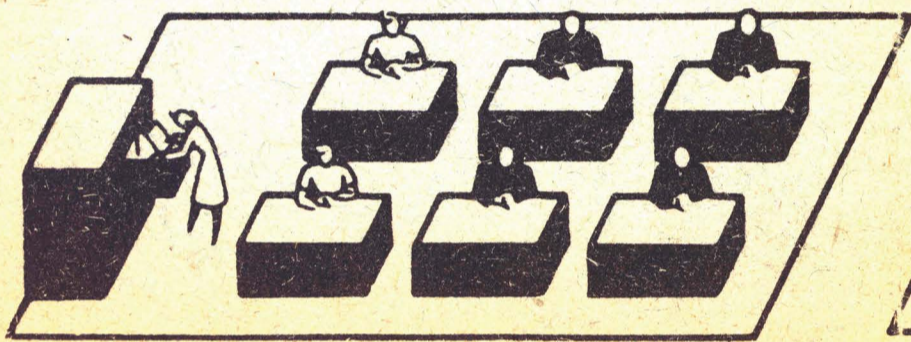
Let's assume that the seven people in this office, all drive to work. National statistics claim each private automobile hauls one and one-half persons; but, say that three come in one car, two in one car and two drive alone. Seven people to four cars. The parking space necessary for these automobiles to wait for their riders all day amounts to 960 square feet. These figures, too, are based on technical surveys.

Suppose everybody could afford to ride as these seven do and decided to drive to their job.

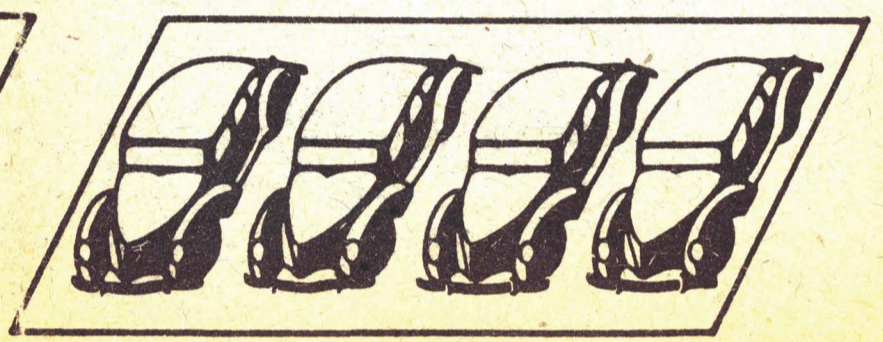
Before their wishes could be realized, many of our downtown buildings would have to be razed and the space turned into parking garages so that people working in other buildings would have places to store their vehicles.

There are nearly 400,000 people coming into the Los Angeles downtown area by public transit vehicles each day with the Los Angeles Transit Lines hauling the majority or 254,000. Now, if these 400,000 people were added to the number of automobile riders already coming into town it would mean 300,000 more vehicles on the streets each day.

**7 workers
need 1050 sq. feet**



**their 4 automobiles
need 960 sq. feet**



This number of private automobiles added to the present fleet of motor vehicles entering the downtown area would certainly not be conducive to free traffic movement.

Los Angeles, as you know, has more vehicles entering the central area than any other city. During an 11-hour traffic count, 625,000 motor vehicles entered the area to compare with a normal flow of 64,000 vehicles entering a similar area in Detroit in a 16-hour period.

Believe it or not, but twice as many motor vehicles enter the Los Angeles downtown area than enter the loop district of Chicago.

If everybody drove to work it would take a street 2,000 ft. wide just to handle them. That is why

public transit is much more efficient in moving the masses.

Public transit is the only method by which they can move as they do now in rush period. For instance, of the 254,000 persons traveling into the downtown area each day, 36% ride between the morning hours of 7:00 and 10:00 and approximately the same percentage leaves the city between 4:00 and 6:00 in the afternoon. These figures prove that the off-peak hours between 10:00 A.M. and 4:00 P.M. are pleasant traveling hours.

So shop from 10:00 to 4:00—You'll enjoy it more.

Another mistaken idea is that ants go to picnics. They don't; people take picnics to them.

An old New Hampshire storekeeper was breathing his last, and a sorrowful family surrounded his bed of pain. "Is Ma here?" he asked wearily. "Yes, Zeke," she replied. "And my oldest son?" "Yes." "And the girls?" "Yes, Zeke." The failing patriarch struggled to a sitting position. "What's the big idea? Who's tending the store?"

You want more money? Why, my boy, I worked three years for \$11 a month right in this establishment—and now I'm the owner of it.

Well, see what happened to your boss. No man who treats his help that way can hang on to his business.

A committee on collections approaching an Irish grocer with a request for a donation to build a fence around the cemetery. He refused. "What's the use of buildin' a finse," said he, "them that's in can't get out an' them that's out don't want to get in."

