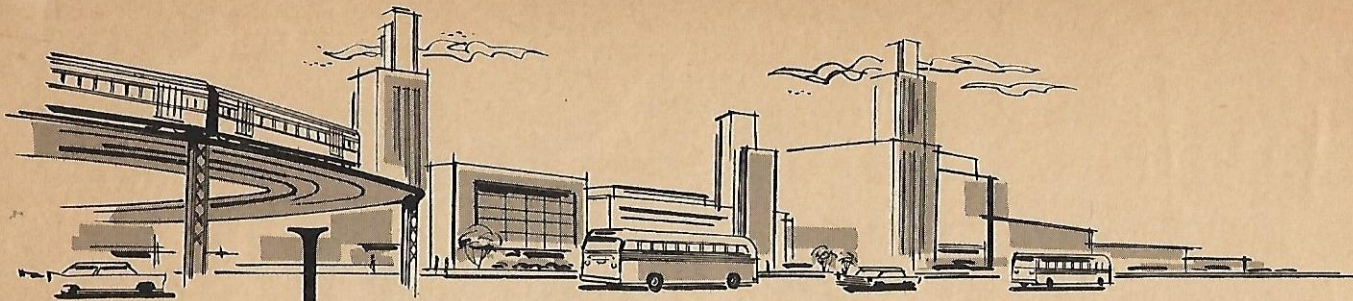


Public Transit is Important
to You
and to the Community



IN URBAN LIVING, nothing is more essential to economic progress than mobility—the ability of people to move with freedom and dispatch from one section to another.

Mobility is the energizing force that gives drive and vigor to all community activities—education, recreation, religious worship, commerce, industry and manufacturing.

To achieve mobility in any urban community of appreciable size, there must be adequate and convenient facilities for moving large numbers of people safely and swiftly in a short period of time. This can only be accomplished by mass transportation—local and rapid transit, commuter railroads and suburban buses.

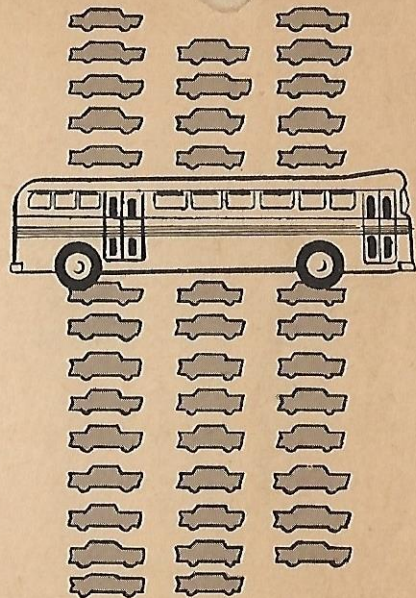
Can the Automobile do Transit's Job?

There is no substitute for public transit. Private automobiles have an important although minor function to perform in community transportation. However, they can never take over the entire job of moving people in any large urban area.

And here's why.

Private automobiles are too inefficient, too wasteful of costly street space. At the average occupancy, 1.47 passengers per automobile, 40 automobiles would be required to carry the people that are accommodated in the rush hours by a single bus or a single rapid transit car. And these 40 automobiles would use 12 times as much street space as one bus.

Chicago is now suffering severely from costly and crippling traffic congestion resulting from inefficient use of street space by private automobiles. If public transit should be permitted to perish, 600,000 more automobiles would be forced upon the city's already over-taxed streets. Utter chaos and economic disaster would inevitably result.



Loop Traffic Nearing Saturation Point

The Central Business District, an area of approximately 0.9 square mile, is the point of heaviest concentration of demand and need for transportation. Here street traffic is already perilously close to the saturation point.

In one hour on a typical weekday, from 4:30 P. M. to 5:30 P. M., approximately 215,000 workers and late shoppers require transportation when leaving the area. Approximately 184,000 of these people depart by public transportation—buses, rapid transit and commuter railroads.

Only 31,000 people (14½ per cent of the total leaving in the hour) are carried by taxicabs and private automobiles. Yet the taxicabs and automobiles used to perform this small fraction of the transportation job are primarily responsible for the deplorable traffic congestion.

166 More Expressway Lanes Needed

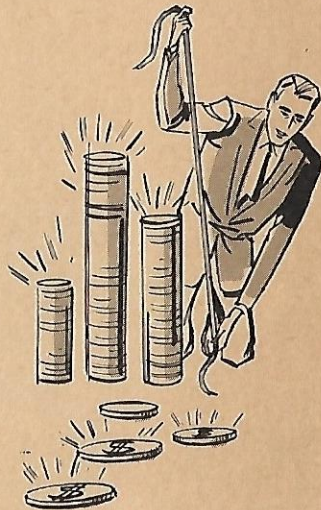
If the 184,000 people now being carried from the Loop by public transit in this one hour were shifted to automobiles and taxicabs, 166 more expressway lanes (83 lanes outbound and 83 lanes inbound)

would be needed to serve the Loop. And parking space would have to be provided for the 125,000 additional automobiles needed to do the job.

There is not enough space in the Loop to provide rights-of-way, access ways and exits for 166 more expressway lanes, plus parking lots and garage space for 125,000 additional automobiles. The entire Loop area would have to be used for these facilities. It would become merely a barren expanse of asphalt and concrete; there would be little if any business activity because there would be no place for people to work, to transact business, or to shop.

Compounding the Absurdity

The cost of these facilities, measured in terms of transportation value and capacity, would be utterly fantastic. It is obvious that no group of public agencies, even with the most generous Federal assistance, could finance and build such a huge construction program in the limited time that would be available if complete reliance should be placed upon automobiles and taxicabs as replacements for public transit.




Outlying Business Centers Also Suffering

The blight of traffic congestion is not confined to the Central Business District. It is also impairing the activities of outlying business centers, although in lesser degree. However, as in the Loop, traffic congestion in these areas is becoming progressively worse.

This situation will continue to worsen so long as the community's needs for public transit above, or below, or separated from street traffic congestion are neglected by continuing to channel the great bulk of public transportation funds into facilities designed solely to move people by automobile.

By 1980, it is forecast, there will be nearly 3,000,000 automobiles in the Chicago metropolitan area, an increase of more than 1,000,000.

And then what? Utter chaos?

1959 

1980 

WHO BENEFITS FROM PUBLIC TRANSIT?

First and foremost, every resident of the community benefits from public transit, whether he is a regular user, an occasional user, or a non-user.

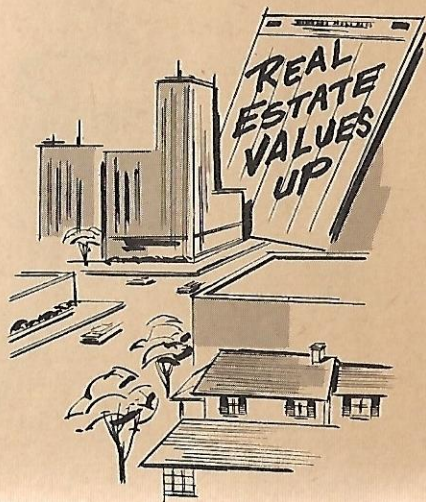
Public transit is the plasma of the area's life-blood. Unless it flows freely through the area's circulatory system—the streets, the boulevards, the highways and the transit ways—the prosperity of every individual, the prosperity of the entire community, will be seriously harmed.

Property Values Increased

Public transit creates and enhances real estate values. Accessibility to transit is one of the basic elements of real estate values. Throughout the metropolitan area there are countless examples of property values that have been improved by public transit.

At locations where transit lines intersected, as the city and transit services expanded, satellite business centers developed as crowds of people were brought to these locations by public transit.

Neither these outlying business districts, nor the Central Business District, can long endure without adequate, convenient public transit.

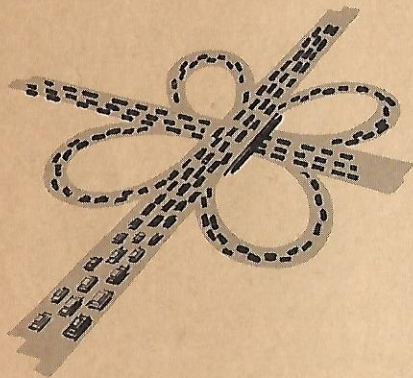


Benefit to Taxpayers

In the '30's and '40's, many city and traffic planners were convinced that more and bigger expressways for automobiles would solve the problem of moving people quickly and conveniently, and that mass transit services should be allowed to follow the stage coach, the cable car, and the interurban electric railway into oblivion.

The passage of time and the growing menace of traffic congestion have convinced them they were wrong. Multi-million dollar expressways have increased, not diminished, traffic congestion. Throughout the nation, many acres of high-value, high tax-producing property have been removed from the tax rolls to provide rights-of-way, access and exit ways, for expressways. The financial burden of off-setting this tremendous loss in tax revenue has been spread among all taxpayers, including, of course, home owners.

It is claimed that motorists are footing the entire bills for constructing, maintaining, policing, and regulating the use of these multi-million dollar expressways, streets and boulevards, but in Chicago the records shows that a substantial part of these costs is being borne by general property taxpayers.



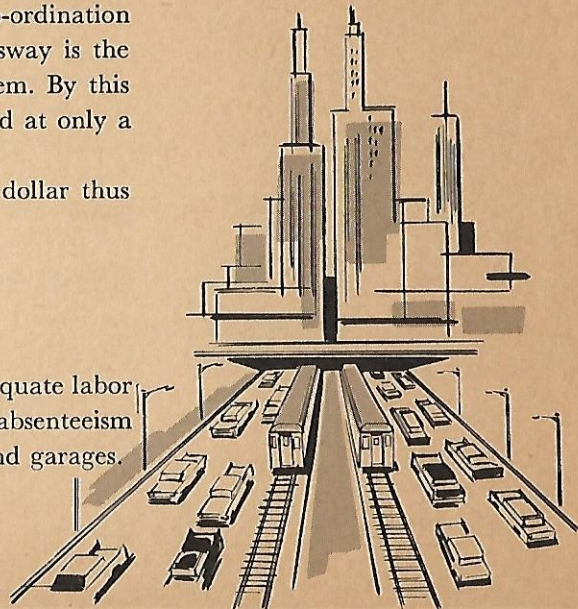
Fortunately, Chicago has learned from experience that costly multi-lane expressways alone will not solve the traffic congestion problem. Chicago is now pioneering the integration and co-ordination of rail rapid transit with expressways. The West Side Subway in the Congress Expressway is the nation's first example of this new approach to the urban area traffic congestion problem. By this method, the passenger-carrying capacity of an expressway is increased three to five-fold at only a relatively small increase in the cost of expressway construction.

Much more transportation value can be obtained for every public transportation dollar thus spent—and the general taxpayers and motorists can be saved many millions of dollars.

Benefit to Employers and Employes

Accessibility to public transit is a prime asset for both employers and employes.

For employers, convenient public transit means enhanced ability to maintain an adequate labor force. It means also less impairment of production by excessive labor turn-over, by absenteeism and by tardiness, and less costly, unproductive capital outlay for employe parking lots and garages.





For employes, convenient public transit means a substantial annual savings in the cost of traveling to and from work as compared with the cost of driving.

For both employers and employes, public transit operates even under the severest of weather conditions when private automobile transportation is drastically curtailed.

In Chicago, the civilian labor force is estimated at 1,700,000. Approximately 1,133,000 of them depend upon public transit—CTA, suburban railroads, and suburban buses. These 1,133,000 persons cannot possibly drive to and from work. There is not enough street space to accommodate the automobiles that would be required to carry them.

Benefit to Suburbanites

The majority of suburbanites are dependent upon employment in Chicago for their livelihood. No reasonably exact estimate of the total is available, but it is known that over 100,000 suburban residents work in Chicago's Central Business District alone.

The suburbs, therefore, have a vital stake in the adequacy of public transit in, and to, and from Chicago, and in the continued employment of many of their residents in Chicago.

Any substantial cut in employment of suburbanites in Chicago; resulting, for example, from a drastic curtailment of public transportation, would produce a severe economic set-back in the suburbs.

Benefit to Others

Between 70 and 75 per cent of all downtown shoppers travel by public transit. A high percentage of shoppers at outlying shopping centers also travel by public transit. For this large group, private automobiles are not acceptable as a substitute for public transportation.

Another great segment of the population is entirely dependent upon public transit. In this group are people who do not own automobiles; older people who have given up driving, and the physically handicapped. Another group are children too young to drive and students, who, each weekday, take a total of 200,000 transit rides at half-fare rates.

And finally, there is another large group of men and women who own automobiles, but who use public transit regularly to avoid the nerve-wracking pressures and hazards of driving to and from work in traffic-congested streets and highways.



CONCLUSIONS

Public transit has an outstanding record of performance. It has a vast potential for even greater contributions to the general public welfare, if it is adequately assisted financially. For these reasons public transit is entitled to more consideration and to a fair share of public transportation funds.

Every resident of the Chicago Metropolitan Area can contribute importantly to extended and improved transit: 1. By supporting legislation to aid transit. 2. By using public transit instead of automobiles whenever possible.

Public transit, particularly transit unimpeded by street traffic congestion, is the only means of moving large numbers of people efficiently and economically.

Adequate public transit, co-ordinated with expressways, will produce more transportation capacity, more transportation value for every public transportation dollar invested.

Adequate public transit will greatly reduce the need for costly expressways and greatly reduce the financial burden that otherwise would be thrust upon the general taxpayers and motorists.

Only adequate public transit can provide and sustain the mobility of large, heavily-populated urban areas, which is so essential to their economic welfare and progress.



CHICAGO TRANSIT AUTHORITY