

BASIC STATEMENT ON PLANNING AND BALANCED TRANSPORTATION FOR
THE URBAN POLICY COMMITTEE OF THE SOUTHERN CALIFORNIA
CHAPTER OF THE A.I.A.

AS MEMBERS OF A PROFESSION CONCERNED WITH THE EXCELLENCE OF THE MAN-MADE AND MAN-INFLUENCED ENVIRONMENT, WE FEEL THAT WE HAVE TO CONSIDER PROBLEMS OF TRANSPORTATION WHETHER THEY CONCERN THE PRIVATE AUTOMOBILE, MASS TRANSIT, RAILROADS OR AVIATION, IN THEIR RELATION TO THE QUALITIES OF HUMAN ENVIRONMENT, TO THE VALUES WHICH THEY CREATE FOR IT, AND THE DISTURBANCES WHICH THEY MIGHT ENTAIL. OUR JUDGMENTS CONCERNING ARRANGEMENTS FOR TRANSPORTATION HAVE NOTHING IN COMMON WITH THOSE WHO FEEL EMOTIONAL ABOUT THE AUTOMOBILE - EITHER HATING IT OR LOVING IT - OR THOSE WHO ARE VIOLENTLY FOR OR AGAINST ANY FORM OF PUBLIC TRANSPORTATION.

BASICALLY, WE BELIEVE THAT THE DESIRABLE HUMAN ENVIRONMENT, THOUGH INFLUENCED BY MANY OTHER QUALITIES, IS DEPENDENT UPON SOME ESSENTIAL PREREQUISITES. THESE PREREQUISITES ARE:

- FREEDOM FROM DANGER CAUSED BY ANY TYPE OF TRANSPORTATION.
- FREEDOM FROM NOISE.
- FREEDOM FROM POISONOUS FUMES.

WE FEEL STRONGLY THAT ALL UTILITARIAN AND MECHANICAL FUNCTIONS WHICH HAVE BEEN INVENTED AND SHOULD BE OPERATED EXCLUSIVELY FOR THE BENEFIT OF HUMAN BEINGS SHOULD NOT BE PERMITTED TO INTERFERE PHYSICALLY OR VISUALLY WITH THE ENVIRONMENT OR TO CREATE DANGERS AND NUISANCES TO PRIMARILY HUMAN ACTIVITIES.

IT HAS BEEN GENERALLY RECOGNIZED THAT AS URBAN CIVILIZATION HAS PROGRESSED AND MATURED, IT HAS RELEGATED UTILITARIAN FUNCTIONS TO SECONDARY AREAS, WHERE INTERFERENCE WITH HUMAN ENVIRONMENT IS REDUCED TO A MINIMUM. IN THE HORSE—AND-BUGGY AGE, SIDEWALKS WERE INSTALLED TO SEPARATE HUMAN BEINGS FROM HORSES AND CARRIAGES. AS FORESTS OF POLES WITH DANGLING WIRES MADE THEIR APPEARANCE, CARRYING TELEPHONE LINES, TELEGRAPH LINES AND ELECTRIC CABLES INTO THE CITIES AND THROUGH THE CITIES, THE DANGERS OF SUCH ARRANGEMENTS AND THEIR VISUAL DISTURBANCES WERE SOON RECOGNIZED AND PROGRESSIVE COMMUNITIES MOVED THESE UTILITIES UNDER THE PAVEMENT. AT THE PEAK OF THE RAILROAD AGE, WE SOON FOUND IT UNBEARABLE TO HAVE TRAINS MOVE THROUGH MAIN STREET AND WE SEPARATED RAILROAD LINES AND THEIR STATION STOPS EITHER BY BRINGING THEM INTO URBANIZED AREAS UNDER GROUND, OR BY MOVING THEM INTO FRINGE ZONES. AIRPORTS, WHICH AT THE BEGINNING OF THE DEVELOPMENT OF AVIATION, USED TO BE CLOSE TO CITY CENTERS WERE, AT LEAST IN MOST CASES, MOVED FAR ENOUGH AWAY TO REDUCE THE DISTURBING NOISES CREATED BY TAKE-OFFS AND LANDINGS TO A MINIMUM. PUBLIC TRANSPORTATION, LIKE STREET CARS AND TROLLEYS, HAS BEEN TO THE LARGEST DEGREE REMOVED FROM OUR CITY STREETS AND WHERE PUBLIC TRANSIT SYSTEMS EXIST, ELEVATED LINES HAVE BEEN ELIMINATED AND UNDERGROUND SUBWAY LINES INSTALLED.

IN CONTRAST TO THE SENSIBLE ATTITUDE TAKEN WITH REGARD TO ALL OTHER UTILITARIAN FUNCTIONS, WE HAVE PERMITTED THOSE VEHICLES WHICH ARE DRIVEN BY COMBUSTION MOTORS (AUTOMOBILES, TRUCKS, BUSES, TAXICABS) FREELY WITHIN THE AREA WHICH SHOULD BE RESERVED FOR HUMAN ACTIVITIES; AND BY DOING SO, WE HAVE CREATED CONFLICTS BETWEEN INCOMPATIBLE USES, FRICTIONS AMONG THE VARIOUS USERS OF THE PUBLIC LAND SURFACES, HAZARDS TO SAFETY AND TO HEALTH.

THERE ARE OF COURSE SIGNIFICANT REASONS FOR OUR FAILURE TO DEAL WITH THE AUTOMOOILE AS EFFECTIVELY AS WE HAVE DEALT WITH OTHER UTILITIES, BUT THEY ARE NOT EXCUSES. THE MOST IMPORTANT OF THESE REASONS IS THAT THE DEVELOPMENT OF THE AUTOMOBILE FROM THE STAGE WHERE IT WAS A PLEASURE VEHICLE OR A SPORTS FACILITY TO THE ERA WHEN IT BECAME A MEANS OF MASS TRANSPORTATION COVERED A VERY BRIEF TIME SPAN. SEVENTY YEARS AGO, IN 1895, THERE WERE ONLY 4 CARS REGISTERED IN THE UNITED STATES. FIFTY YEARS AGO, IN 1914, WE COUNTED 1,625,000 CARS. THIRTY YEARS AGO THERE WERE 21,532,000. TODAY WE COUNT MORE THAN 80,000,000 AUTOMOBILES.

BUT IT IS NOT ONLY THE NUMBER BUT ALSO THE, SPEED WHICH HAS INCREASED. UNTIL 1930, JUST 35 YEARS AGO, A GENERAL SPEED LIMIT OF 20 MILES PER HOUR WAS IMPOSED ON ALL MOTOR VEHICLES.

THE DEVELOPMENT WAS SO STORMY THAT ALL OF US - PLANNERS, ARCHITECTS, POLITICAL BODIES - HAVE FAILED TO CONSIDER THE AUTOMOBILE OR OTHER MOTOR DRIVEN VEHICLES WITH THE SERIOUSNESS THEY DESERVE AS AN ACCEPTED MEANS OF MASS TRANSPORTATION. THE AUTOMOBILE INDUSTRY HAS LONG OUTGROWN ITS ROLE OF PROVIDING US WITH VEHICLES FOR PLEASURE DRIVING OR FOR SPORTS.

THUS, WE FEEL THAT THE TIME HAS COME TO RECOGNIZE REALITY, NAMELY THAT AUTOMOTIVE TRANSPORTATION HAS BECOME A SIGNIFICANT MEANS OF TRANSPORTATION AND THAT ITS USES SHOULD BE REGULATED WITH THE SAME AMOUNT OF CONCERN AND ALONG THE SAME PRINCIPLES WHICH WE ARE UTILIZING IN DEALING WITH UTILITARIAN FUNCTIONS GENERALLY AND OTHER TRANSPORTATION FUNCTIONS SPECIFICALLY.

ONLY BY SEPARATING AUTOMOTIVE VEHICLES EITHER IN THE VERTICAL OR IN THE HORIZONTAL DIRECTION FROM OTHER ACTIVITIES AND IN ADDITION BY SORTING CUT VARIOUS TYPES OF AUTOMOTIVE USES, WHICH INFRINGE ON EACH OTHER,

LIKE TRUCKS, BUSES, ETC., FROM PRIVATE CARS AND FROM EACH OTHER, WILL WE SUCCEED IN TWO DIRECTIONS:

A) WE WILL ESTABLISH FOR THE AUTOMOBILE, WHICH REPRESENTS AN INGENIOUS DEVICE FOR INDIVIDUAL MOBILITY AT HIGH SPEED, THE POTENTIAL TO USE ITS TECHNOLOGICAL ABILITY TO THE FULLEST WITHOUT BEING INTERFERED WITH BY OTHER MODES OF TRANSPORTATION, LIKE PEDESTRIANISM, RAILROADS, BUSES, TRUCKS, TAXI CABS, ETC.

B) WE WILL REMOVE FROM THE HUMAN ENVIRONMENT DANGERS FOR LIFE AND LIMB, DISTURBANCE BY NOISES AND FUMES AND THOSE DIFFICULTIES FOR VISUAL ENJOYMENT OF THE ENVIRONMENT, WHICH DRIVER AND PEDESTRIAN EXPERIENCE BECAUSE THEIR ATTENTION HAS TO BE DEVOTED TO THE OBSERVING OF TRAFFIC AND TRAFFIC CONTROLS.

AS ARCHITECTS WE FEEL ESPECIALLY CONCERNED ABOUT THE REGAINING OF THE POSSIBILITY TO VIEW AND CONTEMPLATE ONE'S SURROUNDINGS WITHOUT FEAR AND DISTURBANCE AS THEY ARE CAUSED BY THE INTERMINGLING OF UTILITARIAN AND HUMAN FUNCTIONS. THE FRUITS OF OUR PROFESSIONAL WORK, WHETHER INDIVIDUAL STRUCTURES, GROUPS OF STRUCTURES OR OPEN SPACES, WHICH WE CREATE BETWEEN STRUCTURES, ARE OBVIOUSLY OF LITTLE MEANING WHEN THEY CANNOT BE VIEWED AND CONTEMPLATED BY THOSE WHO APPROACH THE STRUCTURE, WALK BY IT OR EXPERIENCE THE IMPRESSIONS OF ARCHITECTURAL SPACES. ONLY IN A TRULY HUMAN ENVIRONMENT, FREED FROM DANGEROUS AND DISTURBING MECHANICAL FUNCTIONS, IS THE ENJOYMENT OF ARCHITECTURE AND THE CREATIVE ARTS FEASIBLE.

THE PRESENT PLANLESS INTERMINGLING OF TRAFFIC FUNCTIONS WITH HUMAN FUNCTIONS HAS FORCED UPON US THE NECESSITY OF SORTING OUT THOSE LAND USES, WHICH ARE LIKELY TO CREATE THE LARGEST AMOUNT OF SURFACE TRAFFIC AND DISTURBANCE, FROM THOSE WHICH MIGHT CREATE THEM TO A MINOR DEGREE. THUS, AS

A MEANS OF DEFENSIVE SELF-PRESERVATION, ZONING LAWS ARE CREATED AND ADMINISTERED IN ORDER TO KEEP VARIOUS HUMAN FUNCTIONS STRICTLY SEPARATED FROM EACH OTHER, THOUGH IT WOULD ACTUALLY BE MUCH MORE DESIRABLE IF THEY WOULD BE INTERRELATED WITH EACH OTHER. THE CREATION OF THE COMPARTMENTALIZED CITY, CONSISTING OF VAST AREAS RESERVED EXCLUSIVELY FOR RETAIL FUNCTIONS, OTHER ONES EXCLUSIVELY RESERVED FOR RESIDENTIAL FUNCTIONS, YET OTHER ONES EXCLUSIVELY RESERVED FOR CULTURAL OR ARTISTIC ENDEAVORS, AND STILL OTHER ONES EXCLUSIVELY RESERVED FOR OFFICE BUILDINGS AND OTHER WORKING QUARTERS, IS DESTROYING THE COMPACTNESS AND INTIMACY OF RELATIONSHIP, WHICH IS ESSENTIAL FOR URBAN LIFE.

BY SEPARATING ALL DISTURBING UTILITARIAN AND MECHANICAL FUNCTIONS FROM ALL HUMAN FUNCTIONS, WE WILL BE ABLE TO REESTABLISH THE INTIMACY OF RELATIONSHIP OF ALL HUMAN FUNCTIONS WITH EACH OTHER, WHICH BASICALLY ARE, AND HAVE BEEN SINCE OLD TIMES, THE REASON FOR THE FOUNDING AND FLOWERING OF CITIES, NAMELY THE ABILITY OF ESTABLISHING CLOSE HUMAN COMMUNICATIONS AND THE EXCHANGE OF IDEAS AND GOODS.

WE ARCHITECTS ALSO FEEL THAT THE TENDENCY OF REGARDING THE AUTOMOBILE AS THE ONLY AVAILABLE MEANS OF TRANSPORTATION, AN ATTITUDE WHICH IS VERY EVIDENT IN MOST OF OUR CITIES' TRAFFIC DEPARTMENTS AND OUR STATES' HIGHWAY DEPARTMENTS, IS ERRONEOUS.

WE BELIEVE QUITE GENERALLY THAT VARIETY AND FREE CHOICE ARE HIGHLY DESIRABLE QUALITIES IN HUMAN LIFE. WE FURTHER KNOW THAT IN THE FIELD OF TRANSPORTATION THERE ARE MANY MEDIA ALREADY EXISTENT AND EVEN MORE NOW IN DEVELOPMENT STAGES, WHICH ARE MOST SUITABLE FOR DIFFERENT PEOPLE AND UNDER DIFFERENT CONDITIONS AND CIRCUMSTANCES. WE BELIEVE THAT THE SIMPLEST FORM OF TRANSPORTATION, NAMELY WALKING ON ONE'S TWO LEGS, IS IN DANGER OF DYING OUT

BECAUSE EVERY POSSIBLE OBSTACLE IS PUT IN THE WAY OF ITS ENJOYMENT. YET WE KNOW THAT WALKING WITHIN AN ENJOYABLE UNDISTURBED ENVIRONMENT IS GREATLY ENJOYED BY NEARLY EVERYBODY. AND WE, THEREFORE, FEEL THAT OPPORTUNITIES FOR PEDESTRIANISM SHOULD BE CREATED WHEREVER POSSIBLE WITHIN CITY CORES; RESIDENTIAL AREAS AND RECREATION AREAS. WE SECONDLY FEEL THAT ACCESS TO CENTRAL URBAN ORGANISMS AND TO LARGE WORKING AREAS CAN BE ACHIEVED MUCH MORE EFFECTIVELY AND EFFICIENTLY BY MEANS OF MASS TRANSPORTATION THAN BY MEANS OF THE INDIVIDUAL AUTOMOBILE. THE REASONING FOR THIS STATEMENT IS BASED ON PURE MATHEMATICS. THE AUTOMOBILE; ACTING AS A TRAVEL CONTAINER ON THE AVERAGE FOR 1-1/3 PERSONS; NOT ONLY NEEDS AN UNREASONABLY LARGE SPACE FOR ITS MOVE TOWARD THE CENTER, BUT IN ADDITION CONSIDERABLE SPACE FOR ITS STORAGE IN THE CENTER. INASMUCH AS ANY CENTER FOR HUMAN ACTIVITIES DERIVES ITS USEFULNESS BY VIRTUE OF ITS COMPACTNESS AND EASE OF HUMAN COMMUNICATIONS, WE ARE GENERALLY EXCLUDING ALL THOSE FUNCTIONS, WHICH UTILIZE AN UNRELATEDLY HIGH AMOUNT OF SPACE IN RELATION TO THEIR PRODUCTIVITY, LIKE WAREHOUSING, STORAGE FACILITIES, ETC.

AN URBAN CENTER, WHICH DEPENDS FOR ITS ACCESSIBILITY TO A HIGH DEGREE ON THE PRIVATE AUTOMOBILE, NECESSARILY HAS TO DEVOTE A GREAT AMOUNT OF SPACE TO THE MOVEMENT AND STORAGE OF CARS. IT, THEREFORE, CAN NO LONGER FUNCTION AS A TRULY URBAN ORGANISM. INASMUCH AS EVERY URBAN CENTER OR SUB-CENTER CONSTITUTES A RELATIVELY SMALL AREA, TOWARD WHICH STREETS, CARRYING AUTOMOBILES, CONVERGE FROM ALL DIRECTIONS, THE OCCURRENCE OF CONGESTION, AT LEAST AT CERTAIN HOURS OF THE DAY, ON ACCESS ROADS AND WITHIN THE PUBLIC SURFACES OF THE CENTER OR SUB-CENTER, ARE UNAVOIDABLE.

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WE, THEREFORE, MUST CONCLUDE THAT AT LEAST A MAJOR AMOUNT OF THOSE PERSONS, WHICH WISH TO REACH A CENTER OR SUB-CENTER AREA IN ORDER TO WORK, SHOP OR VISIT FOR ANY OTHER REASON, SHOULD BE; TRANSPORTED BY THE MEDIA OF MASS TRANSPORTATION.

HOWEVER, MASS TRANSPORTATION WILL HAVE., TO LIVE UP TO CERTAIN CRITERIA IN ORDER TO BE DESIRABLE AND, THEREFORE, SUCCESSFUL. WE IN THE UNITED STATES ARE USED TO REGARD AS A VALID EXAMPLE OF MASS TRANSPORTATION THE LARGEST RAPID TRANSIT SYSTEM, WHICH WE POSSESS, NAMELY THE NEW YORK SUBWAY SYSTEM. IN DOING SO, WE ARE MISGUIDED BECAUSE WE ARE ACTUALLY OBSERVING A SYSTEM BUILT LONG BEFORE THE AUTOMOBILE BECAME AN IMPORTANT MEANS OF TRANSPORTATION; A SYSTEM WHICH WAS CONSTRUCTED TO VERY LOW STANDARDS OF COMFORT TO BEGIN WITH, A SYSTEM WHICH IS COMPLETELY OUT-DATED IN RELATION TO TODAY'S POSSIBILITIES AND TECHNOLOGICAL PROGRESS.

A MASS TRANSPORTATION SYSTEM, TO BE USEFUL IN OUR TIME, MUST BE

- 1.COMFORTABLE
2. QUIET
3. DIGNIFIED
4. RELIABLE
5. OPERATING ON EXTREMELY SHORT HEADWAYS (2 - 5 MINUTES)
6. SPEEDY
7. INEXPENSIVE IN ITS OPERATION AND, THEREFORE, IN ITS FARE STRUCTURES

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A TRANSIT SYSTEM WILL BE SUCCESSFUL IF IT, AS COMPLETELY AS POSSIBLE, SERVES THE ENTIRE METROPOLITAN REGION IN ITS AIM TO GIVE ACCESS TO CENTERS AND SUB-CENTERS AND IN CONNECTING THESE CENTERS AND SUB-CENTERS WITH EACH OTHER. THE SYSTEM MUST BE CONSTRUCTED IN SUCH A MANNER AS NOT TO INTERFERE VISUALLY OR BY NOISE WITH DEVELOPED OR TO BE DEVELOPED URBAN AREAS, WHICH INDICATES THAT WITHIN HIGHLY DEVELOPED AREAS IT WILL HAVE TO BE ROUTED UNDERGROUND AND IN OTHER AREAS AT LEAST IN A DEPRESSED CUT. PLANNING OF A RAPID TRANSPORTATION SYSTEM CANNOT BE SIMPLY SUPERIMPOSED ON A CITY LIKE LOS ANGELES, WHICH HAS BEEN STRUCTURED FOR THE REQUIREMENTS AND POTENTIALS OF THE AUTOMOBILE EXCLUSIVELY, IN THIS CASE, LIKE IN ALL OTHERS, TRANSPORTATION PLANNING AND ENVIRONMENTAL PLANNING HAVE TO GO HAND IN HAND.

THE STATION STOPS OF A RAPID TRANSIT SYSTEM WILL HAVE TO FORM CENTRAL POINTS FOR THE GROWTH OF NEW HIGH DENSITY URBAN DEVELOPMENTS., BY MEANS OF PLANNING, REDEVELOPMENT AND REZONING, IT SHOULD BE FEASIBLE TO CREATE NEW URBAN CENTRALIZATIONS WITH A RADIUS FROM ANYWHERE BETWEEN ONE HALF AND ONE MILE AROUND STATION STOPS. IF SUCH PLANNING COULD BE EFFECTED WITHIN THE FRAMEWORK OF THE EXISTING REDEVELOPMENT LEGISLATION, IT MIGHT VERY WELL BE POSSIBLE TO FINANCE, AT LEAST TO A LARGE PART, THE CONSTRUCTION OF A RAPID TRANSIT SYSTEM IN THE GREATER LOS ANGELES AREA THROUGH INCREASING REAL ESTATE VALUES AROUND ITS STATION STOPS. THE ESTABLISHING OF SUCH CONCENTRATED URBAN NUCLEI AROUND STATION STOPS WOULD, OF COURSE, CREATE HIGHER DENSITY OF POPULATION IN SUCH AREAS AND THIS, IN TURN, MIGHT GIVE US THE POSSIBILITY OF REGAINING OTHER SPACE WITHIN THE GREATER LOS ANGELES AREA FOR GREEN AREAS, RANGING ALL THE WAY FROM SMALL LOCAL PARKS TO CONTINUOUS GREEN BELTS AND REGIONAL PARKS.

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OTHER TRANSPORTATION MEDIA, WHICH HAVE BEEN COMPLETELY OR NEARLY COMPLETELY OVERLOOKED, ARE THE ONES WHICH ONE COULD TERM PEDESTRIAN ACCESSORY TRANSPORTATION, SUCH AS MOVING SIDEWALKS, "CARVEYOR" TRAINS, ELECTRIC CARTS, MINI-BUSES, ETC.

WE ARCHITECTS ARE CONVINCED THAT TRANSPORTATION PLANNING, URBAN DESIGN AND ARCHITECTURE ARE ALL CLOSELY INTERRELATED AND THAT, THEREFORE, THEY ALL MUST BE OUR CONCERN.