

More Efficient Transit System Urged To Take Place of Concrete Freeways

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Washington — (UPI) — The nation's urban areas are slowly being strangled by concrete freeways, according to two enthusiasts for electric rapid transit systems.

Hilliard H. Goodman, executive vice president of the Citizen Transit Improvement association, contends that many spanking-new suburban freeways being built today "are obsolete the minute they are opened."

More Economical System

Goodman and Ord Alexander, assistant engineering director of the National Coal association, claim the nation's cities should invest their time and money in "more economical and efficient" rapid transit systems.

The two men are leaders in a campaign to build an electric rapid transit system here.

Both say the transit dilemma facing the nation's capital is typical in most American cities seeking ways to reduce

the travel time of suburban dwellers who work in town.

They conceded that the automobile is still an important factor in inter-city and interstate transportation, but maintain that as a "mass transportation vehicle," it has no future.

"More highways mean more cars which present a bigger storage problem as the number continues to grow each year until the saturation point is reached," Alexander said.

"What then? Do we put the buildings on stilts and pave the entire city?"

Reasons Listed

Goodman and Alexander cited these as "just a few" of the reasons why they feel electric transit is better than the freeway in solving the problem of suburban traffic:

The whooping crane is increasing in numbers, reports the National Geographic Society. There are now at least 39 of them.

"The auto is uneconomical because of its 'low carrying value,' usually one or two persons per car.

"It is much cheaper to purchase existing rights-of-ways of railroad and street car lines than buy residential and commercial property for highways, which also cancels out

valuable tax rates.

"Railways outlast motor transit facilities, including buses, are less affected by weather changes and do not add to the problem of air pollution.

"Freeways generate in-city traffic jams which hurts the merchant by encouraging

shoppers to patronize fringe area shopping centers.

Alexander said some cities may relieve some of this pressure by expanding bus transit facilities, but he said this also will reach the point of no return.

Undeserved Foothold

Goodman, a government

economist when he isn't furthering the goals of the volunteer citizens transit association, claims that "pressure groups" have given highway transit an undeserved foothold in the nation's urban planning.

"It results from pressures generated by auto manufac-

turers, producers of gasoline, diesel oil and rubber tires and even manufacturing of paving materials," he said.

Alexander admits that his organization has an economic stake in electric transit. And the National Coal association estimates from three to five million more tons of coal

would be used annually if the nation's urban areas expanded electric transit.

But Alexander said he also has a personal interest in the Washington area. He is a fifth generation Washingtonian, and a member of the family for whom the nearby city of Alexandria, Va., was named.

Among newlyweds two generations ago, there was a 50-50 chance that either the husband or the wife would die at least two years before their youngest child was married. Today's newlyweds can expect that they'll both live about 13 years after their last child is wed.



MIAMI'S GOLD COAST — The luxury hotels along Miami Beach's Gold Coast seem to shimmer in the sunlight in this aerial photo. The moon over Miami and the traffic jams are about the only things that have escaped change in the "magic city." (UPI Telephoto)

Miami People Try To Solve Problems Created by Traffic

Miami (UPI)—The moon over Miami and the traffic jams are about the only things that have escaped change in this "magic city" on Florida's Gold Coast.

The people are trying to get something done about the traffic. There is little that can be done about the moon or the balmy climate, although some promoters would like to try.

The roads, buildings, the airport, beaches, the government, the population itself — all have changed since yesterday, last week, or any time interval by which you care to measure.

The change hasn't been fast enough, though, for the worker trying to drive from south Dade County to the huge Miami International Airport at school starting time.

Still on Boards

Thousands of dollars have gone into surveys but cross-town expressways still are on the drawing board — although one has been started from the airport to Miami Beach.

Seen from the air at night, the Dade County metropolis of 850,000 residents with facilities to handle a million visitors at a time, glitters like a belt of many jewels. It is 20 miles wide between sea and swampland.

The visitor by air hustles through one of six half-mile fingers leading from the air-planes, gingerly climbs aboard an escalator that goes so fast it terrifies old ladies and finds himself inside the new \$22,000,000 terminal. A five-story hotel, triple sound-proof, rises atop the terminal.

Heading toward Miami Beach, a taxi whisks through the bluish glare of the airport entrance maze. The First National Bank and DuPont Plaza are new additions to the Miami waterfront skyline. Several other old landmark buildings have bright new exteriors.

New Span Being Built

Crossing Biscayne Bay, the new 36th st. Causeway rises to the north. To the south a new span is being built for the MacArthur Causeway on the Miami side.

There is no new "this year's hotel" at Miami Beach. Space is so tight that the Fountainbleau has been in a long hassle with the Eden Roc next door about the Fountain-

bleau's new addition. The Eden Roc claims it shades Eden Roc patrons from the sun, without which it is difficult to rent \$40-a-day rooms.

South Beach, the fading area of Miami Beach, is getting a face lifting. Huge cooperative apartment buildings are rising in place of the stuccoed relics of the 1925 boom.

Miami Beach citizens have just voted to ban vehicles from famed Lincoln Road and turn the popular shopping street into a landscaped pedestrian mall.

Miami is thinking about doing the same thing only more so with downtown Flagler Street. By 1980, city planners hope to cover Flagler with a plastic dome, air condition it and provide moving sidewalks for shoppers.

Crossroads of Americas

A stroller down Flagler today can quickly surmise that Miami has become the crossroads of the Americas. Mixed with four different infections of Spanish are several kinds of English, Canadian French, Dutch and Portuguese. The Miami area has more than 100,000 residents of Latin American descent and sizable populations of Greeks, Hungarians, Poles and Canadian French.

The bookies and big gambling dens of pre-Kefauver Committee days are gone. So are the big night clubs. Hotel clubs and shows have run the latter out of business.

The big change is a bold new experiment in government. It is called Metro and civics experts say it is unique. It puts the county — or Metro — government over all 26 municipalities in Dade County with power to pass its own laws without going to the state legislature. Except for 11 Metro commissioners, all other county officers are appointed.

The hopes for Metro is that it eventually will be able to supply economically all the metropolitan services that the separate municipalities have been unable to cope with in one of the nation's fastest growing areas.

Court suits by the dozens and two major voting referendums have attacked Metro. All have been thwarted and Metro, after more than two years of life, now is ready to start work.

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