

Parking Regulations Daily More Strict And Stringent

In Many of Country's Busy Centers Parking in Daytime in Downtown Section Entirely Prohibited While in Others Varying Time Limits Are Set

By J. C. ROYLE

(This is the second of a series of dispatches on the handling of traffic on the streets and highways of America. The tremendous increase in the number of automotive vehicles in use has made the traffic problem one which involves every city dweller.)

New York, Feb. 11 — Plans for most effective use of parking space in the cities throughout the country now under consideration are naturally dependent on the layout and conformation of the streets themselves, but in general the congestion is now such that in many centers parking during busy day time hours in the business section is entirely prohibited. In other locations the time a car may be left is strictly limited.

In New York City there is no ordinance which precisely regulates parking, except that cars must not be parked where they obstruct traffic. The police powers are sufficient to allow determination as to what constitutes obstruction of traffic and parking privileges are severely restricted. Oblique parking in most cases throughout the country is permitted or prohibited according to the width of the street involved.

Synchronized traffic control has been of tremendous benefit in the moving of automobiles in both New York and Philadelphia. The driver, however, who attempted to follow the New York system in Philadelphia or the Quaker City signals in New York would soon find himself in trouble. In this city a red light gives preparatory signal to stop traffic in all directions. A change to amber permits north and south bound vehicles to move, while a change to green will start the east and west bound traffic. In Philadelphia, an amber light is the preparatory signal with a green light to "go" and a red light to "stop."

the use of the one-way street system in Philadelphia has been especially effective mainly because many of the thoroughfares are narrow and have only one way trolley lines. This permits drivers to pass on either side of the street car and allows street car passengers to enter and leave cars with greater safety.

In cities like Washington where the streets are exceedingly wide, there has been less extensive use of the one way street system. The national capital is one of the few cities which has raised safety zones for protection of street car passengers. However, if the strict system enforced in Washington, regulating the passing of a street car by an automobile, were enforced in larger cities, traffic would be materially slowed down.

Philadelphia prohibits parking for longer than one hour on any street in the downtown section between 8:30 a. m. and 6 p. m. but the ban is raised at night in some streets for the benefit of theatergoers. Even with the advantage of diagonal parking permitted by Washington streets, congestion has forced the District of Columbia authorities to strict observance of the regulations in the business district.

In Boston, where streets are narrow, fully ninety per cent of the thoroughfares in the business section are limited to one way traffic in day time. Parking on Washington streets is held to two minutes and on streets bordering the shopping district the time a car may be left from 20 to 60 minutes. Unlike Philadelphia, it is forbidden in Boston to pass a street car on the left side even on a one way street or to approach a standing street car closer than eight feet. In this connection it is worthy of note that the average speed of Boston traffic in the downtown district is only 12 miles an hour.

A new thoroughfare is under construction from Park Square to South Station, which will cost many million dollars but it may be found to be too narrow to accommodate traffic by the time it is completed. It seems to be a fairly general practice in the hub for business men to use their automobiles intermittently during the day to "take a chance" with the parking rules. Many say they find it cheaper to pay their fines than to obey the rules strictly and use a garage for day time parking.

Pittsburg is another city where parking rules are somewhat freely ignored. Parking is positively prohibited in the main downtown streets but the traffic police follow the practice of "tagging" the offending car, thus notifying the owner to appear in court. The automobile owner, however, has the option of mailing a \$1 fine if it is his first offense. All parking spaces in the center of the city are

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