

The

Globe

trotter

OCTOBER 1964 NO. 653

ISSUED BY THE GLOBE TICKET COMPANY IN THE INTEREST
OF THE TRANSIT INDUSTRY

RECEIVED
OCT 14
STAFF ENGINEER'S OFFICE

"PARK and RIDE"

BEGINS TO FIND

ITS RIGHTFUL PLACE

GLOBE TICKET COMPANY

112 N. 12th STREET, PHILADELPHIA, PA. 19107

A Nation-Wide Service

“PARK AND RIDE”

BEGINS TO FIND ITS RIGHTFUL PLACE

Our August, 1964 issue, No. 651, entitled “PARKING, AN INTEGRAL PART OF TRANSIT,” was the first in a new series of issues on the subject of parking in support of transit operation rather than in opposition to it. This is the second issue in this group.

On the basis of available information it can be said that, in a substantial number of cities, there exist permanent parking facilities now, designed to operate as fringe lots or garages and to act as feeder facilities to the transit system.

They may be company owned, city owned





or under private ownership. They may be free or charge a parking fee, separate or in combination with a transit fare.

When looking over the reports of experiences in the complex of these facilities over the last 10 years one can see a quite distinctive pattern of causal relationship between certain conditions and success or non-success.

The feed-in of peripheral parkers to existing regular bus lines that travel over city

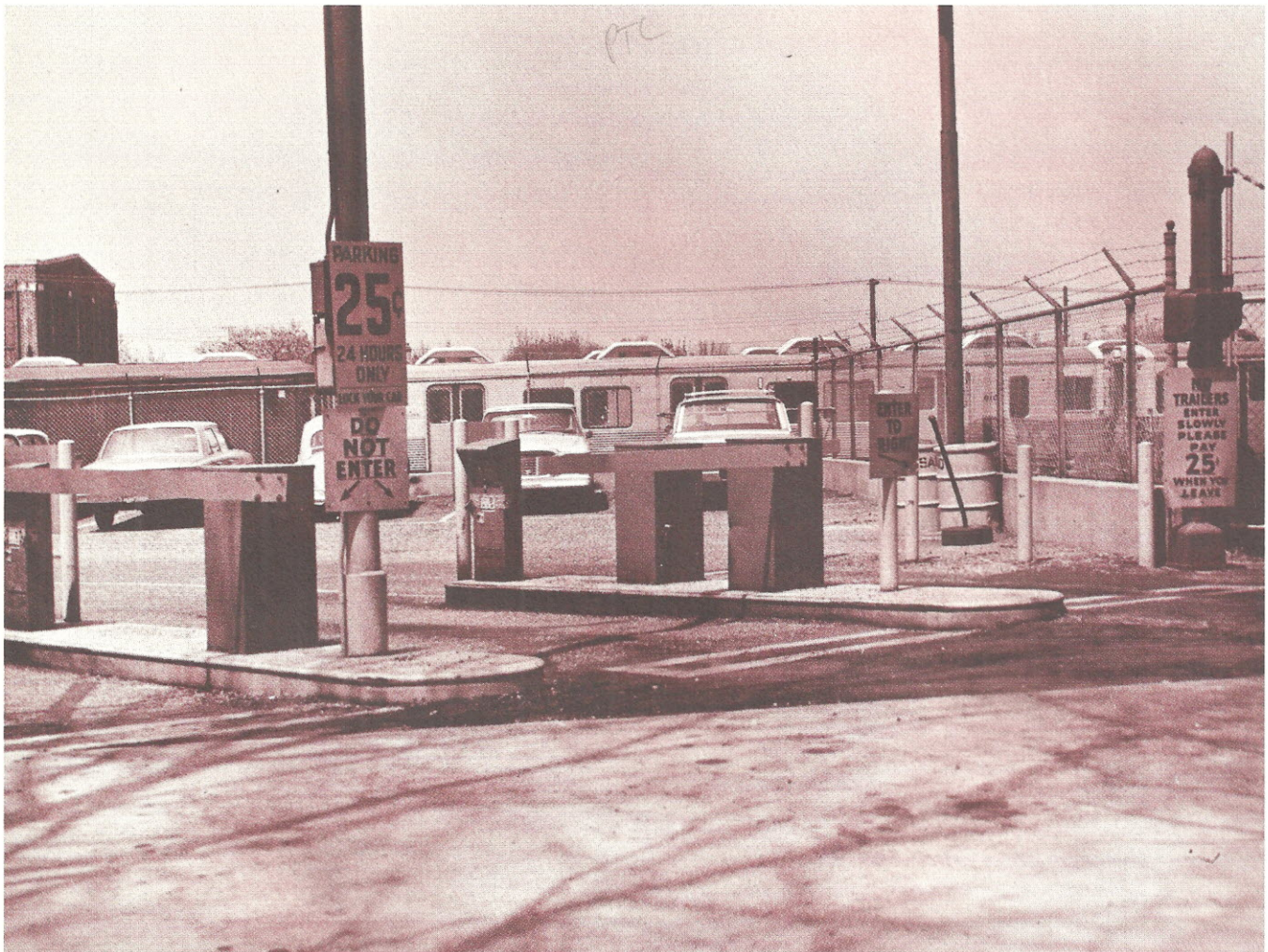
streets, although showing some success in a number of cases, nevertheless appears to have the least chance for success. That seems to be essentially so even where existing or special express service is enlisted to speed up travel from the fringe or intermediary lots into the central area.

The underlying reason no doubt is that this type of service cannot offer an advantage great enough to attract substantial num-

bers of motorists, as long as the public transportation offered remains subject to the common delays from pick-up stops, traffic signals and traffic itself. And it is surprising what relatively little difference the use of limited pick up express service makes, as long as regular city street routes are followed. Passenger pick-up stops are reduced, but traffic lights and traffic density encumbrances remain.

The picture changes where the feed-in of motorists can take place into rapid transit lines and lines which, although not rail lines, enjoy some or all of the service characteristics of subway, elevated or surface rapid transit rail lines. That applies to any facility which, via protected right of way, exclusive express median strip or even normal limited access expressway, is capable of providing true rapid transit service, regardless of whether





this service operates on tracks or roadways, by vehicles linked together in trains or single.

The threshold of saleability appears to lie where the facility comes close to the concept of rapid transportation in the sense in which we know it from rail transit, although it may no longer be bound to the idea of rail and train but may attain that concept by other means.

This puts rapid transit in that sense within the reach of urban complexes much smaller than the large city areas able to support rail rapid transit facilities. And it presents these smaller urban units with the opportunity to team their specific solution of the limited access rapid transportation problem with an optimum set-up of parking facilities for the feed-in of motorist commuters into the public transit facilities.

It can be foreseen that the industry will be making steady progress toward combining the advantages inherent in travel by automobile in outlying areas with those of public transportation in city areas, by promoting,

organizing or establishing the parking facilities which make this possible.

This issue shows several illustrations of automated parking facilities operated as feed-in facilities for rapid transit lines.



"Parkontrol[®]"