

wise cause on the street, and provide them with a better service than they will be able to get if they continue to use their automobiles, as they are doing in increasing numbers, in the central business district.

In addition, the fact that the streets are being so heavily overused now and increasing the costs of maintaining those streets, we feel that this would provide both a better service to the public and, second, reduce by some extent the expenses of maintaining the existing city street system because of this heavy overuse.

Mr. KLUCZYNSKI. Mr. Secretary, we have heard some talk about, having in the future construction of highways, a separate lane for buses only. That is just in the talking stage?

Secretary BOYD. Yes, sir.

Mr. KLUCZYNSKI. But I wonder if you could elaborate on that?

Secretary BOYD. Yes, sir. This is included as one of the areas that would be pursued under the TOPICS program, which is also mentioned in my testimony.

To give you a specific example, we have been talking to the New York Port Authority and the State of New Jersey about the possibility of reserving a lane in the Lincoln Tunnel during rush hours for the movement of buses. This would increase very substantially the number of people who can get in and out of the city within a specified period of time over the number of people who could move strictly by private automobile.

Mr. KLUCZYNSKI. That was my next question. Another program you presented to the committee was the so-called Topics program.

The Chair recognizes the gentleman from Maryland at this time.

Mr. FALLON. Mr. Chairman, thank you very much.

Mr. Secretary, I have a question with regard to your discussion of fringe parking in the suburban areas of the city. Are you aware of an experiment that was made in Baltimore several years ago just out of the central city area where the Baltimore Stadium is located? They have an area there around the stadium where you can park about 5,000 cars, and because the ball games are mostly played at night, except on weekends, this great big parking area was available for the experiment. They could bring their cars from the north and northeast into the section of the city which is very heavily populated by thousands and thousands of cars in the inner city each day. The city provided free parking and the transit company buses were available there to take them into different parts of the central city.

When it was first inaugurated it looked like it was going to be a success but gradually fell off. It fell off to a point where the transit company couldn't afford to furnish the buses any longer. So what you are talking about, we have experimented with and failed.

I am wondering if it is not going to be the same, after these areas are built, if people are still going to want to use their automobiles, like they have, from their homes closer to the business where they won't have to get on a bus, and walk four or five squares, and back to the bus in the evening. It didn't work out in Baltimore. What makes you think it will work out any place else?

Secretary BOYD. I am glad you raised that point, Mr. Chairman. The fact of the matter is not only did it fail in Baltimore, it failed in Los Angeles, Calif., where they attempted the same thing at Holly-