

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
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REMARKS PREPARED FOR DELIVERY BY SECRETARY OF TRANSPORTATION,
ALAN S. BOYD, BEFORE THE CIVIC LUNCHEON, SHERATON-CLEVELAND
HOTEL, ON FRIDAY, NOVEMBER 15, 1968, 12:15 P.M., CLEVELAND, OHIO

I'm delighted to be here this afternoon. The first day of any new operation is always pleasing but this first use of rapid transit as a vehicle of airport access is especially exciting. We are celebrating -- in its simplest terms -- the mating of the subway with the airplane. I am sure there will be -- as there is in every venture of this sort -- whether technological or human -- certain inevitable mating problems. I am equally sure, however, the union will be lasting and fruitful.

My theme today is taken from a letter to the editor of the New York Times. It reads as follows:

"To the Editor

Upon my last arrival at Kennedy
International Airport, I could not

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even get a cab. The terminal was chaos and pandemonium. Pushing, shoving and yelling. Cabs and private cars were intermingled, weaving in and out in complete confusion. People were grabbing door handles trying to get a cab ... cursing at the same time ..."

The problem of sufficient airport access capacity is plaguing every major airport in the world. The line of cars waiting to get to Chicago's O'Hare Airport stretched five miles in last year's pre-Thanksgiving rush. Los Angeles' International Airport had to go on the air every hour prior to last Christmas to warn of the parking space shortage. Air traffic controllers trying to get to work at Miami International were stalled in line for two and one-half hours -- trying to get from the entrance of the airport to the terminal.

And yet, Cleveland is the first -- and to date the only -- city to provide a direct rapid transit line for its airport travelers. I congratulate you for your wisdom and foresight.

The dividends from this joining of the airport to the rapid transit system will be obvious and immediate. And these benefits will not be limited to air travelers. Certainly, the commuters living along the new line will benefit but everybody in Cleveland will also know great advantage. The fact is today's metropolitan airport is a major generator of surface traffic. Airport traffic is not an isolated phenomenon. It is part of the urban transportation system. This was dramatically demonstrated in some recent studies of ground traffic arriving at Kennedy International. The results of these studies are of pertinence to us here today. We learned, for example, that less than one-third of those traveling to Kennedy are air travelers. Visitors constitute a larger number. But the single largest category of daily surface travelers to Kennedy are airport employees. I have no doubt that roughly the same proportions prevail here. The moving of some of this traffic to the rapid transit will ease the jam on many of your highways.

The value of the new extension will grow with the increased use of Hopkins Airport. I cannot but think -- looking ahead -- that rapid transit is probably the only sound answer to the problems that will be coming with the arrival in service of the giant Boeing 747. This airliner with a capacity of upwards of 350 passengers will move into commercial service at the end of next year. Two of these giant passenger planes arriving at Hopkins about the same time would -- without transit -- require some combination of 250 taxis and/or 700 private cars. Add these to the normal 5:30 p.m. airport traffic jam, and then add both to the normal evening commuter traffic and you will quickly see the advantages of this new transit line.

The concept of a rapid transit system serving an airport may seem normal and natural to us here in Cleveland today. Any great new development always seems inevitable -- after it is developed. But for this juncture to come about, several minor revolutions were necessary.

The first was a radical change in the nature of air travel and a subsequent change in our traditional way of thinking about the airplane. The same revolution is taking place in the use of rapid transit -- and in our prejudices about it. Both these transformations have occurred in the past five years.

There was a time that air travel was the province of a small group of high-salaried executives. Today, however, the airplane is a vehicle of mass transportation. But few people accept this. The prejudice that private cars, taxis or limousines are the only suitable way of traveling to an airport is still deeply ingrained. So much so that in one metropolitan area, a planned rapid transit system was set up to go right by the city's airport. No provision was made for an airport station. That was only two years ago.

Similarly, rapid transit has undergone a transformation. It was once considered an inexpensive uncomfortable way to travel -- noisy, dirty and crowded. But lately, thanks to more lights, brighter paints, and a lot of imagination and daring, rapid transit is emerging as a very desirable amenity. And as the surface traffic jams grow, its desirability will be even more enhanced. I was impressed by a recent survey conducted by the New York-New Jersey Transportation Agency which estimated that 45% of Manhattan's top corporate executives travel all or part of their way to their offices via subways.

This joining together, then, of mass transportation aviation with urban mass transit was logical and inevitable. And we in the Federal Government are glad therefore to assist. We think our grant of more than \$12 million -- or about two-thirds of the total cost -- represents a sound investment in Cleveland's future.

It may seem ungracious in this hour of celebration to introduce a note of counsel but I would advise that you regard this new development today as a beginning -- as a step in resolving a continuing transportation problem. Cleveland's air traffic will continue to grow. Last year, Hopkins accounted for more than two million enplaning air carrier passengers. Eight years from now, your city of Cleveland will have nearly five million enplaning air carrier passengers. It is incumbent on you to consider what suitable improvements must be made to your airport system to accommodate this traffic. And, lest any of you are inclined to complacency, I note that in the following five years -- from 1975 to '80 -- Cleveland's enplaning passengers will jump to more than eight million a year. The decisions about what improvements or additions to your airport system are needed are yours to make. But I would urge that you consider these decisions now. The future that is coming is not going to suddenly appear on January 1, 1975. That growth is happening right now.

I would further urge that your planning for your airport needs -- and the ground system to support it -- be considered as a part of the overall design of what you want Cleveland to be. What kind of a city are you trying to make? This is an awesome question. I can offer no answer. I do offer, however, a proverb from ancient Greece where city life first flowered -- a proverb that might start the thinking. "If you would make your city loved, you must first make her lovable."

This suggestion that transportation must follow and support the urban area's overall development plan is basic to our approach to the problem of transportation in all American cities. This approach is based on three assumptions:

First, that we must look at highways or rapid transit or any other mode of transportation not as separate, self-contained operations, but as interrelated parts of total systems for serving citizens.

Second, that we must look at an urban transportation system in terms of the total city and the people it is designed to service; in terms of the human and physical environment in which it operates; and in terms of the citizens whose lives it is capable of disrupting as well as enhancing.

Third, that we must look to our cities themselves to tell us what their needs are -- for no city is exactly like another, and a given city's transportation system must depend on what kind of community it is now and what its people want it to be in the years to come.

I sense from the imaginative use of your rapid transit system that you have adopted these precepts on your own. I congratulate you and I urge you to continue.

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