


FOR IMMEDIATE RELEASE
June 7, 1968

DOT 5268
963 - 5105

Secretary of Transportation Alan S. Boyd is urging the transportation industry to lend a hand in providing transportation facilities for disadvantaged youth in order that they may take advantage of planned summer programs throughout the country.

Summer jobs, recreation, and educational and cultural programs are useless if the young people have no way of getting to them, he said. Many commercial carriers provided free rides for these youngsters last summer, and the Secretary said he hoped the response would be even greater this year.

Youth coordinators and the mayors in 50 target cities are engaged in planning and promoting summer activities. But a serious deterrent to completing these plans in many cities is a lack of adequate transportation from the ghetto areas to places where various opportunities are being offered.

The Department of Transportation is doing all it can to provide disadvantaged youth with employment and other opportunities, the Secretary said, and urged the industry to join in making the summer of 1968 a happy and profitable one for all concerned.

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# DEPARTMENT OF TRANSPORTATION NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE
June 12, 1968

DOT - 5268
963 - 5105

Responding to the requests of residents of Dillingham, Alaska, The Department of Transportation announced today that it is considering the relocation of the boundary line between the Alaska - Hawaii Standard Time Zone and the Bering Standard Time Zone.

The step was initiated under the Uniform Time Act enacted by Congress in 1966.

The present Alaska - Hawaii Standard Time Zone includes all United States territory between 141° W. longitude and 157° 30' W. longitude and the entire State of Hawaii. The present Bering zone includes all of the United States territory between 157° 30' W. longitude and 172° 30' W. longitude and all of the Aleutian Islands.

The city of Dillingham lies at about 158° 30' W. longitude within the Bering zone.

Dillingham advocates for a new boundary point out that their city serves as a commercial trading area for several villages and towns located to the east and lying within the Alaska - Hawaii time zone.

The Dillingham Chamber of Commerce, the Dillingham City Council and representatives of the Western Alaska Airlines, which serves the area, favor a revised zone.

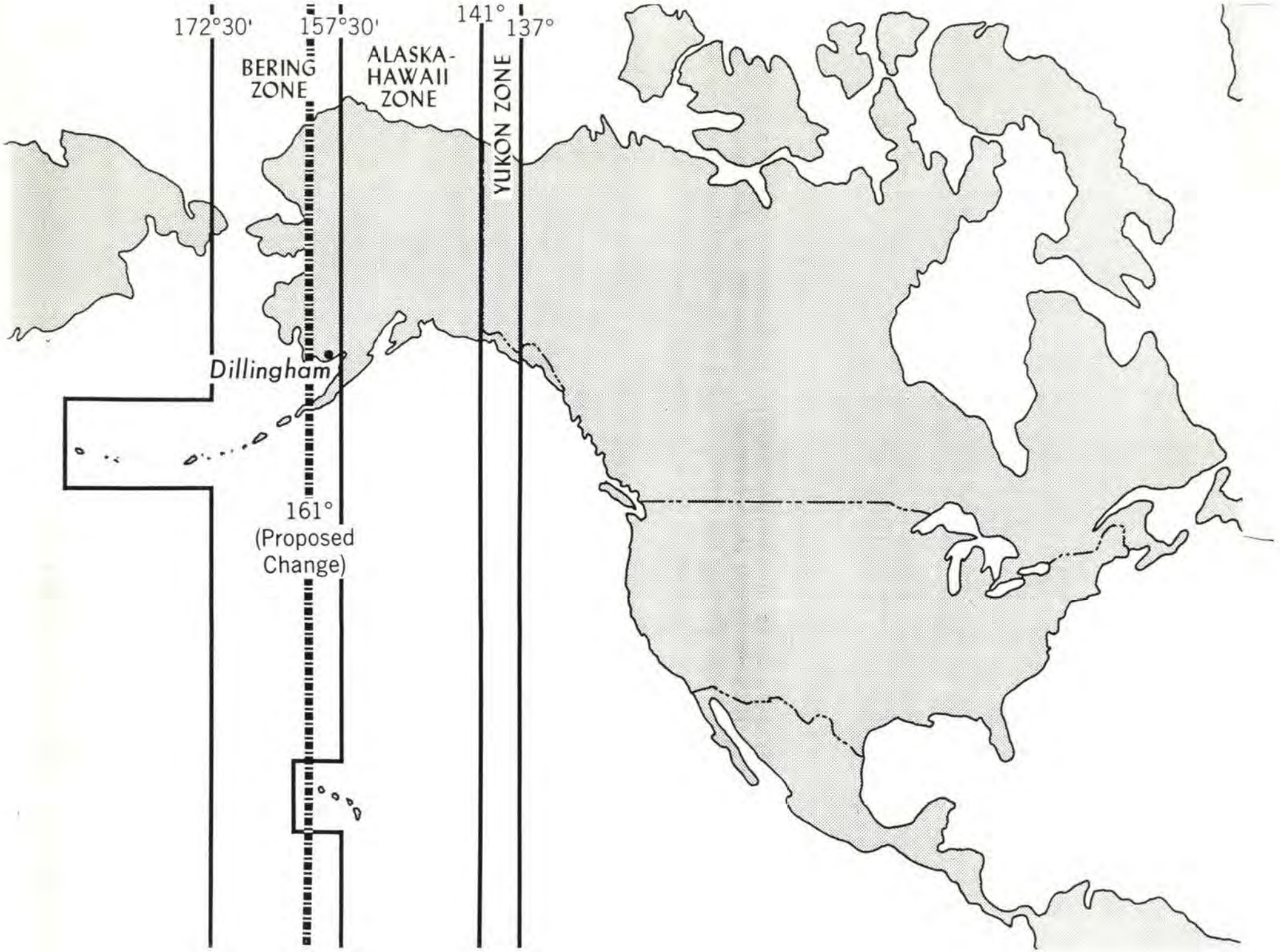
Alaska - Hawaii Standard Time - The seventh standard time zone would be changed to include all territory of the United States between 141° W. longitude and 161° W. longitude, and the entire State of Hawaii.

Bering Standard Time - The eighth standard time zone would include all of the territory of the United States between 161° W. longitude and 172° 30' W. longitude, and all of the Aleutian Islands which lie west of 172° 30' W. longitude, but does not include any part of the State of Hawaii.

Persons interested in commenting on the proposal may submit written data, views, and arguments to the Docket Clerk, Office of the General Counsel, Department of Transportation, Washington, D. C. 20590.

Communications received on or before July 26, 1968 will be considered by the Department before final action is taken.

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172°30'
157°30'
141°
137°
BERING ZONE
ALASKA-HAWAII ZONE
YUKON ZONE
Dillingham
161°
(Proposed Change)

# DEPARTMENT OF TRANSPORTATION | NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 12, 1968

DOT - 5368
963 - 5105

Secretary of Transportation Alan S. Boyd will be in Chicago as part of a tour of Northern cities Thursday to get a first hand impression of urban transportation problems.

Boyd will officially assume responsibility for Federal Urban Mass Transit programs July 1.

Boyd and a small number of staff members have visited Baltimore, Philadelphia, New York, Boston and Montreal prior to Chicago.

The schedule follows:

ITINERARY FOR SECRETARY BOYD'S TRIP TO CHICAGO
JUNE 13, 1968

(Lt. Cdr. Potts - Exec Officer)
(AC 312/353-6266)

| | |
|---|---|
| 3:45 | Helicopter flight will return to Meigs Field where city and CTA cars will take Secretary to Planetarium.<br><br>At Planetarium Secretary Boyd will meet with George Krambles of Chicago Transit Authority (MO 4-7200) who will accompany him on transit inspection tour. |
| 3:56<br>Run #123 | Leave Planetarium via CTA No. 126 Jackson bus pass thru downtown. |
| 4:12 | Alight on VanBuren at Canal Street. Walk 1-1/2 blocks north on Canal Street to Union Station. Walk thru station and exit on Adams Street. |
| 4:24<br>Run #512 | Board CTA shuttle bus No. 158A Wacker Express on Adams Street east of Canal. |
| 4:26 | Alight at Madison & Canal farside stop C&NW station. |
| 4:40 | Board C&NW train (Train #327) to Davis C&NW Evanston Station. |
| 4:58 | Arrive Davis Station Evanston. |
| 5:11<br>Run #512 | Leave CTA Davis station via CTA rapid transit to Howard Station. |
| 5:18 | Arrive Howard - Walk over bridge or down stairs to get to north-bound platform. See interchange train and bus terminal operation at Howard. |
| 5:21 | Leave Howard via CTA Skokie Swift train using transfer to Dempster terminal Dempster Street. See completed Mass Transportation Demonstration Project, Park'n'Ride lot and terminal activity. |
| 5:35 | Leave Dempster Terminal via Commissioner Pikarsky's car. To Logan Square via Kennedy Expressway. See route and construction in progress of Kennedy rapid transit. Leave expressway at Kimball exit ramp. South to Belmont, east to Kedzie, South to Diversey and west to Kimball, Milwaukee and Diversey area. |
| 6:10 | Arrive Logan Square, inspect subway construction. |
| 6:29<br>Run #112B | Leave Logan Square via CTA rapid transit to Loop. |

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# DEPARTMENT OF TRANSPORTATION NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE
Thursday, June 13, 1968

DOT - 5468
963 - 5105

The Department of Transportation has decided against moving the time zone boundary in the State of Kansas in accordance with a resolution of the Kansas Legislature requesting the change.

One-third of the state is on mountain time and the rest observes central time. The legislature petitioned the Department last year to have the entire state included in the central time zone.

A notice of proposed rulemaking was issued by the Department last August asking for comments. Less than four percent of the people living in the affected area responded to the proposal. But 75 percent of those who did respond indicated they preferred remaining in the mountain time zone.

The fact that so little response was forthcoming on the issue of the proposed time zone boundary modification, combined with the fact that the majority of the response received clearly opposed the proposed change, has led the Department to the conclusion that no substantial basis has been established to justify a change in the present time zone boundary line.

The Department is issuing an order to this effect and the northwest corner of the state will continue to observe mountain time while the remainder of the state remains on central time.

This action has no connection with observance of daylight saving time and Kansas has not exempted itself from provisions of the Uniform Time Act which requires observance of advanced time within the established time zones from the last Sunday in April to the last Sunday in October unless a state passes a law exempting itself. Only two states, Hawaii and Arizona, remain on standard time.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
June 21, 1968

DOT - 5668
963 - 5105

The Department of Transportation today announced a $60,000 contract to study the feasibility of improving signs and signals for travelers.

Alan S. Boyd, Secretary of Transportation, and William Slayton, Executive Vice President of Urban America, Inc. said the study will be conducted by Urban America in conjunction with a consortium of five cities - Baltimore, Cincinnati, Dallas, Philadelphia and Washington.

The cities will contribute $2,000 each and will participate in the analysis of artifacts and symbols which are part of the travelers' information system. These include traffic control lights and signs and pedestrian signs on the urban streets and highways and in transportation terminals.

Across the nation there has been criticism of the quality and the effectivenss of the current urban transportation information system. Designers and conservationists have called it ugly and intrusive; safety interests have suggested that it is a factor in accident statistics; travelers say it fails to give them needed information.

The study will support a systems examination of information available to the urban traveler.

(more)

One of the problems confronting earlier efforts to improve urban transportation information systems has been that of establishing a market of sufficient size to interest manufacturers of the street hardware and equipment which is used. The consortium of cities could offer a possible solution to this problem by providing a sufficiently attractive market to interest equipment manufacturers. The study will determine the feasibility of this approach.

Boyd, in announcing the project observed: "Someone has pointed out that when you create a market for rockets for the moon, you get rockets for the moon. There is no market that is not served by some industry or business, and no industry or business that is not served by some market. In this case this means that if you don't have the technology for something, you can create a market and get the technology. This is what the Department of Transportation and the consortium of cities hope to do here."

The Urban America study is to be completed by early 1969.

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U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 28, 1968

DOT - 5768
963 - 5105

Secretary of Transportation Alan S. Boyd today announced a major revision of the Interstate Highway System in New York City including the approval of the Cross Brooklyn Expressway.

Secretary Boyd's decision on the Interstate System revisions also includes the addition to the System of the Queens Interborough Expressway and the deletion from the Interstate System of the Mid-Manhattan and Bushwick Expressways as well as the Astoria Boulevard Expressway and the extension of the Arthur Sheridan Expressway.

The approval of the Cross Brooklyn and Queens Interborough Expressways as part of the Interstate System makes possible 90 percent Federal financing of the highways and provides for an urban highway design team for the proposed linear city development along the expressway corridor.

The Department of Transportation's part in planning and developing the linear city concept will be carried out through the New York State Department of Transportation. It will work closely with the City of New York in development of the linear city concept.

The approval of the Cross Brooklyn and Queens Interborough Expressways and the elimination of the Mid-Manhattan and Bushwick Expressways has the effect of reducing the amount of traffic which otherwise would be brought into and through Manhattan and the western portions of Brooklyn and Queens. The Cross Brooklyn Expressway will connect with the Brooklyn Queens Expressway northeast of the Verrazano-Narrows Bridge and will extend along the railroad south of Fort Hamilton Parkway and Linden Boulevard to a junction with the Nassau Expressway near the Aquaduct Race Track.

The Queens Interborough Expressway will extend northward from the Cross Brooklyn Expressway near Pennsylvania Avenue to the Long Island Expressway and will provide a much needed major north-south route through the west-central portion of Queens. The Cross Brooklyn and Queens Interborough Expressways will provide accessibility for central Brooklyn, the largest urban jurisdiction in the Nation not now served by an Interstate System freeway.

New York City and State officials will work cooperatively in the employment of an interdisciplinary design team to undertake the urban planning and design incorporating the freeway links in the linear city concept. The Cross Brooklyn Expressway and the southern portion of the Queens Interborough Expressway will serve as a catalyst for commercial, industrial and residential development within the central Brooklyn area.

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U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 28, 1968

DOT - 5868
963 - 5105

Three Federal Departments announced today that they will jointly finance planning and design of New York's Linear City. The Project will be funded by the Departments of Transportation, Housing and Urban Development, and Health, Education and Welfare and by the Ford Foundation.

The decision by Secretary of Transportation Alan S. Boyd to approve the request from the State of New York to substantially revise the New York Metro area Interstate Highway system, including the placement of the Cross Brooklyn Expressway on the Federal-aid Interstate Highway System, will provide the State and city with necessary Federal funding to establish an urban highway design team for the project. (See attached release.)

Secretary of Housing and Urban Development Robert C. Weaver announced a $250,000 grant to assist in the design of the project, and carry out community facilities planning. Secretary of Health, Education and Welfare Wilbur J. Cohen said HEW will provide $259,000 to study patterns for future education related to the linear educational complex. The Ford Foundation's $100,000 grant will support special planning and design studies.

Designation of the Cross Brooklyn Expressway as an interstate highway facility will close the critical southern link in the outer circumferential loop for New York City.

The Linear City concept involves planning for construction of housing, commercial, industrial and educational projects, including the possible use of air rights over the highway, along the freeway corridor.

The Department of Transportation will make available, through the highway program, 90 percent funding for the engineering design. This will amount to several million dollars.

The Expressway has been associated with the New York Linear City Project and the employment of an interdisciplinary team approach to urban planning and design incorporating the freeway. The Cross Brooklyn Expressway will serve the Linear City as a catalyst for commercial, industrial and residential development within the Brooklyn area.

The project also incorporates the development of a linear educational complex to be constructed within the Expressway corridor by the New York City Board of Education. Plans for this educational complex call for extensive joint development projects involving the highway, including the possible construction of schools on air rights over the highway.

This community facilities complex would be an integral part of the Expressway concentrated primarily in a six-mile section east of Brooklyn College to Broadway Junction over the right-of-way of the Penn Central Railroad. Located where the Bedford-Stuyvesant, Brownsville and the East New York communities meet, Linear City would be closely related to HUD's Model Cities Programs for Central Brooklyn.

It is estimated that the completed Linear City Project would cost in excess of $500 million. Special studies will be initiated to determine how the project can best achieve its goals -- to improve the economy in an inner city area by attracting increased capital investment; to provide superior, integrated educational opportunities, and up-grade community facilities common to all.

Among the facilities proposed for Linear City are 20,000 school spaces at the intermediate and high school level; 6,000 housing units; a new community college and a regional shopping center for the Broadway Junction area. The project will also provide additional multi-story industrial space and stimulate job opportunities.

The City intends to hire disadvantaged residents of the area to work on the design and other aspects of the study. Technicians of the three Federal Departments are now meeting to develop the initial phases of the study in cooperation with the New York City Planning Commission and Mayor Lindsay's Washington Office.