



REGIONAL PLAN ASSOCIATION, INC.

... a research and planning agency supported by voluntary membership to promote the coordinated development of the New York-New Jersey-Connecticut Metropolitan Region.

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NEWS RELEASE

No. 897
JUNE 2, 1961

FOR MONDAY JUNE 5, 1961
P.M. RELEASE

WILLIAMS DECRIES PATCH-UP APPROACH TO COMMUTER NEEDS; CALLS FOR TOTAL METROPOLITAN TRANSPORT PLAN

We will never solve metropolitan transportation problems by simply shortening up each link as it weakens, like the railroads now, Senator Harrison A. Williams, Jr. of New Jersey warned at the annual meeting of the Regional Plan Association in New York City this afternoon.

Williams called for a total transportation plan for metropolitan areas covering all forms of travel.

Praising the recent Regional Plan Association commuter study of the New Jersey-New York-Connecticut metropolitan Region, he said the report "emphatically drove home the point that we must preserve and improve our existing mass transportation service."

Also commenting on commuter needs, Amory H. Bradford, Regional Plan Association president, reported that New York is more of a highway metropolis than Los Angeles, the automobile mecca. "Within the same land area, the New York Region has more than $2\frac{1}{2}$ times as many express highway miles as Los Angeles although it has less than $2\frac{1}{2}$ times the population," he observed.

"When the interstate highway program is completed, we will have 3 times as many limited access highway miles as Los Angeles," he added.

"But in addition, we have more than 1100 miles of suburban rail lines and about 250 miles of rapid transit lines in New York and Newark. Los Angeles is

just beginning to realize that it needs rails as well as rubber," Bradford continued.

Regional Plan Association's recent recommendation that \$800 million should be invested in modernizing the Region's commuter rail system should be seen alongside the \$3 billion the federal government plans to spend on the Region's expressways in the next decade, he explained.

Only with a modern rail network will our highway system carry its rush-hour load. "If commuters to the central city are forced onto the highways, rush hours will become intolerable. The man who must use the highway for commuting from one suburb to another as well as the man who can use rails to the central city will benefit from this investment in a modern rail system," he concluded.

Open Space Needs

Commenting on other metropolitan needs, Senator Williams called for clustering in housing instead of present urban sprawl to save open space.

Governments probably will not be able to buy all the open space we will need for recreation and "sheer esthetic and scenic value," he remarked. We can preserve open space homes with more imaginative residential designs, providing variety in types of homes with less total use of land, he explained.

Williams also urged a U.S. Department of Urban Affairs, primarily to coordinate the many--sometimes conflicting--federal programs relating to cities. He forecast great waste if expanding federal programs for urban areas all operate "in splendid isolation."

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Note: Reporters are invited to attend the meeting at 3:30 p.m. at the New York Times auditorium, ninth floor. Obtain tickets at the door.)