

## WELCOMING REMARKS

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Transportation has been, and perhaps always will be, one of the key elements to the economic development of any area. Because of this, a large amount of resources are allocated to transportation in both rural and urban areas. In both of these areas, the resource allocations have been used primarily for the promotion of the use of private transportation. Of course, public transportation in urban areas is receiving more attention; however, by comparison, the emphasis is light. Furthermore, one might question the present ranking of these priorities in the transportation area.

Traditionally, public transportation has been so important that here in the Middle West it has literally determined the location and the metamorphosis of the growth of cities. Nearly all of the major cities in the Middle West are located an almost equal distance from its nearest large neighbor. The distance between Fort Wayne and Chicago, Fort Wayne and Indianapolis, or Indianapolis and Dayton all seem to be approximately the same, and this can be traced historically to the optimum use of resources by railroads. These distances were optimum for refueling. Large industries grew up in the centers of the cities near the terminals of the railroad, the industries were then surrounded by essential services, and then the people who worked in the industries moved farther out—in this order of priority. Again, this basically has gone back to the cost of public transportation. Thus, I feel that public transportation has had a very long-term influence on our style of living and also our standard of living. With proper management, this will continue into the future.

Unfortunately, however, the technology of public transportation in urban areas has remained about the same for the past 70 years. Present recommendations for public transportation systems in urban areas contain approximately the same structure as at the turn of the century. During this same 70 years, we have witnessed a great change in technology in almost every other area of endeavor. Perhaps this change, or lack of it, in some instances is due to the available resources required to instigate new concepts in technology. However, there is no reason why we should not be as inventive in transportation as in space, medicine, or any other field of science. Some would argue that problems in urban transportation are public problems and should be dealt with only with public funds. With this position I could not agree because, without adequate transportation, private enterprise cannot fully develop its potential. Hence, it has a vested interest in what happens to public transportation and should participate in the solution or the invention of solutions to some of the current problems.

In short, it is past time for new and ingenious concepts to be introduced into public transportation. In the future, many concepts from this conference will have to be fully researched, planned and, if proved feasible, implemented. I believe that this conference can contribute to the strengthening of feasibility studies so that some modifications to our transportation system can be brought about fairly soon on a demonstration basis.