

himself with the position that it is possible to develop metering devices which will do this.

With respect of the congestion getting in and out of the airports, again, I agree that it is a very real problem and will become a more severe one. But, here, again, rail transit is unlikely to be able to solve it, because it can move people only to central districts, and only relatively small percentages of people using airports want to go to central business districts—usually, only about 30 percent.

Fifty percent of the people using O'Hare Airport in Chicago do not want to leave the airport at all. They are simply changing planes. So, there is not much of a solution to that sort of airport congestion.

But I would argue that we have had abundant opportunity to see whether rail transportation of all sorts can solve congestion of other sorts. If it could, on an urban level, we would not have any traffic congestion.

In 1906, 90 percent of American made urban trips on electric street-cars and most of the other 10 percent made the trips on rapid transit or main-line rail. It is something from which people have turned away for good and sufficient reasons, which, at this late date, I think we have every justification in concluding is an irreversible trend.

Mr. ADAMS. Thank you, very much, Professor. The only thing I would say, in reply, is that 25 years ago, most of our people—90 percent—lived in nonurban areas. Now, we have a rapidly increasing trend into the urban area and soon 90 percent will live there and I think the circumstances that we are trying to deal with in this committee come from a complete change in the accent of how America lives. This changes the facts, but we will talk with you about it later.

We appreciate your coming.

Mr. HILTON. I appreciate having had the opportunity to testify.

Mr. ADAMS. The committee is adjourned until 10 o'clock tomorrow morning, for a continuation of this hearing.

(Whereupon, at 12:25 p.m., the subcommittee adjourned until 10 a.m., Tuesday, July 9, 1968.)