

ADDRESS, PLANNING AND HIGHWAY CONSTRUCTION ON  
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WAY AND BALTIMORE BELTWAY

BALTIMORE

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. . . I would like to talk about creating a climate, an atmosphere in which the highway and other transportation facilities can be used as a planning tool. I would like to talk about the creation of machinery that will permit economic growth and development of an adequate transportation system to move forward together so that a pattern of orderly progress will accrue to our cities, our counties and our State.

We must realize that the day is gone when a highway is built solely on the determination of traffic counts or built only because congestion develops on another facility. The highway builder and the planner must work together. I mean exactly that—work together. Working together does not mean the private preparation of design by one side, then submitted to the other with a spirit of “take it or leave it.” There must be genuine collaboration, principally an agreement as to goals. The planner and the highway builder have the same broad goal—that of providing physical facilities that will meet the needs and wants of the people. The highway builder seeks to provide a circulation system to move people and goods, to serve the functional and economic needs of the population. The planners seek the best possible arrangement of residential areas, business centers, factory areas, open spaces, parks, schools, utilities and the like. With both the highway builder and the planner seeking the same general goal, there is no reason for their methods to conflict. Neither should their timing . . . Through modern landscaping methods, the highway builder can make the median strip and all of the highway right of way beautiful . . . For a people who spends millions of dollars a year on keeping our automobiles beautiful, I think we could care more about what we see from our car windows. Here is indeed a field ripe for coordination between highway builders and planners. Here is where the spacing of interchanges can be properly interlaced with various elements of urban-type development. Here is a chance for the highway builder and the planner, be he a county planner or a city planner, to get together to bring a halt to urban sprawl.

I am happy to say that our State Roads Commission is moving in