

Preston Lane of Maryland and Governor James Duff, of the Commonwealth of Pennsylvania. They made a pledge that night—a pledge that a modern highway be built to connect the cities of Harrisburg, York, and Baltimore. Today, we see the fulfillment of that pledge, the result of cooperative highway planning and building between Maryland and Pennsylvania. Now, the motorist can go from the Baltimore Beltway to the Susquehanna River without a traffic signal, without a dangerous intersection, without facing blind curves or perilous grades.

The value of this road is dramatically and graphically illustrated in the latest traffic counts made by the State Roads Commission in Maryland on the Expressway and the Old York Road. During the month of September, the Baltimore-Harrisburg Expressway—the Maryland section—carried an average of 6,886 vehicles a day. The Old York Road—in Maryland again—carried an average of 8,142 vehicles a day in the month of September. Most of that traffic is local in nature while the Expressway traffic is mostly through traffic. That means the corridor between Baltimore and York is carrying an average of 14,028 vehicles a day. That also means the Old York Road would have had to carry that traffic alone if the Expressway had not been built. Imagine what a crushing volume of traffic such as that would have done to the Old York Road. It would have meant interminable traffic jams. It would have created conditions in which motorists, frustrated by traffic, would have been tempted to take chances, leading to the possibility of more accidents. It would have meant that industry would have been stifled. It would have meant that trade between the three cities would have been strangled.

Now, industry can look at this corridor between the three cities and see increased possibility for expansion because of this great highway. This is an example of what cooperative planning between states can do in the highway field, and I, for one, would like to see more of it.

With the rapid urbanization of this eastern part of the nation, there is a strong need for cooperative long-range expressway planning between states. The interstate system, of course, takes care of this situation as far as the big highways go, but what about the routes not contemplated in the interstate system? Would it not be practicable for neighboring states to sit down together at a high administrative level and discuss their long-range highway plans mutually? Would it not be practicable for the states to talk about design, location and other factors of highway construction? I know this is done on a regional level through the various organizations of highway officials. It is done, also when a specific highway project involving two or more states is planned. It is done, also,