

only correlates engineering problems and traffic projections that direct highway design and placement, but is involved with the total construction process including the manufacture of essential materials. This exemplifies the scope of scientific planning which integrates diversified factors ranging from the integrity of design to the acceleration of implementation.

Present planning is too often divorced from the implementation process, the reality which disciplines and often dictates possibilities. If the first element of planning is the introduction of scientific methods, the second element is to relate the planning process with implementation. Only in this way can planning become a vital rather than a passive force.

Vastly improved communication and coordination are essential to achieve this objective. Federal, State and local planners must develop far more effective channels of communication. Planners, builders, developers, architects and engineers should meet frequently on a regional basis to assess, criticize and stimulate improvements of existing methods. This correlation of professional disciplines is essential to coordinate and expedite the realization of tangible projects.

The need can be clearly demonstrated in Montgomery County where the extension of the North Central Freeway may be seriously delayed by a conflict between the Federal and State authorities. Federal highway planners favor an economical route that would penetrate existing neighborhoods and internal Takoma Park. The State Roads Commission advocates a route following the railroad tracks which would neither disrupt the existing residential pattern nor contribute additional traffic congestion to Takoma Park. Obviously, communication is absolutely necessary and the mutual acceptance of a constructive design policy is essential.

Similar conflicts delayed progress on the interstate system in Baltimore City for several years. First, planners and elected officials rejected several routes which they feared would injure the city. Later, the development of a misunderstanding over the roles and responsibilities of the architects and engineers in the design of the City expressway system contributed to further delay. However, through patience and continuous communication, the dispute has been satisfactorily resolved and the ultimate road network will benefit from cooperation and from coordination of the best of all professional opinions.

The final element of the planning process is its unique capacity to be an adjustable instrument which can balance and assimilate short