

Pioneers in Transportation Planning

Excerpts from remarks by Francis C. Turner, Federal Highway Administrator, to the International Road Federation, Peoria, Illinois, April 21, 1970.

Now the facts are that in this country highway officials have pioneered in long-range national transportation planning, in relating transportation planning to land use planning, and in urban intermodal transportation and community development planning.

The 1956 Interstate highway legislation was the culmination of nearly 20 years of such planning activity. We are now engaged in a number of unprecedented nationwide surveys and analyses, including classification of all roads and streets in accordance with the traffic service and land access functions which they perform. This is necessary for the preparation of new program recommendations anticipating the substantial completion of the Interstate System by 1975 and the future needs which must be met if our Nation is to survive and grow.

This urban transportation planning process under the highway program is currently not only the most extensive, comprehensive, and effective national urban planning program, but it is actually the only such planning process in existence on any such scale. Where then would planning be except for the highway program? It directly relates the planning of areawide systems of all and I emphasize—all—modes of transportation to the planning for growth and development of urban lands.

It has provided for the first time in all metropolitan areas for the participation and cooperation of representatives of all political jurisdictions, civic groups, and business organizations, in the guidance and direction of a major public investment program, in cooperation with public officials.

It has helped, at all levels of government, in insuring coordination of plans for highways and transit, as well as other public works, and in achieving desirable urban growth patterns reflecting the aspirations of the local communities.

Basic to the joint land use and transportation planning effort is the establishment of goals and objectives of the metropolitan areas. Thus, for the first time cities have had to consider their future land use in terms of its requirements for transportation and whether it would lead to the desired social, environmental and economic fabric of the community. It has been highway program initiative, skills and funds which have made this joint planning possible—something that no other program has done—surely a much needed and desirable achievement that the critics say should be done. We agree with them and are doing something positive about it and more than just talking.

Further, our interest in finding acceptable alternatives to automotive transportation modes goes beyond mere intermodal planning considerations.

At the national level we are working very closely with the Urban Mass Transportation Administration, which has the primary interest in solving public transportation problems. Steps are being taken to provide for special treatment of bus transit (which already accounts for about ¼ of public transportation) by using highway funds.

Our objective is to promote the most efficient use of the public investment in the urban highway system for moving people, even including those who do not personally own or use automobiles.

The urban transportation planning process under the highway program is the most extensive, comprehensive, and effective national urban planning program.