

# Opening Remarks of the Conference Chairman

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ON BEHALF of the sponsors, may I welcome you to this Conference on Joint Development and Multiple Use of Transportation Rights-of-Way. The sponsors include the Highway Research Board, the American Association of State Highway Officials, the U. S. Department of Transportation, the U. S. Department of Housing and Urban Development, and the Automotive Safety Foundation.

This is the first national conference of its kind. However, this is not to say the matters we will be considering have not been discussed at other meetings. On the contrary, this conference stems from common concern with our subject that has been manifested at past Annual Meetings of the Highway Research Board and its several committees, in university circles, among state and local highway officials, planners, attorneys, highway user groups, and civic leaders.

We are here to review and evaluate what already has been accomplished, to examine what further research needs to be done, and to discuss how and to what extent the concepts of joint development and multiple use may be put into general practice. We are concerned with two things. On the one hand, we have the obstacles or the problems. Some of these are quite apparent and there may be others that are not yet fully identified. This conference should shed some light on the legal, financial, technical, or administrative conditions that hamper full and effective use of joint development. We are also vitally interested in the potentials of joint development and multiple use to improve urban transportation development in relation to community needs and objectives.

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Many have looked on joint development as a way of conserving a dwindling supply of urban land. This is an important factor that I do not wish to minimize. Urban land is scarce and getting scarcer. It is expensive to acquire, both in economic and social costs. But land conservation is only one of many factors. Multiple use can provide other economies. It can place those land uses that require high accessibility (such as transportation terminals) close to the travel arteries that serve them.

There are other opportunities to use joint development to further the land planning or environmental goals of a community. This conference should explore ways in which multiple use has been applied to improve the structure of neighborhoods, to add to the housing supply, or to supplement open space. Joint development and multiple use may present us with one of our most important tools for urban improvement.

This conference will examine how joint development and multiple use can best be meshed with urban highway programs that are already going concerns. Joint development projects should be planned and put into effect in such a way that the future highway utility is preserved.

It is most important that requirements of the years to come be taken into account in the earliest planning stages of all multiple use projects. Once a series of high-rise apartment developments or multi-story office buildings has been erected straddling a freeway, for instance, there may be insurmountable obstacles to adding subsequent capacity to that facility. The same would be the case with certain types of development adjacent to the right-of-way.

In the announcement of this conference, the broad objectives were set forth. I am reluctant to amplify on that statement of purpose in any more detail because I do not want to limit the boundaries for our deliberations or the direction for our discussions. I do want to point out that in the organization of this meeting every effort was made to bring together representation from all the many groups sharing an interest in urban transportation and urban development and redevelopment. We have among us today, engineers, planners, sociologists, economists, architects, lawyers, public administrators, political leaders, university faculty, legislators, and civic and business leaders. Both the official and the private sectors have an important role in this area because both government and private enterprise are involved.

Because we wanted representation from the many interests and points of view we had to abandon the idea of the roundtable type of discussion that would have been possible in a small workshop. A panel has been named to represent the various interests taking part in the conference.