HIGHWAYS' FOURTH DIMENSION

Abstract of Address

By

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Having previously thought only in terms of length, width and thickness, the highway engineer has finally added a fourt concept, appearance.

Architects, Mr. Greensfelder pointed out, have been considerably in advance of highway engineers in this respect. They plan and decorate their buildings, and the highway engineer must realize, if he would keep abreast of the architect, that roads must be protected from the wrong kind of dismemberment.

Billboards in the wrong place, it was stated, will bring ill will, so that the proper place for outdoor advertising must be decided upon through intelligent cooperation with advertising interest. The State Planning Board in Missouri has studied this question in connection with the zoning of residential and commercial districts.

The problem of utility pole installation was mentioned in the same connection, with the solution likewise declared a matter of conferring with public utility companies to find the proper place for the poles. Because utilities have the right to install poles along the highways, it does not follow that the highways were built for the poles. In city planning a place has been found for cables in the rear of lots. Obviously it is cheaper to put these things in the right place first rather than to move them later.

In speaking of roadside development work in Missouri, appreciation was expressed for assistance received from P.W.A. and CCC workers.

Another problem mentioned was the need for easements to be written in more understandable language. It was also claimed that gasoline stations are too numerous ---- that one every ten miles is enough.

Long range vision is essential for roadside development. It took vision to first conceive a fine highway commission, and in the 48 States it took imagination to realize the necessity for the Fourth Dimension.