

zoning or planning activities will also be listed. Changes in type or amount of service and changes in the costs will be noted after the turnpike is completed.

All property sales in each area have been recorded for 1954 and 1955, together with a description of the property involved. This will permit comparisons with sales following the opening of the turnpike. Land use changes will also be noted, with special attention being given to the disposition of farm land. Housing developments, manufacturing sites, and commercial developments (such as shopping centers) will be subject to separate field investigation.

Photographs of land adjacent to main highways at interchange points will be taken in 1957 and a pictorial story of the present highway usage will be made. Aerial views of interchange areas are also planned. Similar views after the turnpike is opened will be obtained.

The State Highway Department has made traffic counts on many roads and will expand its coverage to include the Connecticut Turnpike.

Integrating Land Use and Highway Planning in Detroit **Glenn Richards, Department of Public Works, Detroit**

It seems that the people of the United States have decided to have a big highway system, and they want it built in a hurry; that is, in from 10 to 12 years. Whether or not the things that have happened in the past should be looked into, and whether what is going to be done should be based on what has happened to the highways in the past, the important thing is what is going to happen in the future.

There is a great value in studies like this. In these highway hearings, we have to be able to point out to the people why a certain highway should be built and why it should be located as planned. But as far as the impact on the economy is concerned, it would seem that the decision has been personal. Almost every state has increased its taxes and the federal taxes have been increased. But as one who is going to spend a great deal of money in the urban area of Detroit, I am anxious to know how and where to spend that money.

In the past land use change has followed highway improvement. Industry has been developed along highways, an effect still being evidenced as fast as new highways are built. In fact, many times we have ruined highways by developing industry and business along them.

If we are smart, in the future we shall look ahead and avoid some of our past mistakes. To this end we have been giving some thought to the future in the Detroit metropolitan area. Primarily there are the metropolitan origin-and-destination studies made by Carroll, from which we know about how much traffic to expect in the future. We have a city land use plan, a regional land use plan, and some industrial studies. How can we pull all those together and make something out of them?

The city planning commission completed a master plan in 1950, after about ten years of work, and now we have our new origin-destination study. The problem is whether or not to use this origin-destination study as the basis for remaking of the land use plan, or whether to take the land use plan and add to it the expressways and secondary roads. I have come to

the conclusion that we are going to try to fit the highways into the new concept of land use.

We need advance studies of how we are going to redevelop our cities. What sections are we going to tear down and rebuild? If we are going into redevelopment, our highways should follow the new land use requirements.

A lot of thought should be given as to what the highway impact is going to be and how highways can be planned so that they will fit into the anticipated changes in land use. Transportation and highways probably are going to be the most important element that we ought to consider in their economic impact. Where are we going to build these highways? Are we going to build them as we have in the past and let industry follow, or are we going to try to plan our land use in advance, and then lay our highway system out on our land use plan?

The State Highway Department has gone along very well with our planning in the past, and the Bureau of Public Roads located the interstate system through Detroit so that it will follow our present land use plan. We have been doing a lot of pioneering work in origin-and-destination studies and land use studies, and we have laid out our expressway plan to date, with the help of the planners and the traffic people, so that it would be laid down with the idea of coordination with land use.

Now we want to go one step further. We want to plan far in advance—not just six months in advance, but far in advance—of a decision as to the location of the interstate system, as well as the other systems. We must have connecting roads and access roads to the interstate system. But far in advance of actual location and design we have to ask if they are going to be located where they should be to complement best the land uses.

We have a joint technical staff in the city of Detroit. It is chairmanned by my assistant, but the city planner and the city traffic engineer and their assistants are all a very important part of this staff. The city planner recently suggested increasing the planning staff in Detroit with the idea that well in advance of the decision as to the exact location of an expressway serving any particular area of the city, the planner should complete studies of different redevelopment programs, including industrial, housing, or recreation. By the time the detailed highway location phase is reached they will be ready to bring in their redevelopment studies. Quite a large redevelopment program is now going on in the Detroit area in cooperation with federal bureaus.

Actually, two types of planning should be involved: planning right along with the detailed expressway location, and, well in advance of that, planning with respect to what we want to make of our cities of the future. We know that old cities are going to be torn down and rebuilt. That seems to be the trend. It is thought that in Detroit this job might be telescoped into a couple of years rather than have it take seven or eight years. Enough people might be employed on it to prepare a new land use plan of the city under this new concept and take into consideration where the expressway should fit in. By working with the Highway Research Board and other agencies, perhaps research projects could be conducted in Detroit which would be helpful to other urban areas.