

TRAFFIC SURVEY METHODS AND FORMS

J G MCKAY, *Project Chairman*

Director Cleveland Highway Research Bureau

With the approval of the Highway Research Board the Policyholders Service Bureau of the Metropolitan Life Insurance Company was invited to cooperate with the Project Committee in the conduct of a factual study of methods and forms which have been used successfully in the development of traffic surveys. The Life Insurance Company accepted this invitation and assigned the work to its Safety Service under the direction of W Graham Cole.

The Insurance Company's staff is undertaking to prepare a bibliography on the subject, collect and analyze all traffic survey reports, collect additional information from other sources and prepare a factual report. When the preliminary drafts of the various sections of the factual report are completed these will be referred to the Project Committee for review, comment and criticism, and for the addition of such suggestions and recommendations as the Committee may see fit to offer.

At the present time the bibliography is nearly complete. A large number of reports have been collected and reviewed. On October 31st the following letter over the signature of Director Crum was sent to the mayor, city manager or other proper official of all cities in the United States having a population of 25,000 or over:

My dear Sir

"To provide information which will assist municipal officials in organizing and conducting surveys of street traffic conditions, a factual study is being made of methods and forms which have been utilized. This study, which is being undertaken by the Highway Research Board of the National Research Council with the cooperation of the Policyholders Service Bureau of the Metropolitan Life Insurance Company, will include a review of existing traffic survey reports. When printed, it will cover such subjects as Organization of the Traffic Committee, Making the Field Surveys, Studying the Parking Problem, Effect of Congestion and Delay, Flow of Traffic, Regulatory Devices, Pedestrian Movements, Enforcements.

As the principles underlying the organization of traffic committees and the methods of financing this work are frequently not mentioned in printed reports, we shall value a statement from you concerning this phase of the activity. The following questions are indicative of the type of information we wish to obtain. What reasons governed the selection of the members of your traffic committee—their interest in the problem, their experience in making traffic surveys or their prominence in the community? Did the committee act as a fact-finding

body or merely as an advisory group? Was a traffic consultant employed, or did the various municipal departments provide technical assistance to the committee? What was the cost and extent of the survey? Did the committee disband upon the completion of the study? If not, what steps have been taken to finance and execute the traffic recommendations?

We shall thank you if you will give us this information and advise us what traffic surveys have been made in your city. Copies of all available reports on these subjects will be greatly appreciated."

After considerable study of the problem as a whole a tentative outline was drafted subject to change during the course of the study. The subjects together with the most important subdivisions as proposed in this outline are as follows:

- 1 Organization and work of the Traffic Committee
 - (a) Methods of organizing the Committee and conducting the Survey
 - (b) Procedure followed in gathering available data on population, land use, motor vehicle registrations, traffic and transportation facilities, condition of streets, physical barriers, ordinances and financial conditions of the municipalities
 - (c) Methods adopted in carrying out plans suggested by traffic surveys
- 2 Planning, executing and analyzing the field survey
 - (a) Discussion of forms and methods used to make the necessary field surveys of traffic flow, speed and pedestrian counts
 - (b) Methods used in analyzing and presenting results
 - (c) Cost of surveys
- 3 Parking
 - (a) Methods and forms used in parking surveys
 - (b) Analysis and presentation of results
 - (c) Conflicting demand of the parked and moving vehicle
 - (d) Regulatory methods
 - (e) Financial and legal aspects
- 4 Congestion and delay
 - (a) Cost of delay
 - (b) Causes of congestion and delay
 - (c) Remedial measures not requiring excessive expenditures
 - (d) Other remedial measures
- 5 Facility of traffic flow
 - (a) Factors affecting traffic flow
 - (b) Capacity studies
 - (c) Development of major street and thoroughfare plans

- (d) Order of urgency and budgeting for execution thereof
- (e) Grade separation problem and approach studies to bridges, tunnels, parkways, etc
- 6 Physical and mechanical regulatory devices
 - (a) Methods used to determine proper location and use
 - (b) Comparison of various methods of regulation
 - (c) Effect of typical installation of traffic lights
 - (d) Markings and signs
- 7 Trucking
 - (a) Terminal facilities
 - (b) Effect upon other traffic
 - (c) Limiting grades, types of pavement and demand for roadway width
 - (d) Operating costs
 - (e) Suggested solutions
- 8 Mass transportation
 - (a) Consideration of relation between use of streets by cars and other vehicles
 - (b) Schedules, methods and cost of operating
 - (c) Loading and terminal facilities
- 9 Pedestrian movements
 - (a) Reasons for pedestrian congestion
 - (b) Analysis of pedestrian counts
 - (c) Education of pedestrians
- 10 Regulation and enforcement
 - (a) Methods of enforcing regulation
 - (b) Effect upon vehicles and pedestrians
 - (c) Violations bureaus
 - (d) The court.
 - (e) The accident problem

Notes have been prepared and a preliminary draft of the first section of the outline is being developed

LAW OBSERVANCE AND ENFORCEMENT METHODS

MUNICIPAL PHASES

BURTON W. MARSH, *Project Chairman*

Traffic Engineer, City of Philadelphia

While in certain American cities, traffic law observance is notably good, it may safely be stated that in the great majority of municipalities, observance is very unsatisfactory

The importance of good observance is too little appreciated. Students of traffic generally agree that good public observance of reasonable