

## DISCUSSION OF REPORT OF COMMITTEE ON HIGHWAY TRAFFIC ANALYSIS

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Due to the fact that the State highway department of New Hampshire has recently carried on a highway traffic survey in cooperation with the U S Bureau of Public Roads, the report of the Committee on Highway Traffic Analysis is of particular interest to us at this time . However, as the total population of New Hampshire is only approximately 354,000 and our largest city slightly over 75,000 some of the problems discussed in the report, especially those relative to arterial highways will not affect our small state for some time to come . Nevertheless, several of our remaining cities all of which are under 25,000 inhabitants show the need of careful thought and study in directing through traffic around the congested trade centers and the same problem is also facing some of our larger towns

The highway traffic survey carried on in New Hampshire during the three months' period, July 15 to October 15, 1926, shows that our total state traffic has increased 100 per cent since 1922 and during the four-year period 1918-1922, the increase was 300 per cent . Consequently, our highway traffic in New Hampshire has increased 600 per cent since 1918 . Of course, we cannot expect the same proportionate increase for the next eight-year period . But by comparing this year's analysis with that of the traffic surveys of 1918 and 1922 we can with some degree of accuracy estimate or predict our approximate increase of traffic for the next five or ten years and this will enable us to carry on our highway construction program with some degree of knowledge of what the future has in store for us, especially on our main trunk line system and our summer tourist roads

One interesting point established by the survey was the fact that during the summer vacation season, which covers a period of three months, our total daily traffic is double and in some instances treble the daily traffic that covers the same roads at other times of the year . Therefore, due to the fact that we are a vacation state, shall we construct and maintain roads with a high type of surface to carry the maximum traffic that traverses these roads for three or four months each year? Or is it more economical and for the best interests of the state to increase the mileage of our low type surface roads so that more of the farming communities are made more

easily accessible to the present trunk line system? If the latter case is accepted then the lighter constructed roads must be protected from the extreme heavy loads that a few road users would like to subject them to and also seasonal restrictions must be placed upon these roads during the periods when the frost is leaving the ground. While such restrictions can be applied in a sparsely settled State like New Hampshire they would no doubt be out of place in a thickly settled commonwealth like Massachusetts.

Therefore, when we attempt to pass uniform laws in all states relative to traffic and weight of vehicles on the highways, we are surrounded with many difficulties, for laws that are fair and just to some States will prove to be decidedly unfair and cause a serious burden to others.

The practicability of defining and adopting different weight loads on the primary, secondary and tertiary road systems in the same State is also questionable, due to the fact that it is an impossibility to enforce such a law.

In selecting our traffic routes and types of pavements in New Hampshire, since the organization of the State highway department, we have been governed by limited funds available for highway purposes. It has been necessary for us to spread the road dollar over as large an area as is possible in order to have it do the greatest good for the greater number. This accounts for the large mileage of gravel surface roads on the trunk line system in New Hampshire. From the results of the traffic survey, however, we feel that we have been justified in carrying out such a program.

In several cases where there has been a marked increase in traffic since the original construction the traffic survey has furnished us with information that will enable us to reconstruct these gravel roads with a higher type surface that will take care of the present as well as the future traffic.

Since I heartily agree with the Committee's report and shall doubtless adopt its many good points in planning our own road construction program in New Hampshire, I feel it would simply be a repetition for me to discuss the report further at this time.

CHAIRMAN MACDONALD: We next have the report of the Committee on Highway Finance.