

selected locations, rather than a large number of smaller areas. It is believed that close observation of driver habits on the road, combined with the services of professionally trained landscape personnel, is the key to good turnout and rest-area design.

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## PARKING TURNOUTS AND REST AREAS FROM THE POINT OF VIEW OF STATE PARKS

Abstract of Discussion by

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THE AUTHOR expressed his appreciation of the information furnished by the highway departments of states east of the Mississippi in response to his written queries regarding turnouts and rest areas. His survey indicated that the need for off-road parking space and for areas for rest and incidental recreation is now recognized. Nearly all of those states agree that such driver services are essential.

Because only in recent years have most states begun to provide turnouts and rest areas, full consideration does not appear to have been given to adequate classification of services to be provided in the design of such areas. Nor has maintenance after construction been fully considered in some cases. The public has come to expect provision for comfort, rest, and passive recreation in its rest areas. Only essential services such as toilets, tables, benches, and fireplaces, and water supply should be included. All facilities must be designed for easy, low-cost maintenance, because maintenance begins when areas are opened to public use and never ends.

Maintenance must be considered in selection and acquisition of rest-area sites, in design of the area, and of each of its facilities and structures.

State parks and roadside rest areas tend to complement each other as closely related public services. If either the state park division or the highway department has the trained personnel required for good rest-area design, either agency may equally well select, design, and operate roadside rest areas and facilities along a state-highway system. As a rule in past years, state-park departments have had more well-trained landscape designers than have highway departments. /AUTHOR/

The traveling public will be best served if state-park departments and state-highway departments cooperate in every possible way on roadside rest-area development.

## REST AREAS ON A STATE HIGHWAY SYSTEM

Abstract of Discussion by

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THE REST AREA along main routes of travel is as old as history. The oasis on desert caravan routes, the railroad terminal, and the modern rest area or roadside park all serve similar purposes of providing a resting place for tired travelers.

The State of Ohio has, at this date, 283 roadside parks or rest areas complete-