

ROADSIDE REST AREAS AND THE TRAVELING PUBLIC

Abstract of Discussion by

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THE REPORT of the Committee on Turnouts and Rest Areas this year is an excellent one from the point of view of the road user. Our highways and our ways of living have changed in recent years. It is evident that we must re-examine and reconsider the objectives of our highway transportation system from the standpoint of increasing the comfort and safety of the motorist, as well as in providing adequate traffic surfaces. In the development of roadside rest areas, we should emphasize cleanliness and good sanitation, combined with reasonable economy in initial construction and future maintenance.

To gain the full support of the traveling public toward adequate rest areas, we need a program of information and education particularly with regard to the low cost of the driver services provided. In the development of rest areas it is essential that: (1) best sites be selected by observing where the motoring public itself prefers to stop; (2) advance-notice signs be erected to inform the public that it is approaching rest areas; and (3) posted notices inform the public that water supply is safe and has been tested by public authorities.

Above all, design of rest-area structures must facilitate easy maintenance, cleanliness, and sanitation. Adequate rubbish disposal is a part of good maintenance.

The public should be informed concerning the moderate cost of rest areas and the importance of planning for and acquiring them in advance of highway location and construction.

By such advance planning, costs of acquisition, grading, and other rest-area construction can be kept low.

The committee report, in outlining basic principles of turnout and rest-area development, is a distinct contribution toward better highway service in the years ahead.