

gaps in the respective areas of jurisdiction of certain roads which, among other things, makes for more expensive maintenance. In many instances, greater efficiency and economy of operation could be attained through transfer or exchange.

It is also true that roads now in either the State or County systems have changed in their degree of importance over the years and which also should be given consideration in their movement from one responsibility to another. We therefore believe that such a study as we conceive would establish a firm base upon which judgment could be exercised.

B.—As indicated in the quotation from our last meeting, having direct reference to the Minutes of October 6, 1961, studies are now being undertaken by the Miles Commission, the Baltimore Metropolitan Transit Authority and Wilbur Smith and Associates, of traffic encompassing the 800-square mile section of metropolitan area adjacent to Baltimore with a related survey of the Washington urban area, all of which can be utilized in projecting a foreseeable future picture for this tremendous area.

C.—Of necessity, the comprehensive study and appraisal of the highways, streets and roads in the entire State and determination of the physical condition and work needed to remedy deficiencies, as well as future traffic growth, must be made. To properly facilitate these appraisals, specific standards for the various pertinent elements of traffic, speed of travel and topography of the area concerned must also be obtained. This criteria will be established by the most experienced and competent engineering assistance available and must also be acceptable to the town, city, county or the state government that will be required to employ it.

After the policy has been established, precise manuals should be prepared and an evaluation of all sections of the entire highway system by control sections be determined and placed on punch cards, so that a measuring factor can come into being. Much of this work, predicated upon a properly prepared evaluation manual, would be carried on directly through the local areas concerned, encompassing all cities, towns and counties, and the end result should therefore be equitable, based upon similar measuring standards. Special consideration and analytical emphasis, of necessity, must be carried forward in the metropolitan areas of Baltimore and Washington to ascertain a properly balanced transportation system in coordination with the related highways of all counties. Assistance in such a study in these particular areas will be aided by utilization of, among others, the following existing organizations:

Washington Metropolitan Area Traffic Council

Washington Traffic Improvement Committee of the Washington Metropolitan Area Traffic Council.

Washington Traffic Engineering Subcommittee of the Washington Traffic Improvement Committee of the Washington Metropolitan Area Traffic Council.

Washington Traffic Planning Subcommittee of the Washington Traffic Improvement Committee of the Washington Metropolitan Area Traffic Council.