

Moreover, needs studies already made in several States and other informed judgment indicate the likely desirability of a new "intermediate" subsystem made up of highways only somewhat less important than those in the Interstate System providing nearly the same level of service, but still part of the primary system.

3. Secondary system: The secondary system should be limited in all States by congressional action to only the most important secondary routes.

4. New Federal-aid metropolitan system: The Institute of Traffic Engineers strongly supports designation of a new Federal-aid metropolitan system. About half of all U.S. vehicle-miles of highway travel are in urban areas, although 14 percent of our total street and highway mileage is in urban areas and 6 percent of the present Federal-aid mileage is urban. The trend toward urbanization continues. Urban highway travel is growing at roughly twice the rate of urban population growth. Urban road costs are much higher than rural. Urban travel patterns are changing with fast-growing needs for crosstown, belt, and intersuburban routes—in addition to large needs for more capacity and safety on existing urban arterials. Moreover, recent comprehensive urban studies show that even with improved public transportation, rubber and rail, the predominant means of urban transport will continue to be by automobile and truck. Most trips can only be served by motor vehicles.

Unquestionably, urban areas are where the major highway transportation problems of the decades ahead will be. Far too little progress has been made on street and highway needs in urban areas in recent years. Hence a separate, new Federal-aid metropolitan system is clearly needed, to include most if not all urban arterial streets so important to urban transportation.

The term "metropolitan system" is proposed because there are usually a number of municipalities in most urban complexes, and in those cases such a system should be planned on a metropolitan basis.

FEDERAL AID FOR HIGHWAY TRANSPORTATION—NEW EMPHASES

The role of highway Federal aid is really not to build highways—or it should not be. The role now and for the future should be to provide for safe, efficient, and convenient movement of persons and goods—for the provision of transportation service. The goal should be to serve people, and while building highways is a very important part of such a broad goal, it should not be the total goal of Federal aid for highway transportation. Some other parts of this broadened goal which now call for inclusion or increased emphasis in Federal aid follow.

TRAFFIC OPERATIONS

Until recently, the Federal-aid highway program has been directed wholly to major construction improvements, with traffic engineering features included only as incidental elements of construction projects.

So states the U.S. Department of Transportation in "1968 National Highway Needs Report."

In 1967, the report continues, the Bureau of Public Roads initiated the TOPICS program whereby "for the first time, the use of available