

TOLL ROADS AND THE PROBLEM OF HIGHWAY MODERNIZATION

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649077946

Toll roads and the problem of highway modernization by Wilfred Owen & Charles L. Dearing

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WILFRED OWEN & CHARLES L. DEARING

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TOLL ROADS

And the Problem of Highway Modernization

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Washington, D.C.
THE BROOKINGS INSTITUTION
1951

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Set up and printed
Published April 1951

Printed in the United States of America
George Banta Publishing Company
Menasha, Wisconsin

FOREWORD

Progress in automotive transportation depends on continuing technological development in the automobile and allied industries, and on the provision of adequate highways to permit the benefits of scientific advance in the vehicle and its operation. In the past we have directed the major part of our efforts in this field to the vehicle itself, yet the cost and quality of the final service depend on a balanced development of both vehicle and highway. Failure to give proper weight to the importance of the highway system has resulted in excessive transportation costs and inferior service.

There is growing recognition today that substantial modernization of our highway system must be undertaken to achieve the economy and quality of service which the vehicle is capable of providing. A significant current approach to this goal is the development of toll highways. Many states are authorizing, constructing, and operating toll roads as a means of overcoming as quickly as possible their most critical highway deficiencies. Re-emergence of the toll road raises the question whether this method of financing and pricing highway services offers a desirable solution to the problem of reconstructing our principal highways, and whether traditional methods of highway finance are able to meet present-day requirements.

This study analyzes current toll-road operations and the financial, administrative, and legal problems which have led to this development; and it suggests the revisions in federal and state policy which would be required to provide an alternative solution. The authors analyze

and evaluate the issues raised by the current toll-road movement by reference to a somewhat broader perspective afforded by their previous studies in the transportation field, including *American Highway Policy*, *Automotive Transportation*, and *National Transportation Policy*.

The authors wish to express their appreciation to the organizations which provided data for the study, including the Bureau of Public Roads, the National Highway Users Conference, the Automotive Safety Foundation, the highway departments and legislative reference services of the several states, and the turnpike authorities in Maine, New Jersey, and Pennsylvania. Dorothy Sonnenberg participated in the project as research associate.

The Co-operating Committee of the Institution consisted of Cleona Lewis and myself.

HAROLD G. MOULTON
President

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