

PRESIDENT  
HARRY E. PETERSON  
Sequim, Washington

EXEC. VICE-PRESIDENT  
and SECRETARY

RUSSELL W. VAN ROOY  
330 - 6th Ave. No.  
Seattle, Washington

VICE-PRESIDENTS

DISTRICT No. 1

R. E. McCormick, Bellevue

DISTRICT No. 2

Sig Berglund, Sedro-Woolley

DISTRICT No. 3

Henry Kruse, Olympia

DISTRICT No. 4

Harry C. Egbert, Yakima

DISTRICT No. 5

Jack Rogers, Wenatchee

DISTRICT No. 6

Arch McLean, Tacoma

DISTRICT No. 7

William Greaves, Silverdale

PAST PRESIDENTS

1900 Samuel Hill\*  
1910 J. C. Lawrence\*  
1911 R. H. Thomson\*  
1912 S. A. Perkins\*  
1913 John P. Hartman\*  
1914 Clyde L. Morris\*  
1915 Chas. L. MacKenzie\*  
1916 E. L. Farnsworth\*  
1917 R. L. Sparger\*  
1918 Arthur D. Jones\*  
1919 N. B. Coffman\*  
1920 J. J. Donovan\*  
1921 E. C. Burlingame  
1922 Frank Terrace\*  
1923 Fred L. Wolf\*  
1924 P. H. Carlyon\*  
1925 A. L. Rogers\*  
1926 Claude C. Ramsay\*  
1927 Elmer E. Halsey\*  
1928 C. L. Babcock\*  
1929 L. L. Bruning\*  
1930 Louis F. Hart\*  
1931 Frank W. Shultz\*  
1932 Fred W. Hastings\*  
1933 F. J. Wilmer\*  
1934 Asahel Curtis\*  
1935 John C. Lampert\*  
1936 L. G. McClelland\*  
1937 B. M. Huntington\*  
1938 Tom W. Holman\*  
1939 Ed A. Anderson\*  
1940 Frank W. Guilbert\*  
1941 C. S. Reynolds  
1942 Geo. O. Beardsley\*  
1943 S. M. Morris  
1944 Howard Phelps\*  
1945 G. E. Krieger  
1946 Frank Putman\*  
1947 Harry Cotton  
1948 Emil Miller  
1949 Lyle Abrahamson  
1950 David C. Guilbert  
1951 Austin B. McCoy  
1952 Clayton S. Speck\*  
1953 Olaf Caskin  
1954 Louis G. Bovee  
1955 Sig Hjaltnin  
1956 Wendell Brown  
1957 George Ruth  
1958 Fred Redmon

HONORARY  
PAST PRESIDENTS

George Gauntlett\*, Aberdeen  
Lee Monohon\*, Renton  
Douglas A. Shelor\*, Seattle  
R. E. Hensel, Bremerton

\* Deceased

# WASHINGTON STATE GOOD ROADS ASSOCIATION

HEADQUARTERS — 330 SIXTH AVENUE NORTH — PHONE MUTUAL 2-0707  
SEATTLE 9

November 17, 1958

To all members and member organizations  
Washington State Good Roads Association

Gentlemen:

Enclosed is your copy of the Proceedings of the 60th Annual Convention held in Walla Walla. We hope that it will be of interest and value to you, and especially call your attention to the Basic Policy Statement which is printed on page 1. This is the basic policy position of the Association as finally amended and approved by the Convention in Walla Walla.

We do not wish to make this letter too long but there are a number of items to pass on:

- 1) If there is a mistake in the spelling of your name or address please let us know. We have transferred all names and addresses from addressograph plates to Remington Rand punch cards and errors may have been made.
- 2) The Executive Committee will meet in Seattle at Benjamin Franklin Hotel at 12 noon, Friday, November 21.
- 3) President Harry E. Peterson has appointed the following to serve as the committee to study the question of an increase in the motor vehicle taxes, as requested at the Walla Walla Convention: Fred Redmon, chairman, George Kachlein, Clinton S. Reynolds, David C. Guilbert, C.W. "Red" Beck, Vic Francis, Russell Barlow and Louis Bovee.
- 4) President Peterson has appointed his standing committees and the following are chairmen: Joel Gould, Legislative Committee; A.L. Schenkel, Highway Extension; Paul Fredrickson, Finance and Auditing; and, George Kachlein, By-Laws and Constitution. A list of the full committees is available on request.

If there is anything we can do to be of service, please let us know.

Yours very truly,

WASHINGTON STATE GOOD ROADS ASSOCIATION

Harry E. Peterson, President

By:

Russell W. Van Rooy, Exec. Vice-Pres.

TREASURER.

ART GANSON  
815 - 2nd Ave.  
Seattle 1, Washington

EXECUTIVE COMMITTEE  
H. E. Jesseph, Chairman  
P.O. Box 245, Walla Walla

FIRST DISTRICT

Robert Lochow, Seattle  
George Kachlein, Jr., Seattle  
Lew Shaw, Seattle  
Carl Kilgore, Seattle  
Frank Barrett, Seattle

SECOND DISTRICT

Jess Sapp, Sedro-Woolley  
Jonathan Manner, Ferndale  
Jack W. Martin, Mt. Vernon  
A. L. Schenkel, Lynden  
Larry Venable, Port Angeles

THIRD DISTRICT

Ray Bachman, Vancouver  
Vic Francis, Olympia  
Phil Lutz, Longview  
John A. Early, Aberdeen  
Joel Gould, Olympia

FOURTH DISTRICT

Francis Moore, Prosser  
Leonard A. Thayer, Ellensburg  
Roy Jones, Colfax  
Stuart Foster, Yakima  
Stanton Ganders, Bickleton

FIFTH DISTRICT

Hoyt Wilbanks, Spokane  
E. C. Knoebel, Wenatchee  
Gus Nieman, Spokane  
C. A. Wilson, Waterville  
Victor C. Casebolt, Spokane

SIXTH DISTRICT

Leon Titus, Tacoma  
W. C. Raleigh, Tacoma  
C. Elmer Sorenson, North Bend  
Myron C. Calkins, Tacoma  
Waldo Carlson, Auburn

SEVENTH DISTRICT

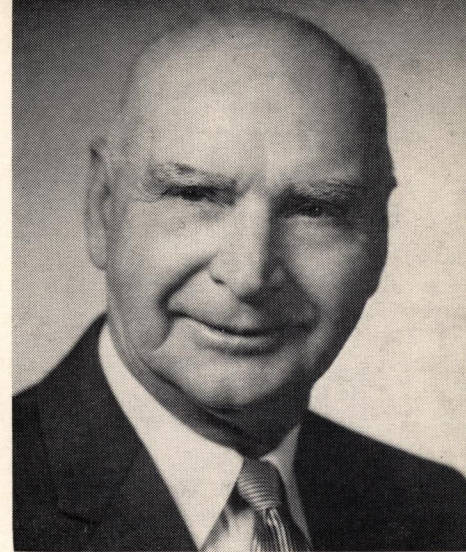
George Knudson, Poulsho  
Paul Fredrickson, Vashon  
J. C. Gregory, Mercer Island  
C. W. Beck, Port Orchard  
Don Salisbury, Mercer Island

It's  
TACOMA  
In 1959

# Proceedings 60th Annual Convention

## WASHINGTON STATE GOOD ROADS ASSOCIATION

Walla Walla — October 2, 3 & 4, 1958



Harry E. Peterson, President  
1958 - 59

### PRESIDENT

Harry E. Peterson  
Sequim, Washington

### VICE-PRESIDENTS

District No. 1 ..... R. E. McCormick,  
Bellevue

District No. 2 ..... Sig Berglund  
Sedro Woolley

District No. 3 ..... Henry Kruse  
Olympia

District No. 4 ..... Harry C. Egbert  
Yakima

District No. 5 ..... Jack Rogers  
Wenatchee

District No. 6 ..... Arch McLean  
Tacoma

District No. 7 ..... William Greaves  
Silverdale

### EXECUTIVE VICE-PRESIDENT AND SECRETARY

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Seattle, Washington

### TREASURER

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### EXECUTIVE COMMITTEE

H. E. Jesseph, Chairman — P.O. Box 245, Walla Walla

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George Kachlein, Jr. .... Seattle  
Lew Shaw ..... Seattle  
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Frank Barrett ..... Seattle

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Vic Francis ..... Olympia  
Phil Lutz ..... Longview  
John A. Early ..... Aberdeen  
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George Knudson ..... Poulsbo  
Paul Fredrickson ..... Vashon  
J. C. Gregory ..... Mercer Island  
C. W. Beck ..... Port Orchard  
Don Salisbury ..... Mercer Island

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Francis Moore ..... Prosser  
Leonard A. Thayer ..... Ellensburg  
Roy Jones ..... Colfax  
Stuart Foster ..... Yakima  
Stanton Ganders ..... Bickleton

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E. C. Knoebel ..... Wenatchee  
Gus Nieman ..... Spokane  
C. A. Wilson ..... Waterville  
Victor C. Casebolt ..... Spokane

#### SIXTH DISTRICT

Leon Titus ..... Tacoma  
W. C. Raleigh ..... Tacoma  
C. Elmer Sorenson ..... North Bend  
Myron D. Calkins ..... Tacoma  
Waldo Carlson ..... Auburn

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1957 George Ruth  
1958 Fred Redman

#### HONORARY

##### PAST PRESIDENTS

George Gauntlett\* ..... Aberdeen  
Lee Monohon\* ..... Renton  
Douglas A. Shelor\* ..... Seattle  
R. E. Hensel ..... Bremerton  
\* Deceased

# BASIC POLICIES OF THE WASHINGTON STATE GOOD ROADS ASSOCIATION

The Association was created and established for, and shall remain committed to the purpose of promoting and fostering the construction, maintenance and use of good roads throughout the State of Washington. It shall lend its influence to the good roads cause wherever sound judgement dictates the need for development or betterment of motor transportation facilities and construction methods, and promote a spirit of good fellowship and cooperation among its members.

While this Association, as a state-wide organization, shall be principally concerned with creating and maintaining a healthy atmosphere for development of highway needs of state-wide interest, it shall also strive for equitable means of development of local and sectional needs.

This organization shall always be governed by democratic processes with the will of the membership being exercised as prescribed by the By-Laws and shall be non-partisan and non-profit.

At this, the Sixtieth Annual Meeting of the Association, the members and delegates representing the various member organizations, rededicate themselves to the purpose outlined above and reaffirm these principles as the motivation of this organization today as they have since its founding.

The Association recognizes that such motivation must be directed by certain soundly conceived basic policies, and does herewith set forth the guidelines for these policies:

- I The authority for establishing basic policies and the ultimate responsibility for the functioning of the Highway Department should be vested in an appointive, bipartisan five-men Highway Commission with staggered terms. The Commission should appoint a competent highway engineer and administrator to serve as director of the Department's day to day activities.

Highway Commissioners should function as representatives of the State as a whole and not as representatives of any local area.

The Toll Bridge Authority should be a separate body similar to the Highway Commission with interlocking membership with the Commission but not controlled by the Highway Commission.

- II In every instance, all location and design of new highways, streets and bridges and improvements of existing facilities should be based upon findings and recommendations of competent engineers after taking into account the recommendations of any governmental units directly affected.

- III All moneys collected from highway users in the form of registration and capacity fees and motor fuel taxes should be used only for highway and street purposes.

- IV Moneys collected for State highway purposes should be appropriated in a lump sum by the Legislature to meet the needs of the biennial budget prepared by the Highway Commission.

- V The State highway system's construction and maintenance should be financed by income from currently collected tax revenues. Under unusual conditions requiring a speed-up in construction to meet critical traffic needs, revenue bonds to be amortized from current revenues may be issued in limited amounts to construct specifically-named, high priority sections of highway.

- VI Toll financing for highway projects or bridges of such magnitude as to be impractical of construction from current revenues or revenue bonding is acceptable as an expedient provided the toll revenues from any specific project or complex of closely related projects is sufficient to meet the financial demands of such project or projects, or in the event of subsidy or underwriting it shall be from some source other than the Motor Vehicle Fund.

- VII Net additions to the presently authorized mileages of State or Federal Interstate Highway systems should only be made when revenues from current taxes are not needed to bring present mileages up to accepted standards and maintain such standards or additional revenues are provided to improve and maintain the added mileages.

- VIII The principle of controlled access should be applied to state highways, county roads and city streets when competent engineering studies show that traffic volumes on such thoroughfares justify construction of such controlled facilities.

- IX State and local control of the planning, design, construction and maintenance of highways and streets should never be relinquished to secure Federal Aid highway fund allocations.

- X Highway and street costs should be borne equitably by all beneficiaries from highway and street improvements.

- XI Motor vehicle registration and capacity fees and motor fuel taxes, aside from such federal taxes, should be levied only by the State.

- XII Locally used land service roads and residential city streets should be financed from taxes and assessments on property only. County roads and city streets carrying substantial through traffic may be financed in whole or in part from highway user revenues.

- XIII The State and its cities should strive to conform to the recommendations for uniformity of traffic regulations of the National Conference on Street and Highway Safety.

- XIV Funds should be made available at all times for the adequate enforcement of all laws governing speed, size and weight of motor vehicles using the public highways.

# RESOLUTIONS

ADOPTED BY THE WASHINGTON STATE GOOD ROADS ASSOCIATION CONVENTION

Walla Walla, October 2, 3 and 4, 1958

We, your Committee on Resolutions submit the following resolutions, approved by this Committee, for your consideration:

## 1. Hospitality

This Association expresses its thanks and its sincere appreciation to the Mayor, city officials and the citizens of Walla Walla for the many courtesies extended our members and their wives during our very pleasant stay here. We express special appreciation to Al McVay and his staff of the Walla Walla Chamber of Commerce for their fine work and also to those organizations which provided other entertainment for the Association.

## 2. Speakers:

We express our sincere appreciation to the many public officials who have appeared upon our program this year and who have contributed so much in time and effort to make our meeting in Walla Walla so successful.

## 3. Highway Department Merit System:

The law creating the Highway Commission provided that Commission should establish a Merit system within the Highway Department for the employment, classification, salaries, promotion, demotion, suspension, transfer, lay-off, and discharge of its appointive officers and employees on the sole basis of merit and fitness, and without regard to political influence or affiliation. The Highway Department is now operating under such a Merit System. It is the firm opinion of the Association that the best interests of our Highway Department and highway program will be served by a continuance of the present system as it now exists in the Highway Department, with full authority to the Highway Commission in all matters pertaining to its operation.

## 4. State Patrol Merit System:

We recommend continuance of the State Patrol Merit System as now established and that its program be continued in effect without change as the same pertains to the "uniformed" employees.

## 5. High School Driver Education:

We urge the enlargement of the present program of high school driver education, and urge the 1959 Session of our Legislature to support legislation which will enable all high schools to offer a regular course in driver education to all students who wish to take such training.

## 6. Local Transit Subsidies:

We urge the enactment of enabling legislation with as great a variety of methods as possible to permit city transit needs to be met locally in each community transit companies serve, without recourse to any motor vehicle taxes or exemptions from such taxes.

## 7. State Toll Bridge Authority:

The Washington State Good Roads Association urges a change in the personnel making up the Washington State Toll Bridge Authority to eliminate its control by one individual or administration. This revised group should be carefully integrated with but not under the control of the Highway Commission, such authority to be comprised of the Governor, the State Auditor, the State Treasurer, the Chairman of the State Highway Commission, and one additional member of the State Highway Commission to be appointed by the Highway Commission.

## -8. Washington State Patrol:

We commend the Washington State Patrol in its activities to reduce the accident rate upon our highways, but in view of the ever increasing traffic, urge that it continue strenuous efforts to cut down the accident toll.

## 9. Highway Interchange Areas:

We urge the enactment of legislation giving to the State Highway Commission control of traffic entrances and exits on short sections of the local thoroughfares leading into the interchanges of controlled access highways to assure that the usefulness of these interchanges may not be impaired.

## 10. State Patrol Non-Highway Duties:

As the Washington State Patrol is now wholly financed from motor vehicle and drivers fees, the Washington State Good Roads Association believes the General Fund of the State should provide the monies for the Patrol's non-highway duties.

## 11. Interstate Highway System—Service Areas:

The Washington State Good Roads Association urges highway authorities to give adequate consideration to the numerous important problems which relate to service areas in the vicinity of interchanges along controlled-access highways.

The Association believes that the official signs described in the Manual for Signing and Pavement Marking for the National System of Interstate and Defense Highways, adopted by AASHO on February 10, 1958, falls short of providing information in sufficient detail for users of the Interstate System, and we agree with the views expressed in this manual that more experience and study of motorists' reactions and desires are needed.

The Association urges that further study be given the possibility of establishing at appropriate points along the Inter-State system informational, service, and rest areas. Such areas should provide for parking, telephone service, and the customary rest stop facilities.

## 12. Outdoor Advertising Signs:

The adequate protection of roadsides outside of cities through control of the placement of outdoor advertising signs, displays, and devices in areas adjacent to the right of way is desirable. Measures similar to those that are effective in the control of other forms of roadside commercial and industrial development can and should be applied by state and local governments to roadside advertising.

## 13. Vehicle Inspection:

We again urge that the state compulsory annual motor vehicle safety inspection be re-established and that consideration be given to the use of supervised and bonded garages to give such inspections in areas not served by permanent state inspection stations. If necessary to finance this program, it is suggested it be done by making a charge for each such inspection at the point of inspection.

## 14. State Highway Commission, State Highway Department, Toll Bridge Authority and United States Bureau of Public Roads:

We again extend the highest commendation to the members of the Washington State Highway Commission, the State Highway Department, the Toll Bridge Authority, and to the United States Bureau of Public Roads for the excellent results produced to date through the activities of these highway groups.

## 15. Federal Interstate System:

Whereas, the Federal Aid Highway Act of 1956 is largely directed toward the completion to suitable standards of a 41,000 mile system of Inter-State and Defense Highways, scientifically laid out by expert highway and defense engineers; and

Whereas, there is talk in Congress of increasing this mileage greatly; and

Whereas, this situation parallels the problem we have successfully combated in this State of overloading the State Highway with roads of less than State-wide importance:

Therefore, be it resolved:

Now that the National System of Inter-State and Defense Highways has been laid out and designated as a system to comprise 41,000 miles, we condemn and resist any and all attempts to add thereto until such time as the designated 41,000 miles have been completed to the designated standards, and even then, we would condemn and resist additions unless such additions are clearly demonstrated to be of a truly Inter-State and Defense Character.

We further resolve that the Congress of the United States take immediate steps to protect the Inter-State Highway Trust Fund against use for any other purpose than the assistance to the states in financing the construction of the Federal Interstate Highway System.

## 16. Olympic National Park:

We reaffirm our previous position that this Association request that the Bureau of Public Roads and the National Park Service give immediate consideration to the rapidly growing demand for roads into and through Olympic National Park, and that such consideration include domestic roads as well as those constructed for recreational or tourist purposes.

## 17. Highway Interim Committee:

We wish to especially commend the Highway Interim Fact-Finding Committee on Roads, Streets and Bridges and the Washington State Council on Highway Research for their

splendid work in carrying out the advanced highway and traffic safety program for the State of Washington.

We again thank the members of the Highway Interim Committee and Research Council for their efforts in making our 1958 meeting more successful.

Respectfully Submitted,

By: Jack V. Rogers, Chairman

By: J. T. Trullinger, Secretary

Attested by: Russell W. Van Rooy, Exec. Vice-President  
Washington State Good Roads Association

# CONVENTION PROGRAM

(All delegates' meetings will be in the Marcus Whitman Hotel. General sessions are open to the public and wives of delegates, but only registered and credentialed delegates may vote.)

## THURSDAY, OCTOBER 2

2:30 to 7:00 p.m.  
Registration, Marcus Whitman Hotel Lobby  
4:00 p.m.  
Executive Committee Meeting, Georgian Room  
6:00 p.m. to 7:30 p.m.  
Social Hour, Ballroom

## FRIDAY, OCTOBER 3

8:00 a.m.  
Registration, Marcus Whitman Hotel Lobby  
9:00 a.m.  
General Session Call to order, Ballroom, President Fred Redmon presiding  
Invocation—Dr W. H. Thompson, pastor, First Presbyterian Church; vice-president, Walla Walla Ministerial Association  
Address of Welcome—Doug Amber, representing Harold Buerstatte, Mayor, City of Walla Walla  
Response for Association—George Ruth, Immediate Past President, Washington State Good Roads Association  
9:45 a.m.  
President's Report, Fred Redmon  
10:00 a.m.  
Report, Discussion and Vote on Trends Committee Recommendations, Henry Kruse, Chairman  
11:30 a.m.  
Recess for lunch  
12:15 p.m.  
Lunch, Ballroom, William A. Bugge, Director, Department of Highways, State of Washington, featured speaker.  
H. E. (Jerry) Jesseph, Walla Walla, Vice-President of District 4, presiding.  
2:00 p.m.  
Afternoon session reconvenes  
2:00 to 2:05 p.m.  
Report of Credentials Committee, C. W. "Red" Beck, Chairman  
2:05 to 2:35 p.m.  
Report of Washington State Highway Commission, Harry Morgan, vice-chairman  
2:35 to 3:50 p.m.  
"Result of the Interim Committee's Hearings and Studies," a panel report and discussion on activities of Legislative Joint Fact-Finding Committee on Highways, Streets and Bridges  
Mrs. Julia Butler Hansen, chairman, presiding, assisted by a panel of committee members and staff consultants

## HOUSE MEMBERS

Lincoln E. Shropshire  
W. J. Beierlein  
Horace W. Bozarth  
Dewey C. Donohue  
Harry S. Elway, Jr.  
Daniel J. Evans  
K. O. Rosenberg

## SENATE MEMBERS

Nat Washington,  
Vice-Chairman  
Robert C. Bailey  
R. C. Barlow  
William A. Gissberg  
Al Henry  
Louis E. Hofmeister  
W. C. Raugust

The Legislative Joint Fact-Finding Committee on Highways, Streets and Bridges will hold a specially called meeting of its own in the Windsor Room, Friday, Oct. 3, 9:30 a.m.

3:50 p.m.  
Announcements and Adjournment for Committee Meetings  
Resolutions Committee—Chamber of Commerce Building (back of postoffice)  
Highway Extensions Committee—Windsor Room  
Nominating Committee—Conference Room  
7:00 to 9:00 p.m.  
Annual Banquet, Buffet, Marcus Whitman Hotel, W. L. Minnick, President, Walla Walla Chamber of Commerce, Toastmaster  
Entertainment from Whitman College  
Featured Speaker, Mr. Frank Turner, Deputy Commissioner and Chief Engineer, Bureau of Public Roads, Washington, D. C.

## SATURDAY, OCTOBER 4

7:30 a.m.  
Past President's Breakfast, Windsor Room  
9:15 a.m.  
Meeting Reconvened—Presentations on "Problems and Legislation Anticipated at the Next Session". Vic Casebolt, moderator  
State Patrol Manpower, Finance and Highway Safety, Roy Betlach, Chief Washington State Patrol.  
Limited Access, Access Control and Roadside Control, David C. Guilbert  
Highway Finance and Marginal Toll Projects, Sen. Nat Washington  
10:45 a.m.  
Business Meeting  
Reports from following committees:  
Auditing Committee, Highway Extensions, Resolutions and Nominating  
Presentation and Installation of New Officers  
Selection of 1960 Convention City

## FOR THE LADIES

1:00 p.m. Friday, October 3  
Luncheon and program at the Walla Walla Country Club. Mrs. Tom Copeland, chairman, committee on arrangements. (Tickets are available at the registration desk in the Marcus Whitman Hotel lobby. Ladies are asked to meet at the front entrance to the hotel at 12:45 for transportation)  
Ladies are welcome to attend all sessions of the convention and the social hour on Thursday evening.

General Chairman for Convention arrangements: G. R. (Bob) Burns, assisted by Roads and Bridges Committee of the Walla Walla Chamber of Commerce.

# MEETING OF THE EXECUTIVE COMMITTEE

October 2, 1958

The meeting of the Executive Committee was called to order at 4:00 p.m., in the Marcus Whitman Hotel, Walla Walla, with chairman, Harry Peterson, presiding. The first order of business was the calling of the roll and a quorum of members were present.

Next, the Chairman called upon the Secretary to present applications for membership in the Good Roads Association that had come in since the last meeting of the Committee. Applications for membership were presented from the Sedro Woolley Rotary Club, the Sedro Woolley Fraternal Order of Eagles and the Cascade Days Inc., Concrete. It was moved, seconded and passed that all three of these organizations be approved for membership.

The next item was a report from a special committee to study the matter of whether or not the Highway Department and the State Patrol should be included under a blanket state employees merit bill which is being proposed by the Legislative Council. Vic Francis, chairman of the special committee read his committee's recommendations. The report recommended that the Highway Department and State Patrol be permitted to retain their own present merit program and not be included in any proposed all-inclusive state merit program. It was moved, seconded and passed that the Committee's recommendations be accepted and that a resolution be drafted and given to the Resolutions Committee for presentation to the Convention.

Following this, the Legislative Committee Chairman, Henry Kruse, was called upon to report on the findings of his committee on the questions of a motor vehicle tax increase and control of billboards. Mr. Kruse reported that on the matter any increase in gas tax or other motor vehicle taxes, the Legislative committee recommended against it at this time and that the incoming President be asked to appoint a Committee to make a continuing study of the matter going into the upcoming Legislative Session and be prepared to make a recommendation for a change in attitude if their study

indicates the need for it. Mr. Kruse also reported that the Committee had no recommendations on the matter of the billboards because a resolution was being submitted to the Resolutions Committee and it could be considered by the Convention. It was moved, seconded and passed that the report be accepted.

Henry Kruse was called upon next to explain the latest in relation to the Trends Committee Report which was to be acted upon by the Convention on Friday morning. He explained the procedure which would be followed and said that only the Basic Policy Statement would be submitted for approval.

The question of whether a person carrying credentials from more than one member organization could vote for each organization was raised. It was pointed out that it had become a moot question because the By-Laws were not explicit on the question. After considerable discussion it was moved, seconded and passed that the Executive Committee rules in this question and that each credentialled delegate can vote only once and no proxies be accepted.

The next discussion had to do with three items having to do with government. It was proposed that the Resolutions Committee be asked to prepare resolutions on (1) establishment of a motor vehicle department (2) reform of our Justice Court and a request to the Governor not to include the Highway Department, State Patrol and License Department in the 15 percent budget cut that he has asked of all departments since this money does not reflect itself in the general fund. It was moved, seconded and passed that these items be referred to the Resolutions Committee.

In the final order of business it was noted that memorials should be prepared for past presidents Fred Wolf, B. M. Huntington, Howard Phelps and George Gauntlett. Also one for Charles Goranson, a long-time Good Roads member.

The meeting was adjourned at 5:30 p.m.

## REPORT OF CREDENTIALS COMMITTEE

C. W. "RED" BECK, CHAIRMAN

Mr. President and Delegates:

It is with great pleasure that I have the honor to report to you on the actions of your credentials committee. The By-Laws state that the credentials shall make a report and certify the voting delegates. It is my hope that our organization is not so far apart on vital highway matters that we will ever have to resort to roll call votes.

We should never belittle the stature of our organization by considering such selfish viewpoints that they cannot be resolved without a roll call vote. The effectiveness of our organization can only succeed by avoiding all selfish interests and we should all work for the best state-wide interests of our highway program.

As of 1:30 this date we have about 335 persons registered. There are 263 men and 72 women. This is an increase of 48 from last year. (A total of 275 persons purchased membership cards were issued). We had 232 tickets sold for the noon

lunch and 70 tickets sold for the ladies luncheon. Tickets for the annual banquet tonight total 262. Records are not kept on the number of legislators and other state officials who attend our conventions but I cannot help but comment on the increased number of legislators present at this year's meeting. Maybe Mrs. Hansen's Interim Committee panel discussion brought them out.

We have as of this date about 110 member organizations, a few of whose dues are delinquent. Won't everyone of you make a point to contact your treasurer and make sure that Mr. Van Rooy receives your dues?

A roster of the delegates is being prepared and will be available at the registration desk later on this afternoon. Before closing, I would like to pay tribute and express our many thanks to Al McVay and his staff of three lovely ladies, Mrs. Reesman, Mrs. Kruger and Mrs. McVay, who so ably did all the work.

## PRESIDENT'S ANNUAL REPORT

BY FRED REDMON

Ladies and Gentlemen; members of the Washington State Good Roads Association:

As your president for the past year of 1957-58, it is my pleasure and duty to offer you a report on the Association's activities during my term of office. In so doing I cannot but be impressed and hope to impress on you that this is the 60th time that good roads minded people have gotten together under the banner of this Association. I am impressed that 60 reports such as mine have been made to this Associ-

ation. It is a record of continuing, constructive activity in the interest of highway development that this organization as well as the entire state, can be very proud.

As I proceed into this report on what went on this past year I wish to call your attention to the comments made by my predecessor, our past president, George Ruth, in his report to this group at Longview last year. George pointed out the dangers of thinking that our desired goals had been reached and the danger of losing the headway that has been

made and that we are in as critical times with our highway program as we ever have been. I think his words last year rang with truth and foreshadowed the work of this association during my term as president. This year has been spent in bolstering the foundations on which this association believes our highway program should stand.

Perhaps unconsciously, we have been working on undergirding and strengthening our position to meet the very challenge which Mr. Ruth's report touched upon.

I am referring most specifically to the hours of work that have gone into readying a report for submission to this meeting which will define the basic policies of this association. If there is danger of losing ground, or the gains which have been made over the past 60 years, certainly the strongest weapon we can have to protect these gains is a set of firm, basic policies which embrace and clearly define the position of the Good Roads Association. You will all be called upon very shortly to exercise your greatest wisdom and formulate and adopt a basic policy statement. If we assert these policies as they relate to the highway program of this state, then I feel there is little danger of slipping back—but can look forward to still greater progress in Washington.

Since this was not a legislative year it is not easy to point to specific accomplishments during the past 12 months. However, like every president of this association I want to, and I do feel that we have had a constructive year. There have been a number of challenges which the association has had to face and I am pleased to report that we have met them. I have mentioned the work of the Trends Committee. A special committee to study the proposed Merit Bill has conducted a study and has made its recommendations to your Executive Committee. This committee has recommended and the Executive Committee has agreed that our highway department and state patrol should not be included in a blanket merit bill if it is enacted by the next legislature. The Legislative Committee and the Executive Committee has considered the matter of additional financing for our motor vehicle fund and decided that it should recommend against an increase

at this time, but also that a special committee should study this question and keep on top of the matter.

Other committees have undertaken their assigned task as well and it is gratifying to me as it must be to each succeeding president of the Good Roads Association that everyone is willing to give their time and effort when called upon. I have personally marveled at the attendance at our three Executive Committee meetings. This goes to prove to me that interest in the state's highway matters continues to be of prime importance to the individuals and the organizations they may represent.

In my opinion our contact with the official agencies has been most pleasant this year and I have the distinct impression that these agencies, the Highway Commission, the Highway Department, the counties, cities and our Legislative Interim Committee are looking with, at least, as much if not greater interest in the deliberations which shall come out of this Walla Walla convention. We will have only ourselves to blame if we do not think and act wisely and make our thinking clearly understood.

In conclusion I would like to use somebody else's words to convey my own thoughts as we are about to embark upon our 60th annual meeting of this Association. In the September-October issue of Highway News, published by the Highway Commission and Highway Department, there is a story on this convention. The article alludes to anticipated high interest in this year's convention and finishes with:

"But these conventions aren't always without controversies. There are bound to be differences of opinion for there is great diversity of interest represented. It is expected that at Walla Walla several controversial problems will be brought up for discussion. There always are at these conventions. But that's why the delegates go—to learn other viewpoints—to impress theirs and to achieve a meeting of minds".

Ladies and gentlemen, that sets the tone of this meeting and lays the ground rules better than any fancy words I might think of.

## REPORT OF HIGHWAY COMMISSION

E. J. KETCHAM, CHAIRMAN

(Talk Delivered by Harry Morgan, Vice-Chairman)

As chairman of your highway commission, I am happy to report that this great new highway construction program in our state is well under way. Only two years have passed since enactment of Federal legislation which gave the great impetus to our interstate system, as well as added aid for other highways. Washington is gaining its stride for this big job. The peak of activity is yet to be reached and the rate of acceleration continues to increase.

This highway program offers a great challenge to your highway commission—a challenge which we are happy to take up in behalf of the people of the state of Washington. With the construction of many new highways, in some places constituting a virtual overhaul of many of our routes, many issues must be resolved, many questions must be answered.

We spend many hours together during our regular meetings in Olympia and at special meetings and hearings at other places throughout the state. It has become increasingly clear that the people of Washington have recognized their stake in the highway system. And their interest in highway matters has grown.

As a matter of fact, the great interest in highways has never been more in evidence than at the meetings held around the state late this spring and early this summer by the legislature's Joint Fact-Finding Committee on Highways, Streets and Bridges. It was my pleasure to attend a number of their meetings. Many people had a good deal to say about road conditions and the highway building program in their areas.

Some might say these people have an axe to grind. In a sense, perhaps, this is true. But I think it is more accurate to say that they have a deep and affectionate interest in our state. They want to make sure that the money being spent on highways will be used to the best advantage for the greatest number of our citizens.

Public Interest Welcome

Your highway commission welcomes this interest and assistance. It helps us to know just what the people of the state want and need in the way of improved highway services.

The needs are great. There isn't any question about that. But all cannot be satisfied at once. During the past few months the highway commission has been putting together a budget for the 1959-1961 biennium. This budget has been completed and will be sent to the Governor for submission to the legislature next January.

In compiling this budget many things had to be considered. The interstate system program must be kept rolling along. But other state highways are in great need of improvement, too. An equitable distribution of funds had to be made.

One of the highway commission's most important tasks is that of establishing limited access on the state's highways. This is one of the most important and useful tools highway administrators can use in preserving the quality of highway services.

Experience has proved that even if the surface of a roadway is kept like new every day of the year, the highway will just not carry its load if drivers must constantly be on the lookout for other vehicles dashing onto or across the roadway from every conceivable place.

Limiting access raises the maximum safe speed our drivers may use. Vehicles can move faster at increased safety on these limited access roadways.

Limited access highways prevent injuries, property damage and loss of life resulting from vehicle accidents. A comparison was made by the highway department during the past year between 160 miles of four-lane controlled access highways and 111 miles of four-lane rural highways with no access control.

Travel on the uncontrolled sections was 23 percent higher, but they also had 355 percent more accidents and 74 percent more deaths than those where access was controlled.

### Pushing Limited Access

This, it seems to me, is most important—most illuminating. Your commission is establishing limited access on sections of the state's highways as quickly as the necessary provisions for this type of operation are made.

We shall continue to use this very important tool so that we may fashion for this state a highway system fully capable of contributing to a better and more prosperous future for our people.

Many of the highway sections now being constructed on new location will be established as this kind of facility when opened to traffic. On existing routes, hearings are held before this new feature is applied to the highway section so that we can find out the reactions of the people.

Recently the commission passed a resolution by which we plan eventually to adapt our interchange systems to this limited access concept. Under this plan, ramps on these interchanges will have no entrances and exits. They will be as free from on and off movements as the freeway they serve. This resolution will act as a guide to department engineers and it will take some time to implement.

But we do consider this as merely bringing our policy in line with the regulations of the Bureau of Public Roads.

While this practice of limiting access to highways has proven itself of great value in Washington and other states, it flies in the face of tradition. Over the years—indeed, centuries—the roads have been the property of all, to walk or ride upon at will. There has been no question but that a person could enter or leave it wherever he wished.

But now we come along with the relatively new concept, and it is difficult sometimes for people to understand.

But our public hearings help explain this need to the people.

### Other Points Brought Up

Another important feature of these hearings is that of giving the people of the area a special opportunity to bring points to the attention of the commission which may possibly have been missed in plans for the new operation. As I said before, the interest of the people in their highways is important. Through their interest we can make sure that the needs of the state are met in the best manner possible.

One of the problems faced by the commission in getting our tremendous construction program moving at an increasingly faster pace was that of getting the work in form for contracting and getting the contracts awarded. In 1956 the shortage of engineering manpower available was serious. That has eased considerably. Last year it was reported at this meeting that an electronic computer had been installed at the department headquarters and was already saving valuable engineering man-hours. Also, in the summer of 1957 additional engineering aides were obtained through a special course arranged for a selected group of young men at the State College of Washington and the University of Washington. Use of the electronic computer has grown and now is helping a great deal in keeping our highway program going at high speed. The training program for the engineering aides proved satisfactory and helped to fill the need.

Since last year's meeting, other ways have been found to streamline operations.

The use of aerial photography in locating highways and making maps has increased. The department now has a large piece of equipment which enables the location section at headquarters to make maps from these aerial photographs.

Just recently the department placed an order for an

electronic surveying device. Called a Tellurometer, this equipment will enable engineers to survey a line up to 40 miles long with acceptable accuracy. And this can be done in minutes, not days or weeks. The device uses radar waves. The time they take to travel from the transmitter to the receiver and back is taken and this is translated into the figures the engineer needs. I don't pretend to understand exactly how it works, but I do know that it will help us in this large undertaking.

Another source of great assistance to us in getting this highway program well off the ground has been the Washington State Good Roads Association. This zealous, hard-working organization has long been recognized as an important factor in the improvement of our state's highways.

At times in the past the most important thing of the moment was to get the vehicles out of the mud. Then, later, some way was called for to lay the clouds of dust plaguing the highways. But whatever the particular program, this association has long been a rallying point for those persons interested in our vital system of highways.

### These Meetings Important

And these annual meetings are extremely important, for here each fall people from all over the state can meet and exchange their opinions, their thoughts on the highway problems facing us. Here are crystallized many important ideas for the future development and better use of our highways.

One of the important functions of the Washington State Highway Commission is letting the people of the state know what has been done, what is being done and what is planned to be done to provide all motorists with a state highway system which will fill their needs.

This meeting, reported in newspapers and on the radio and television throughout the state, helps us to do this job. Moreover, as leaders in your communities, each of you will return home after this meeting prepared to tell your friends and acquaintances how things are going.

We are faced with many problems, it is true. But there are also many satisfactions to be derived from this work.

This job will result in construction of huge structures, miles and miles of broad highways and esthetically pleasing interchanges.

But more than that, we know that we are not merely building magnificent monuments. These eye-pleasing facilities are being built for the maximum comfort, safety and efficiency of the many motorists and vehicles which will use them in the future. They are being built with an eye toward making recreation more pleasant, getting to work less difficult and carrying on commerce more profitably.

It is indeed a pleasure for members of the commission to be here today to participate with you in discussing our highway systems and their betterment. I am sure that, as in the past, this meeting will prove most profitable for the people of our state and their highways.

But before I yield the platform to the distinguished Mrs. Hansen and her group of dedicated legislators, I want to emphasize that more than ever we have to be on guard against any attempt to erode the motor vehicle fund. Our citizens pay gasoline tax and registration fees upon the assumption that they are to be used for roads. Any deviation from that policy—and it has occurred in the past—will be breaking faith with the citizens of Washington.

We must not—we cannot—allow any of this money to be used for other than highway purposes.

## REPORT OF HIGHWAY DEPARTMENT

BY W. A. BUGGE, DIRECTOR

It's of course a great privilege for me to speak again to the annual meeting of the Washington State Good Roads Association.

Very frequently over the past few years it has been my pleasure to meet with good roads groups over the entire state. I have become acquainted with many men and women who are dedicated to building for this state a highway system which is second to none in the nation. I see many of those people here today. And I expect that before Saturday morning rolls around I shall get to talk to each of you about roads and what we hope to build over the next several years.

I note that there are many people here today who are new and have never been to one of these meetings before. It's a real pleasure for me to see these new people here and it's a real pleasure too, for me to talk over old times with

those who have been here before.

I might add that I think it is extremely important to interest new people in the good roads movement, for they bring a new viewpoint and add new vigor.

These are critical times in highway affairs in our state. In many respects we stand at the crossroads where we must make up our minds whether we intend to go on and finish this great plan we are engaged in or whether we intend to modify it. The question is—"will our state have the kind of roads it needs—when it needs them?"

Hence the importance of this meeting. For here is the sounding board for highway policy in Washington. Here are made those decisions to which men and women in authority listen respectfully.

### Disagreement Sometimes Valuable

We don't always find agreement here. There are areas of disagreement among the delegates here as to just what project should be given priority over another. Fortunately for all of us these disagreements are settled amicably and compromises are made which result in making it possible for our highway program to be a most vigorous one. Indeed, I think that disagreements and differences of opinion are the very things that add substance to our highway program. They kindle interest. They keep the fires going. They bring out into the open the opinions of men and women on highway affairs. And that's good.

Differences of opinion are a great stimulant. They create excitement and make a lively issue.

So these differences of opinion can be the glue that binds us more tightly together in a common cause to build a better highway system.

I know that considerable good will come out of this meeting. A program will be laid out—a program which will make it certain that our state will continue to build a highway system capable of handling a growing volume of traffic. That's the aim.

In a few months the state legislature will meet in Olympia. It's going to face many, many problems.

Roads, schools, public assistance, taxes and so on into all the areas of government are going to be discussed and re-discussed.

One of the facts we in state government must face is that there just doesn't seem to be the money available to provide all the services and to do all the work that all the people want done all at the same time. Highways fall in that category.

### Highways Only One Problem

We know that highways are just one of the many subjects to be considered by the legislature. But we know too that certainly they are one of the most important. And we are confident of the result for the consideration given next January to highways will be guided skillfully and well as a result of the findings of the Joint Fact Finding Committee on Highways, Streets and Bridges under the dedicated leadership of Mrs. Julia Butler Hansen.

Indeed, it is most fortunate that our state has a group of legislators who will take time from their private affairs and will study long and hard to provide a few of the answers to some of the questions we have about highways. Don't forget this—it takes lots of time and it takes a devotion to the public interest which make all of us proud for the privilege of working with this group of legislators. They are seeking the best and quickest way to provide an excellent highway system.

We must realize this—the legislature is going to be faced with a serious general fund problem. A report was released recently which called for an increase in the sales tax.

This must bring home to us in the road movement that there is going to be intense competition for funds to finance some of these state services. And when the legislature runs into revenue difficulties such as those pointed up by the report by the Shefelman Committee the motor vehicle fund can be a convenient source to turn to to find money to finance some special services.

### MVF Must Be Protected

This we must do—we must protect the motor vehicle fund at all costs. We cannot allow ourselves the luxury of being apathetic to this threat to our highway program. And don't forget this—the threat is a real one.

For if money is siphoned from our highway funds or finance other special areas of state government, it's going to leave just that much less to finance our highway program.

And this might be a good place for me to point out to you that there is going to be mighty little money left over for state projects after we pay for matching federal aid. But first, let me emphasize this—we're going to have sufficient state funds to match anticipated federal aid with the present revenue sources.

Let me qualify that further by saying we can match federal aid with present sources if no inroads are made on the motor vehicle fund for non-highway purposes.

Let me point out too that we're simply going to have to cut down on the money we program for state projects. We're not going to have the flexibility in allotting money for specific projects. Some people are going to be disappointed.

There are certain fixed charges in running a highway department which must be paid. Our highways must be maintained and that is a cost which is fixed. We have a

bonded indebtedness; the interest on these bonds must be paid and money must be provided for repayment of the bonds on a fixed schedule. Administrative costs largely are fixed.

Thus, with these fixed costs and with the money left for matching Federal aid, we will have only so much left over for these projects in which the Federal government does not participate.

That poses a money problem for highways. We're going to be short of money to do the amount of state financed projects we've been accustomed to doing.

The people of Washington must understand these facts. For the solution is up to them. What do the people want?

I want to say that for the 1957-1959 biennium, we will have \$26.1 million left for state projects of which \$7.7 million will be used to pay bills on Federal aid projects on which the Bureau regulations will not allow participation. And for the 1959-1961 two-year period we expect that we'll have \$13.5 million and about \$5.8 million of that will be used for items not participated in by the Federal government. This will gradually decrease until the 1963-1965 biennium when we expect to have \$8.1 million of which about \$6 million will be used to pay bills on Federal aid projects which the Bureau auditors don't allow.

Thus the money available for state financed projects—where no Federal aid is involved will decrease from \$18.4 million in this biennium to \$7.7 million next biennium and to \$2.1 million in the 1963-1965 period.

### No Federal Aid For Many Projects

Why is this important? Because there are many hundreds of projects which must be done on our state highways but which are not eligible for Federal aid.

The Federal government will not participate in construction projects not on the Federal Aid System. There are 245 miles of state highway which are not on the Federal Aid System and thus are not eligible for Federal aid participation. Nevertheless these roads must be improved.

It will not participate in some resurfacing projects. Some resurfacing projects are considered to be maintenance by the Bureau of Public Roads and these projects are not eligible for Federal aid.

It will not participate in illumination projects in rural areas.

It will not participate in construction projects where the design of the roadway does not conform to U. S. Bureau of Public Roads standards.

It will not participate in projects which are a municipal responsibility. For instance if construction in a city area involves construction of sidewalks, the Federal government will not participate in the cost of building sidewalks.

It will not participate in stop-gap improvement. For instance, it may be desirable from the standpoint of the state to build a temporary connection to a bridge and in that situation the Bureau will not participate. It may be to the interest of the state to build a road of considerable length as a temporary measure to reach some area and to plan on a high-type road construction at a later date. The Bureau will not participate in the temporary construction.

It may be desirable for the state to relieve a traffic bottleneck by a temporary widening or elimination of a curve or a reduction of a grade. The Bureau will not participate.

It will not participate in capital improvements. For instance it will not participate in construction of buildings, the cost of office machines and furniture and similar capital improvement items.

It will not participate in payment of administrative costs.

It will not participate in payment of right of way costs where right of way is transferred from one governmental agency to another. For instance if right of way is transferred from state parks agency to highway department, the Bureau will not participate in costs.

So you see there are many projects—very, very, very necessary—which the Bureau will not participate in.

### Ratio Not Accurate

The figures 90% Federal government participation and 10% state for the interstate system are misleading. Actually, the participation of the Federal government is a much lesser percentage and it varies on each project. The 90% figure is the maximum.

The 50-50 sharing program for regular Federal aid is a similar situation. Fifty percent sharing of the cost by the Federal government is a maximum. For the auditors in going over the final records on each contract discover many items that the Bureau regulations do not allow par-

ticipation in. Actually, the sharing is less on every contract than the 50% maximum.

And the actual share paid by the Federal government is different on each contract, for each contract contains different items and amounts which the Federal government will not allow.

There are many reasons for this. After the final records come in and the bureau auditors go over the record they start cutting out items. For instance, they will not participate in costs of equipment used by engineers on the job. They will not allow rent for the engineer's office when he is working on more than one job.

The Federal government will not participate in payment of state sales taxes—an item of cost which is increasing steadily since the state tax commission continues to find new areas in which highway construction contracts may be taxable.

The point is this, we can't rely on the Federal government to pull us out of the hole we're in. We have to face up to the fact that the state must shoulder the greater part of the burden.

Last July the western interstate committee on highway policy problems met in Seattle and representatives from the eleven western states reported on possibilities of matching Federal aid money. I quote from a report of that conference, "none of the states thought its problems would be any fewer, and several states foresaw the need for increased highway user taxes to provide sufficient funds for matching Federal aid or fulfilling local road building needs or both."

So you see our state doesn't stand alone in this problem. All western states are facing it.

For the expanded federal aid for highways has put the pinch on all of us. We're using growing sums of money to match the Federal aid and as Federal aid money is increased the need for more state matching funds increases. And as increasing amounts of state-raised funds are used for matching funds, we have less for the ordinary projects needed to be done but which the bureau regulations forbid participation in.

State government continues to have a basic responsibility—raising money at the state level for highways.

#### Highway Construction Increased

I might point out to you that never before has the highway program been of such a magnitude. A total of \$90 million in state highway work is underway. A few years ago we were bragging if we had \$25 million underway. This year we expect to award about \$85 or \$90 million in state highway construction contracts compared with about \$69 million last year and about \$14½ million in 1948.

I might go back a few years and review the Federal-Aid Highway Act of 1956 and look at what progress we've made.

Our first meeting after enactment of the 1956 highway law was in Spokane and there I summed up just what the new law meant to the nation and to our state.

I predicted at that time that if would make possible the greatest public works program ever attempted anywhere anytime in the history of mankind.

And so it has. As a matter of fact, it's even larger than we anticipated.

I predicted, too, that it would make it possible for the motorist to travel safely and quickly on fully-controlled limited access highways from the Atlantic to the Pacific and from Canada to Mexico. There will be no traffic crossing at grade.

This is going to take some time but it depends upon the way we carry out our limited access program.

#### Limited Access Important

In Spokane I pointed out that the Congress attaches great importance to this limited access concept. For the Congress has directed that all reconstruction on the interstate system be done with a view toward controlling access to and from the highway section. And they have specifically directed in the Federal-Aid Act of 1956 that any changes made in the access plan after it has been placed into effect must be approved by the U. S. Secretary of Commerce.

For a number of years the Highway Commission has carried out a limited access program. By studying carefully each highway section, a long-range program for limiting or controlling access on 2,388 miles of state highways has been drawn up. At the present time, about 1,074 miles have this feature where entrances and exits to and from the highway are controlled.

A few weeks ago the Highway Commission adopted a resolution which calls for eventually applying this limited ac-

cess concept to ramps on all interchanges on the interstate system.

Under the terms of this new resolution there will be no connections from a fully-controlled limited access highway to abutting property or frontage roads within the full length of an off or on ramp. Such a ramp will terminate at its intersection with the local road which actually crosses the limited access facility.

There is to be no direct connection from the limited access facility in rural areas to frontage roads except through interchanges.

Full control of access is to be established for at least 110 feet along the cross roads at an interchange from the intersection of the interchange ramps with the cross road.

There has been considerable interest in this resolution. Many have assumed that this marks a new twist to our limited access policy. But actually it's an application of that policy to place our construction at interchanges in accord with the standards called for under the Federal-Aid Highway Act of 1956. Too, I might note that we're not going to fix all these interchanges up right now. It is going to take a period of 10 or 15 years to get them done and by that time everybody will be adjusted to the concept of controlling access on these new freeways.

But the important point is that adoption of this resolution by the commission is nothing new.

In 1956 at Spokane I told you that this state was slated to receive \$78,214,816 over the three years ending June 30, 1959, for U. S. 10 and U. S. 99 and its branches.

I said that we would receive approximately \$35,112,930 during the same three-year period for construction of state highways not on the interstate system.

But the 1958 highway act added to these funds. For the interstate system a total of \$3,231,412 was added for the year ending June 30, 1959. For the other sections of the Federal aid system a total of \$6,562,235 was apportioned to the state as an anti-recession measure. These special anti-recession funds were all to be placed under contract by December 1 of this year and are to be completed by December 1 of 1959. I am happy to say that we will have all of these emergency funds in our state under contract considerably before the December 1 deadline.

Too, we have taken full advantage of the increased amounts of Federal interstate funds.

#### Change In Allocating Funds

In Spokane in 1956 I reported to you that originally the intention was to allocate the money among that states on the basis of need. But the 1956 act ended up with allocating the money on the basis of population, area and post roads, a variation of the traditional allocation formula. This resulted in some states getting much more than they needed and much more than they could use sensibly within the three-year period.

But the 1958 highway act called for allocation of money on the basis of the relationship between the need of the various states. And, of course, these needs were determined from estimates of costs of completing the interstate highway system within each state.

Incidentally, I might point out that the estimates of costs of completing this system, consisting of 40,000 miles increased from \$24.6 billion in 1954 to \$37.6 billion last year. As most of you know, each state submitted an estimate of the cost of completing its section of interstate highways and these costs resulted.

Here in Washington the cost estimate in 1954 was \$509,890,000. In the report submitted to the 1958 congress, the estimate was \$673,704,000—a 32 percent increase.

There is one point which I want to emphasize and that is this—even with the greatly expanded amounts of Federal aid money coming into the state, it is going to be difficult getting all the projects under construction within the time limits all the people want. We can't get all the projects underway all at the same time. There are going to be some projects which are going to have to wait for some time before we can get them underway.

Now about rights of way and this important program of buying property for state highway purposes.

Right of way acquisition has become an important part of our state highway program.

It is a basic fact—costs of buying rights of way for state highway purposes have increased considerably over the past several years. Ten years ago, Washington spent a little over a million dollars for state highway rights of way, and this year we expect to spend about \$25 million. That's how it has grown. There are many reasons for this increase in right

of way costs. We are building a lot of highways through urban areas where property values are high. We didn't do that a few years ago. Inflation has brought about higher prices for property. A few years ago, a dollar bought more. A few years ago, the property owner was so anxious to have a new highway built that he gave the property to the state—that condition—as all of us know—no longer exists.

Too, we face the fact that we're building a lot more highway than we did a few years ago. We need more right of way.

Then these new roads we're building are bigger ones, demanding more land. Our rights of way now are sometimes 300 feet wide, sometimes wider. A few years ago, 75 to 100 feet were enough. We have to recognize, too, that typical interchange takes acres of land, and we're building a lot of these interchanges.

No wonder costs of buying rights of way have increased.

But the fact that right of way costs have increased so greatly places a considerable responsibility on all of us. In the locating divisions of our highway departments we must take property values into consideration. In determining the most efficient location for a new highway, the locator must concern himself with property values, for they are becoming a most significant cost of building a highway.

#### Good Progress

We're making real progress in our highway program in

## GOOD ROADS AHEAD

Address by F. C. Turner, Deputy Commissioner and Chief Engineer,  
Bureau of Public Roads, U. S. Department of Commerce

As we meet here tonight it is safe to predict that the road ahead is going to be far smoother, safer and more efficient than it is now. I can say this because we are embarked on the greatest job of highway building in the history of the world. It is not only the biggest highway building job, but it is also the biggest single public works program ever undertaken at any time. It is many times bigger than a dozen Panama Canals, hundreds of Grand Coulees, and the pyramids of ancient Egypt. It is bigger even than the wildest claims of the legendary Paul Bunyan (one of your better known Northwest Empire citizens); but far better, because this one is real.

During the next 15 years, we will invest more than \$100 billion in our highway plant to expand its known yield of dividend return to us as owners. For it is a proven fact to which all of our people can individually attest, that good roads pay for themselves, either directly or indirectly, and that we pay more to be without them. This investment will directly affect more individual Americans than any other single public works project. Not only will you benefit, but you have a part in the planning and developing of this mammoth project because the law provides that the voice of the public shall be heard as the program unfolds through the medium of public hearings. Rarely has the individual been given such an important and assured part in his public affairs. And only in America could such a thing happen—for only here do we have the need for such a project... the resources to convert it to actuality... and the confident ability to start it with never a doubt as to its completion as planned.

You and your organization are a part of this undertaking and have been for a long time, whether knowingly or not. For in the 60 years since you were organized you have been active in the cause of better roads. It is interesting to reflect that when you were first organized there was no Washington State Highway Department, nor a highway system, and in fact, almost no automobiles, because at that date there were only a few thousand automobiles in the whole of the United States—far fewer than there are in the city of Walla Walla alone, and about as many as probably are parked around here close to the hotel tonight, and fewer than the number that park on the average supermarket shopping center of most any of our cities on an average Saturday afternoon.

#### Roads Before Cars

Thus it seems strange indeed that the Good Roads movement of 60 years ago could have taken hold so early and lasted as it has. You may be startled to learn that the Good Roads movement throughout our country before the turn of the century were not linked to the "coming" of the automobile but rather to the "going away" of the bicycle. It was the

this state. In our interstate program as of June 30, we ranked sixth among all the states in the nation in getting this work underway. Of the money allocated to this state in interstate funds through June 30, 1959, all of it has been programmed. A small amount of the funds allocated for 1960 have also been programmed. And on the other regular Federal aid program, we are doing equally as well.

Now, I've made a rather detailed summary of where we are. But I want to emphasize that this Federal program is not assured. I said that in Spokane and I want to say it again. Each session of the Congress must act before we can be sure that the next year's apportionment for Federal aid will be made.

It is no secret that the Federal government faces a fiscal problem in the financing of the highway program. There isn't enough money coming into the highway trust fund to pay the bills. And there has been a proposal to increase the Federal gasoline tax.

So we are in a situation where we must go on from year to year without knowing precisely where we stand.

And that emphasizes the importance of the good roads association throughout the nation.

We must cultivate the interest of the people all over the nation. We must keep this road program rolling.

We can't fail. And we won't fail with active people promoting an active association where good roads are the goal.

demand of the bicyclist rather than the automobilist that really sparked the organization of the earliest Good Roads Associations. Thus it was that the League of American Wheelmen, an organization of cyclists demanding better roads, forced the first State highway department organizations, the first State-aid road improvement projects looking toward a connected system of roads, and personally important to me, the creation in 1893 of the Office of Road Inquiry, in the Department of Agriculture, which was the beginning of what is now the Bureau of Public Roads in the Department of Commerce.

And so, you can be justly proud as you meet here of the long record of real achievement. For, since its beginning in September of 1898, the Washington State Good Roads Association has been dedicated to the cause of good roads throughout the State of Washington. The early efforts of your Association played a considerable part in the establishment of your State Department of Highways on April 17, 1905. Then you supported the plan for a State highway system, its division into primary, secondary and county highway systems, the adoption of a dustless surface policy, the establishment of the Interim Committee and many other forward steps on the path to good roads.

#### Balanced Program

You should feel considerable satisfaction as you meet here for your 60th Annual Convention. For I am sure that the recently enlarged Federal-aid highway program upon which we are now embarked truly means good roads ahead. One reason for this statement is that this is a well balanced program.

To be in balance, the program must be based upon improvements that are needed on not one but on all Federal-aid highway systems. Goals must be set for each system so that the needed improvements to achieve adequacy in these systems will be accomplished in a reasonable time. Thereafter, planning, programing, engineering, obtaining rights of way and the movement of projects through the construction stage to completion must be geared to achieve these goals for each system.

The keystone to this balanced program is the joint Federal-State effort authorized by the Federal-Aid Highway Act of 1956 which sets up a program for about half of the expected \$100 billion highway investment to which I referred earlier. About one-third of the over-all highway investment is to be proved through Federal financing, another third from State financing, and the balance from other local agencies of government. This 1956 Act establishes for the first time the important principle of undertaking a specifically defined highway system improvement in its entirety, within a speci-

fied interval of time, and with a long-term financing plan attached thereto.

#### Intent of Congress

This balance in progress toward improving each Federal-aid highway system must be attained not only in the national sense but also within each State. It would be a mistake to sacrifice progress on one Federal-aid system in favor of another. This was not the intent of Congress. Congress has specifically declared it to be in the National interest to accelerate the construction of all of the Federal-aid systems, including the Interstate, because many of these highways, or portions thereof, are inadequate to meet the needs of local and interstate commerce, the National and civil defense.

The State highway departments and the Bureau of Public Roads must continue to work closely together as they have for more than 40 years to accelerate the completion of improvements on each Federal-aid system. By taking advantage of the availability of Federal funds for each system as soon as possible, each State program will remain in balance and the benefits of good roads will begin to be realized at the earliest date possible.

The Washington Department of Highways is well aware of the need for a balanced program and is obligating Federal funds available for each system at rates above the average for the Nation. And these Federal dollars plus State matching funds are being rapidly converted into highway improvements. Between July 1, 1956, when the greatly expanded Federal-aid highway program really came into being, and August 31, 1958, highway construction contracts totaling nearly \$77 million had been completed on 853 miles of the Federal-aid systems in the State of Washington.

Further progress toward good roads is in the offing. On August 31, 1958, construction was under way in your State on 392 miles of Federal-aid highway improvements costing \$58 million. An additional 293 miles of improvements, estimated to cost over \$112 million, have been either programmed or advertised for contracts by the Department of Highways.

This picture of progress toward good roads in your State is being repeated across the Nation. Between July 1, 1956, and August 31, 1958, highway construction contracts for improving nearly 50,000 miles at a cost of \$3½ billion had been completed on Federal-aid highways. In addition, work was under way on improvements to 25,447 miles of Federal-aid highways at a cost of over \$4 billion.

#### Other Highways Too

I am not unmindful that the Federal-aid highway system, important though it is, comprises only about one-fifth of the total mileage of public roads in the Nation. I am aware that these other highways are also being improved—and at an accelerated rate. In fact, capital expenditures for highways by all governmental units this calendar year are expected to reach \$6.2 billion, of which about one-third is Federal funds. This is an increase of \$500 million over the 1957 expenditures for additions and improvements to the highway plant. Capital expenditures cover the cost of construction, on-the-job engineering supervision, preliminary engineering and acquisition of rights of way. It is anticipated that these capital expenditures for highway improvements both on and off the Federal-aid systems will continue to increase for the next few years.

Highway officials accepted a tremendous task when they undertook these programs to provide good roads in a reasonable time. They are meeting this challenge and the program is on schedule. And they will, I am sure, accelerate the annual rate at which good roads are constructed so that the program will continue on schedule.

The task has not been easy. They were faced with many difficult problems. Chief among these at the beginning was a lack of engineering personnel. This was true in the Washington Department of Highways as well as in practically every other State. Much progress has been and is being made in overcoming this problem.

Here in Washington, for example, under the able leadership of Mr. William Bugge, Director of Highways and Immediate Past President of the American Association of State Highway Officials, a virtual renaissance in highway engineering has taken place. Let me give just one of many examples.

#### New Methods

Slightly over two years ago, a Computer Section was organized in the Department of Highways. One of these new magic electronic computer machines was installed and with it came a tremendous increase in engineering productivity. Now thousands of the routine calculations formerly performed

manually at the cost of many engineering man-hours are now made in a fraction of the time on these high-speed machines.

The computer is a very important contributor but not the only way in which engineering productivity has been increased here in Washington and in many other States. Greater use of aerial surveys and photogrammetry is a definite trend. Wider use of radio, of improved surveying equipment, of high speed reproduction machines, of standard plans—all these have expedited engineering and helped to increase the annual flow of construction contracts for good roads.

I think it important that you should know that through these new developments the highway departments have strengthened themselves to accept their greater responsibilities in the expanding program. They will thus retain leadership and control so that there will be no sacrifice in quality as the construction rate accelerates.

#### Highways Are Big Business

In this respect, it is of tremendous importance that there be a full acceptance of the fact that management of the highway program in each State is truly a business—complicated—and big business at that. For this reason, it is essential that it be managed as such in recognition of the fact that it is one of the largest enterprises of State governments. It requires special skills, training and experience, and it is not safe to entrust its manifold responsibilities to the untrained. Highway administration is a complex and scientific professional calling which requires expert and experienced talents if we are to receive the full benefit of the billions of dollars being invested on behalf of the public. It must be divorced from partisanship, since the highway system belongs to all alike; it must be wisely managed, for tremendous sums are involved; it must be well engineered for millions of lives are at stake in its safety features; and it must be viewed from a broad vantage point because it bears heavily upon our very safety and existence as a Nation in the horrible event of war.

#### Bugge Praised

Here in Washington you have properly recognized these things and have an outstanding highway department, headed by a nationally recognized and respected engineer in Bill Bugge. That he is a respected leader in this field is attested to by his having been chosen to serve last year as the national President of the American Association of State Highway Officials, a job which he filled with great credit to himself and this State highway department.

It is important that men like him and highway departments like his be available for this job for without them this magnificent system of modern highways being built for the public's use cannot be realized. For although the program is touched off by a Federal legislative act and paid for in large extent through Federally authorized funds, the actual building is the job of the State highway departments. In our country as distinguished from most other countries of the world, road building is traditionally a job of the States. There are no Federal highways in the sense that many people think as they refer to the system of U S numbered highway routes. All of these roads were built as individual State roads and then linked together with a common U S route numbering system merely for convenient routing designation. All of the road construction on the National System of Interstate and Defense Highways authorized by the Federal-Aid Highway Act of 1956 is a State responsibility with minor exceptions where crossing wholly owned Federal areas. All of the States working together helped to plan the routes and the State highway departments make the surveys, plans, specifications, award the construction contracts, supervise the building, and provide the subsequent maintenance. The Bureau of Public Roads serves as the unification and over-all coordinating agency to weld the individual States' programs together into a national whole. This is why it is so important that each State provide a highway department of the best quality.

#### Interstate Program

You may have noted that I have made little reference so far to the Interstate System program. I have done this deliberately because it is only one part of the balanced highway program about which I have been talking. This Interstate program has been the most frequently described part of the program and sometimes in such terms as to create the erroneous impression that it is the only highway program that is under way or contemplated. It is important; in fact it is of the greatest importance when considered from the viewpoint of the National interest. It could not be of the service intended, though, if it were not at the same time linked with the

other highway systems. I personally dislike to divide our highways into arbitrary system classifications such as Interstate, State, county, city, etc. The really important and peculiar characteristic of the highways of our country as a transportation scheme lies in the fact that any individual can move at will from any point in the country to any other point over a connected linkage of roads. As he does so he does not concern himself with what the system classification is for the particular piece of road on which he happens to be driving. The so-called system designations are administrative devices necessary in the management of the funds and assignments of responsibility for keeping the roads in proper condition for service.

#### Interstate Carries Traffic

One of the cardinal principles of the Federal aid highway legislation is its requirement establishing the completely linked system and limiting the available Federal funds to projects which contribute to the development of an interconnected system within the individual State as well as interstate. The Federal-aid system, while including only about one-fifth of the total highway and street mileage of the Nation, carries about four-fifth of the total vehicle-miles of travel. And the Interstate System while comprising only about one percent of the mileage, carries or will carry upon completion, about 20 percent of the travel. Thus you can readily see why there has been so much interest and emphasis placed on this particular 41,000 miles of highway. This system was not selected by or subsequent to the 1956 Highway Act, but to the extent then authorized had been officially selected through joint action of the States and the Bureau over a 3-year period culminating in a certificate of August 2, 1947, which approved the Interstate System of Highways pursuant to authorization contained in the Federal-Aid Highway Act of 1944.

The routings were objectively chosen when there was absolutely no thought as to their method of financing or any more favorable proportion of Federal funds available for these routes as distinguished from the other Federal-aid routes. The criteria for route selection were written into the 1944 law, based upon the report of a 5-year study which the Congress had before it as the result of a previous Congressional directive to a special Presidentially appointed study committee. That committee in its report and all of the other actions subsequent thereto have consistently stressed the concept of the integrated highway network, of which the Interstate System is one part.

#### Cost Per Vehicle Mile

A large share of the available Federal-aid funds will go into the construction of the Interstate System and these roads will cost considerably more dollars per mile than most other roads. But cost per mile is not a proper measure of the cost of the transportation system. A better yardstick is the cost per vehicle-mile of travel; that is, how much does it cost per mile of travel to provide the roadbed on which the vehicle travels? It might be likened to a determination of the fare which the local bus company must charge its riders in order to realize a proper rate of return on its investment. It is significant to note that when measured in this way, the heavy

traffic routes of the Interstate System typically cost less than many of their more lightly traveled neighboring links such for example as those of the secondary systems. It is a fact that in most cases the so-called high cost roads are actually earning a profit which is used to offset net losses on many lightly traveled roads which often do not earn sufficient returns to pay for their initial construction and subsequent maintenance. But the highway system is a utility for the equal use and convenience of all the people and it is necessary to charge each user of the same kind similar rates with which to construct a unified single network of roads throughout the country, without regard to which system is being used.

I have mentioned this question of so-called costs because I want to emphasize that our highway transportation network outlays do not properly belong on the cost side of the book-keeping ledger but rather in the category of capital additions to plant which produce dividend returns in excess of the capital so invested. While such a return can be shown on the basis of vehicle operating costs alone, there are still further and far more important dividends in the saving of lives and prevention of crippling injuries to many thousands of our people. Who can put any price on this benefit?

#### Safety Too

We are well on the way to realizing a highway users dream of good roads ahead. For we will have a highway system for the first time which is expected to match the capacity of the vehicle which uses it. We can each begin to get more of the full benefit from the large investment we have in the family automobile. Our chances of being involved in an accident will drop by at least two-thirds. Some of you may be among the 3500 persons whose lives will not be lost each year in auto accidents after this Interstate System is completed. Our burdensome high cost of automobile insurance will decrease by virtue of the reduction in numbers and severity of automobile accident losses. Our automobiles will suffer less wear and tear from the frequent stop and go cycle of today's driving and there will be more go and less stop. There will be large savings in time for traveling to our various destinations coupled with the more important savings in wear and tear on our nerves and mental facilities. We will be able to drive to and through most of our large cities across the Nation without having to stop for traffic lights, stop signs, or the traffic cop.

Yes, the road ahead looks good and inviting. You and your friends can do much to help it into early being. Your membership is informed on highway needs and the means of meeting them properly. You can help by your attendance at the public hearings on proposed highway improvements and at other meetings in your districts, and you can help to focus attention on the real relationship between the temporary inconveniences and the long term benefits of highway improvements. Because your membership down through the years has been keenly aware of the benefits to the economy and the individual you have continually supported actions designed to produce good roads. Your own support and that of many similar organizations throughout the country have been large factors in helping us as highway officials to make this huge program go and go on schedule.

JOINT REPORT OF THE  
HIGHWAY EXTENSION COMMITTEE AND THE  
STREETS AND HIGHWAYS IMPROVEMENT COMMITTEE

H. E. "Jerry" Jesseph, Chairman  
C. W. "Red" Beck, Secretary  
C. K. Glaze, Consultant, Department of Highways

**RESOLUTION NO. 1**—It was proposed that the rules of order for this committee be suspended and that all highway extension resolutions in hands of committee as of Oct. 3, 1958, will be taken under consideration and acted upon.

**ACTION:** Carried.

**RESOLUTION NO. 2**—Proposed by the Highway 8 Association, the Kennewick Chamber of Commerce and the Vancouver Chamber of Commerce that everything possible be done to hasten the completion of Highway 8.

**ACTION:** This resolution has been approved previously and we reaffirm our position that work continue as funds are available. We further urge that everything possible be done to expedite the relocation and re-surveying necessitated by the construction of the John Day Dam.

**RESOLUTION NO. 3**—Proposed by the Washington State Grange, Kitsap County Good Roads Association and the South Kitsap Chamber of Commerce that Highway 10 be extended to the Pacific Coast.

**ACTION:** This project does not qualify under existing regulation to be extended to Coast. We recommend that it be referred to the Highway Commission and the Bureau of Public Roads for study as to feasibility of extension as far as Bremerton.

**RESOLUTION NO. 4**—Proposed by the Kitsap County Good Roads Association that study for a bridge across Port Orchard passage be made.

**ACTION:** We recommend that action on this resolution be held in abeyance until the present study now being made is completed.

**RESOLUTION NO. 5**—Proposed by the Preston Community Club that the road between Preston and Fall City be improved.

**ACTION:** This is a county road and traffic does not warrant its being on the state system at this time. We refer this resolution to the Highway Research Council for a continuing study until such time as it warrants being on the state system. In the meantime, cooperation with the King County Commissioners should be solicited to improve this highway.

**RESOLUTION NO. 6**—Proposed by the Naches Pass Tunnel Association that this association reaffirms its position advocating construction of the Naches Tunnel.

**ACTION:** We consider this a worthwhile project as deserving of our support and approval, subject to the findings and recommendations of the study now under way by the Interim Committee.

**RESOLUTION NO. 7**—Proposed by the Hoquiam Chamber of Commerce that Highway 9 between Aberdeen and Olympia be completed during the 1959-1961 biennium.

**ACTION:** Construction of this project is now under way and is being expedited as rapidly as conditions warrant and funds are available.

**RESOLUTION NO. 8**—Proposed by the Hoquiam and South Kitsap Chambers of Commerce that the Cross Sound Bridge System between Seattle and Kitsap peninsula via Vashon Island be built.

**ACTION:** After considerable discussion, at which time it was brought out that this was the subject of a panel discussion by Rep. Julia Butler Hansen and Senator Nat Washington, tomorrow morning, it was moved that this resolution be tabled.

**RESOLUTION NO. 9**—Proposed by the Hoquiam Chamber of Commerce that the Queets and Taholah Road be financed jointly by State and Federal Governments.

**ACTION:** The Highway Department is working on this project and we urge further continuance in this effort.

**RESOLUTION NO. 10**—Proposed by the Hoquiam Chamber of Commerce, the Olympic Development League and the Port Angeles Chamber of Commerce that a bridge be built across the Columbia River, in the vicinity of Astoria-Megler.

**ACTION:** There is a complete feasibility study due on this project Nov. 1, 1958. We realize this is a project worthy of favorable consideration but withhold recommendation at this time pending publication of the report. We commend the Highway Department for its speed in bringing this project to its present status.

**RESOLUTION NO. 11**—Proposed by the North Cross State Highway Association that the North Cross State Highway should be placed in the highest priority bracket by the Washington State Highway Commission and construction money requested in the next biennium budget by the Washington State Legislature.

**ACTION:** We recommend the budget carry money to start construction of the North Cross State Highway.

**RESOLUTION NO. 12**—Proposed by the Walla Walla Chamber of Commerce that the Lyons Ferry Bridge and highway project be completed in time for the State of Washington to take advantage of the completion of the Lolo Pass Highway in 1961.

**ACTION:** This resolution has received favorable approval of our Association at our convention in 1952, 1953, 1954, 1955, 1956 and 1957. We reaffirm our position in favor of this project at this time.

**RESOLUTION NO. 13**—Proposed by the Olympic Development League and the Aberdeen Chamber of Commerce that the Anderson Pass Road across the Olympic Mountain be built.

**ACTION:** We recognize the desirability of this project and recommend it to the Joint Interim Fact Finding Committee for study.

**RESOLUTION NO. 14**—Proposed by the Olympic Development League that a road be built from Taholah to Queets. Also another road from Ruby Beach to Neah Bay at Highway No. 9-A junction via Olympic National Park, Ozette and the Makah Indian Reservation.

**ACTION:** Certain section of this highway come under the jurisdiction of National Park Service, other sections under the Bureau of Indian Affairs. This project is very desirable and we refer it to the Highway Interim Committee for study and action.

**RESOLUTION NO. 15**—Proposed by the Port Angeles Chamber of Commerce that a bridge across Elwah River on Highway 9-A be reconstructed with a modern highway access on either side.

**ACTION:** We realize this as desirable project and recommend that it be brought to the attention of the Highway Commission.

**RESOLUTION NO. 16**—Proposed by the Port Angeles Chamber of Commerce that a coastal road be built from Quinalt to Neah Bay.

**ACTION:** We reaffirm our previous stand and recommend favorable action on this project.

**RESOLUTION NO. 17**—Proposed by the Port Angeles Chamber of Commerce that the State Highway Department take over four and one-half miles of road from Highway 101 to the Hurricane Ridge Road.

**ACTION:** There is not sufficient State interest in this project for it to be added to the State system at this time. The proposal was tabled.

**RESOLUTION NO. 18**—Proposed by the Port Angeles

Chamber of Commerce that the State construct an improved highway from Port Angeles to the Hood Canal Bridge.

**ACTION:** The approaches to this project will be completed along with the Hood Canal Bridge as moneys are allocated by the State Highway Commission. No further action was taken.

**RESOLUTION NO. 19**—Proposed by the Waitsburg Commercial Club that PSH 410 between Waitsburg and Dixie be widened to permit a passing lane at Minnick Hill and further that this road be widened to permit parking in front of the Dixie School.

**ACTION:** This project has considerable merit and investigation reveals that it is under study by the Highway Commission. We recommend this project be given favorable consideration.

**RESOLUTION NO. 20:** Proposed by the Waitsburg Commercial Club that Highway 410 be rebuilt between Clarkston and Pomeroy to eliminate unnecessary curves.

**ACTION:** This project deserves our support and investigation reveals that surveys are now being made. The Association recommends favorable action.

COMMITTEE ACTIVITIES AT THE CONVENTION

| Resolutions Committee        | Nominating Committee     |
|------------------------------|--------------------------|
| At Large:                    | At Large:                |
| Jack Rogers, Chairman        | George Ruth, Chairman    |
| David Guilbert               | George Knudson           |
| Howard Peterson              | Francis Moore            |
| Carl Kilgore                 | C. A. Wilson             |
| Henry Kruse                  | Jess Sapp                |
| Truman Trullinger, Secretary |                          |
| Dist. 1—George Kachlein      | Dist. 1—R. E. McCormick  |
| Dist. 2—Jonathan Manner      | Dist. 2—Larry Venable    |
| Dist. 3—Ray Bachman          | Dist. 3—Vic Francis      |
| Dist. 4—Harry Egbert         | Dist. 4—Wendell Brown    |
| Dist. 5—Hoyt Wilbanks        | Dist. 5—Gus Nieman       |
| Dist. 6—Arch McLean          | Dist. 6—Elmer Sorenson   |
| Dist. 7—Bill Greaves         | Dist. 7—Paul Fredrickson |

Highway Extension Committee:

H. E. "Jerry" Jesseph, Chrmn.  
C. W. "Red" Beck, Sec.  
A. L. Schenkel  
Clinton S. Reynolds  
John A. Early  
C. K. Glaze, Consultant

REPORT OF THE AUDITING COMMITTEE

The Auditing Committee has examined the treasurer's report and the financial records and books of account of the Association for the fiscal year, August 31, 1957 to September 22, 1958. The cash balance on hand, as shown on the financial statement, is in agreement with the cash balance shown on the bank statement. This committee recommends that the treasurer's report be accepted.

Report signed and given by Art Ganson

## *In Memoriam . . .*

### FRED WOLF

Fred Wolf came to the state as a young man from Iowa and devoted the rest of his lifetime to the improvement of the state and his home county, Pend Orielle. He passed away October 29, 1957.

As an outstanding weekly newspaper publisher, Fred took leadership in many organizations and activities, but his major interest was in the development of good roads.

He served as president of the Washington State Good Roads Association in 1923, as well as working diligently on many committee assignments. He assisted in formation and served as an officer of the Eastern Washington Good Roads Association, and was a director for many years of the Inland Automobile Association.

He was a member of the Legislature and devoted much thought and energy to the development of the basic highway policy which created the first State Highway system.

As one of the most congenial and friendly of men, those who knew him loved him. We will miss his friendship and his wise counsel.

This memorial shall be entered in the permanent records of the Washington State Good Roads Association, and a copy be transmitted by the secretary to Mrs. Wolf.

### BERT M. HUNTINGTON

Bert M. Huntington, president of the Washington State Good Roads Association in 1937, not only achieved a record of outstanding community citizenship in his home city of Walla Walla, but he also made valuable contributions to the progress and development of the State of Washington through his efforts as an energetic and effective leader.

In his passing in September of this year, he left behind him a record of service and achievement that will be long remembered and will likewise be reflected in the continued activities of this Association and in the further development of the state.

This convention expresses its appreciation for his leadership and service by the concurrence of his many friends and those who share in the benefits which Bert M. Huntington helped develop.

## *In Memoriam . . .*

### HOWARD PHELPS

Our 1958 convention of the Washington State Good Roads Association wish to pay tribute to Howard Phelps, a long time member of this organization.

Howard not only served as our president in 1944, but contributed much toward the betterment of our highway system. He, with the aid of W.S.C. research facilities, conducted many projects to improve our highway construction.

We miss his sound leadership and inspiring smile.

### GEORGE GAUNTLETT

George Gauntlett's passing leaves us with a large gap in our community life in Aberdeen.

Although George was inactive for the last several years, his name was still connected with many activities and enterprises.

Being a member of this Association for many years and serving us faithfully, he was made an Honorary President at the time he became ill.

George, in his life, was a great civic leader, engineer, business man and builder. His life may be typified by the motto of his Rotary Club: "SERVICE ABOVE SELF".

### CHARLES F. GORANSON

Charles F. Goranson of Tacoma passed away about two weeks ago at the age of over 80. "Charley", as he was affectionately known to his many friends in the Washington State Good Roads Association, lived a long, successful and useful life. He was very active in this Association in the cause of good roads for a long time. He served on many committees with distinction, and had served as Vice President for several years up to now.

We regret his passing. We will miss his congenial, friendly companionship. Especially, we will miss his thought-provoking suggestions, many of which he made to solely provoke thought.

"Charley" has gone to his reward, which we know is rich. God rest his soul.

This memorial shall be entered in the permanent records of this Association and a copy shall be transmitted to his family.

# 1958 MEMBER ORGANIZATIONS

## WASHINGTON STATE GOOD ROADS ASSOCIATION

|   |   |  |
|---|---|--|
| Aberdeen Chamber of Commerce                                | Kitsap County Good Roads Association              | Seattle Chamber of Commerce                                |
| Anacortes Chamber of Commerce                               | Kitsap County Pomona Grange                       | Sedro Woolley Rotary Club                                  |
| Asphalt Paving Association of<br>Washington, Inc.           | La Conner Chamber of Commerce                     | Sedro Woolley Chamber of Commerce                          |
| Associated General Contractors of<br>America, Inc., Spokane | Lake Chelan Chamber of Commerce                   | Sedro Woolley Eagles                                       |
| Associated General Contractors of<br>America, Inc., Seattle | Lake Stevens Lions Club                           | Sequim Chamber of Commerce                                 |
| Auburn Chamber of Commerce                                  | Leavenworth Chamber of Commerce                   | Shelton Chamber of Commerce                                |
| Automobile Club Washington                                  | Lind Chamber of Commerce                          | Skagit County Development Association                      |
| Bainbridge Island Chamber of Commerce                       | Longview Chamber of Commerce                      | South Bend Chamber of Commerce                             |
| Bellevue Chamber of Commerce                                | Lummi Island Chamber of Commerce                  | South Kitsap Chamber of Commerce                           |
| Bellingham Chamber of Commerce                              | Lions Club of Anacortes                           | South Kitsap Improvement Council                           |
| Bellingham Real Estate Board                                | Mansfield Commercial Club                         | Soroptimist Club of Anacortes                              |
| Bellingham Chamber of Commerce                              | Methow Valley Chamber of Commerce                 | Spokane Chamber of Commerce                                |
| Bremerton Chamber of Commerce                               | Moses Lake Chamber of Commerce                    | Spokane County Good Roads Association                      |
| Bridgeport Chamber of Commerce                              | Motor Coach Association of Washington             | Spokane Valley Chamber of Commerce                         |
| Central Inter-Club Council, Silverdale                      | Mount Adams Chamber of Commerce                   | Sumas Chamber of Commerce                                  |
| Centralia Chamber of Commerce                               | Mount Vernon Chamber of Commerce                  | Sunnyside Chamber of Commerce                              |
| Colfax Chamber of Commerce                                  | Newport Chamber of Commerce                       | South Central Washington Roads<br>Association              |
| Colville Chamber of Commerce                                | North Bend Chamber of Commerce                    | Sedro Woolley Aerie No. 2069,<br>Fraternal Order of Eagles |
| Davenport Chamber of Commerce                               | North Cross-State Highway Association             | Tacoma Chamber of Commerce                                 |
| Dayton Chamber of Commerce                                  | North End Improvement Council<br>of Kitsap County | Toppenish Chamber of Commerce                              |
| East-West Highway Association                               | North Olympic Chamber of Commerce                 | Upper Skagit Booster Club                                  |
| East Stanwood Commercial Club                               | Ocean Park Chamber of Commerce                    | Vashon Island Chamber of Commerce                          |
| Ellensburg Chamber of Commerce                              | Odessa Chamber of Commerce                        | Vancouver Chamber of Commerce                              |
| Enumclaw Chamber of Commerce                                | Okanogan Chamber of Commerce                      | Walla Walla Chamber of Commerce                            |
| Ephrata Chamber of Commerce                                 | Olympia Chamber of Commerce                       | Washington Motor Hotel Association                         |
| Everett Chamber of Commerce                                 | Omak Chamber of Commerce                          | Washington Motor Transport Association                     |
| Fraternal Order of Eagles, No. 249,<br>Anacortes            | Othello Chamber of Commerce                       | Western Oil & Gas Association                              |
| Ferndale Chamber of Commerce                                | Palouse Chamber of Commerce                       | Washington State Association of<br>County Commissioners    |
| Goldendale Chamber of Commerce                              | Pasco Chamber of Commerce                         | Washington State Auto Dealers<br>Association               |
| Highway 8 Association                                       | Pomeroy Chamber of Commerce                       | Washington State Grange                                    |
| Hoquiam Chamber of Commerce                                 | Port Angeles Chamber of Commerce                  | Washington State Hotel Association                         |
| Ilwaco Chamber of Commerce                                  | Port Townsend Chamber of Commerce                 | Waterville Commercial Club                                 |
| Inland Automobile Association                               | Pullman Chamber of Commerce                       | Wenatchee Chamber of Commerce                              |
| Issaquah Chamber of Commerce                                | Poulsbo Chamber of Commerce                       | Wilbur Chamber of Commerce                                 |
| Kennewick Chamber of Commerce                               | Quincy Valley Chamber of Commerce                 | Yakima Chamber of Commerce                                 |
| Kirkland Chamber of Commerce                                | Raymond Chamber of Commerce                       |  |
|   | Renton Chamber of Commerce                        |  |
|   | Richland Chamber of Commerce                      |  |
|   | St. John Community Club                           |  |

## GOOD ROADS CONVENTION CITIES

|                    |                     |                     |                         |
|--------------------|---------------------|---------------------|-------------------------|
| 1899 — Spokane     | 1914 — Spokane      | 1929 — Bellingham   | 1944 — Spokane          |
| 1900 — Seattle     | 1915 — Ellensburg   | 1930 — Wenatchee    | 1945 — Wenatchee        |
| 1901 — Ellensburg  | 1916 — Centralia    | 1931 — Centralia    | 1946 — Bellingham       |
| 1902 — Spokane     | 1917 — Bellingham   | 1932 — Spokane      | 1947 — Ellensburg       |
| 1903 — Bellingham  | 1918 — Pasco        | 1933 — Port Angeles | 1948 — Spokane          |
| 1904 — Spokane     | 1919 — Yakima       | 1934 — Yakima       | 1949 — Port Angeles     |
| 1905 — Everett     | 1920 — Everett      | 1935 — Olympia      | 1950 — Walla Walla      |
| 1906 — Yakima      | 1921 — Tacoma       | 1936 — Ellensburg   | 1951 — Olympia          |
| 1907 — Bellingham  | 1922 — Ellensburg   | 1937 — Aberdeen     | 1952 — Yakima           |
| 1908 — Kennewick   | 1923 — Olympia      | 1938 — Seattle      | 1953 — Aberdeen-Hoquiam |
| 1909 — Aberdeen    | 1924 — Wenatchee    | 1939 — Walla Walla  | 1954 — Wenatchee        |
| 1910 — Walla Walla | 1925 — Grays Harbor | 1940 — Tacoma       | 1955 — Bellingham       |
| 1911 — Wenatchee   | 1926 — Yakima       | 1941 — Wenatchee    | 1956 — Spokane          |
| 1912 — Tacoma      | 1927 — Longview     | 1942 — Bellingham   | 1957 — Longview         |
| 1913 — Yakima      | 1928 — Walla Walla  | 1943 — Seattle      | 1958 — Walla Walla      |

**IT'S TACOMA IN 1959**  
***BE THERE!***