

In 1935 I started with the Bureau of Public Roads working in the fields of planning and in traffic and research, and have continued until this time, gradually increasing my specialization in safety.

I was made responsible in 1957 for the conduct of the study directed by this committee, by the Subcommittee on Roads of this committee, and was the principal author of a report on the Federal role in highway safety. This was the result of an exhaustive 3-year study directed to highway safety needs as they were seen at that time, at the outset of the Interstate program.

I served as assistant to the Commissioner of Research in the Bureau of Public Roads, and from that post went to my present position as Deputy Director, first in the Office of Highway Safety which was organized in 1961 in the Bureau of Public Roads, and this office has very recently been changed to Office of Traffic Operations. I continue in that post.

My affiliations, professionally, have been with a number of national organizations. I think perhaps the most important for the record and this committee is the fact I have served since 1944 with the American Association of State Highway Officials committees in the traffic field, presently as the secretary of two of its committees concerned with traffic matters.

I was Chairman of the Highway Safety Committee of the Highway Research Board from 1962 to 1967. I am a member of the advisory section on their cooperative research program, which is participated in by all of the State highway departments and the Bureau of Public Roads.

I did have the honor, about 10 years ago, of serving as president of the Institute of Traffic Engineers and have been head of its international relations committee for the past several years.

One other responsibility possibly related to the work of this committee, as you start your investigation, is the function that I perform as vice chairman of the National Joint Committee on Uniform Traffic Control Devices. This is the standardization body responsible to five principal national organizations for the development of standards for traffic control devices.

I have been associated with the National Safety Council and worked with its traffic conference, and am a member of several overseas groups also which are concerned with traffic and safety work, both operational and in the research field.

I think maybe this is enough, Mr. Chairman, to give you an idea of the deep interest I hold in the subject you discuss today.

Mr. W. Max. Mr. Chairman, Mr. Prisk is actively associated with a two-page list of organizations related to traffic engineering and safety on the highways. Also I notice Mr. Prisk has received two commendations, one from the U.S. Department of Commerce, Silver Medal of Merit in 1952, and second, the Matson Memorial Award for outstanding contribution to the advancement of traffic engineering in 1959.

Mr. Chairman, as has been customary in the past, during this current effort cooperation received by the staff from all agencies and persons has been superb. As an example of this, I would like to explain that Mr. Prisk, for some time now, has been assigned by the Department of Transportation, Bureau of Public Roads, to the subcommittee to render us aid and assistance. That he has done. He will