

The importance of the vehicle-road relationship to the utility and safety of the highway system is often overshadowed by the individual problems of the vehicle manufacturer and the highway builder. With the accelerated highway program becoming a reality, a new objective look at the vehicle-road relationship is necessary. \* \* \* Projecting requirements of vehicles and roads ahead nearly 20 years and combining them into an orderly and safe transportation system is an enormous undertaking. This paper can only suggest typical problems for additional study.

He also said—

Of greatest prominence—in a complete study—are the new interstate highways, but of equal importance to the public is the safe use of primary, secondary, and urban roads.

And in this paper, he called our attention to the fact that Mr. Harlow H. Curtice, who was then chairman of the President's Committee for Highway Safety, had stated that the—

Nation's highway traffic toll could be cut in half within a relatively short time if present knowledge of highway safety problems were effectively applied on a nationwide basis. Our fundamental problem is not ignorance of what to do; it is failure to get it done on a sustained nationwide basis. We should concentrate more intensively on putting our knowledge to work instead of casting about for revolutionary, new approaches in a mistaken belief that present measures are futile.

Mr. CONSTANDY. There is not much that can be said which would be more pertinent than that.

Your own experience shows that you people have proved there are ways to improve highway safety, to improve design. You have been able to show the results of it. The knowledge is available; it is a matter of implementing it.

Mr. STONEX. Right.

Mr. CONSTANDY. The paper you mentioned is dated 1954, which was 13 years ago, 2 years before the Interstate System was provided for by law. Again 2 years after it was begun, and in the years since, you have been proclaiming the things that you have found in your own efforts at the proving ground. Yet we have seen examples too frequently here of that knowledge not having been applied, the result being that the roadside is not as safe as it might have been.

Mr. STONEX. This is right.

Mr. CONSTANDY. Will you continue?

Mr. STONEX. Mr. Lundstrom also referred to a cooperative project conducted by the proving ground and the Pennsylvania Turnpike and reported in 1940 in the proceedings of the Highway Research Board, which was done by myself and Mr. C. N. Noble. This paper had an interesting item in that we reported the details of some tests conducted on the Pennsylvania Turnpike, before it was opened, at speeds in excess of 100 miles an hour using a production 1940 car with production 1940 tires.

Now this, I think, is relevant because of the possible current interest in what has been spoken of as a "Century Highway" in the northeast corridor.

Mr. CONSTANDY. Century Highway is a road that would be designed to accommodate traffic at speeds of 100 miles an hour.

Mr. STONEX. One hundred or higher, depending on who is discussing the proposal.

Mr. CONSTANDY. Or higher. This research was done in 1940?

Mr. STONEX. Yes.

Mr. CONSTANDY. Continue, please.