

We believe that the standards and policies that will be used for highway design, construction, and maintenance operations in connection with the safety program, as it applies to the State highway systems, will be those developed by AASHO and submitted to the Federal Highway Administrator for his official concurrence.

We are assuming that this will be the case, and it is the intention of the State highway departments to continue in the field of developing such technical and engineering standards and specifications that are used in the State highway departments' operations. This is a definite position.

AASHO standards are accepted worldwide and our procedure for developing such things uses a vast reservoir of education and experience from all of the State highway departments that does not exist anywhere else. It has resulted in the United States being the top authority in highway technology.

As we study the complex matter of accidents and their costs, we find that some may defy diagnosis, but it is evident that we need to know far more than is available of causative factors and how to cope with them.

It is our feeling that the work that will be done by the National Highway Safety Bureau and AASHO will be able to give far more information than has been available up to the present time and will help materially.

Facts and figures on the safety problem have been entirely inadequate and we believe mostly because the public, to a large degree, has been apathetic and disinterested in actively supporting any proposal that might eventually inconvenience them individually. We believe this is one reason that coping with the alcohol problem may be difficult.

Much of the current public interest in traffic safety is emotional and has been cultivated to a considerable extent by sensational publicity setting the number of people expected to be killed over a given holiday or weekend period. This is a scare program and leaves the impression that if one returns home safe and sound that he is indeed fortunate.

Actually, when one analyzes the mathematical frequency of traffic accidents as compared to the exposure factor created by 100 million motor vehicles operating on our highways, it is surprisingly low. However, the safety problem is extremely serious and one that must receive the complete attention of everyone and be brought to an irreducible minimum, whatever that might be, in the shortest possible time.

We appreciate the privilege of appearing here and will be happy to answer any questions that you might have. The members of our special traffic safety committee are here for the purpose of answering questions pertaining to their own specialized fields.

Thank you very much, Mr. Chairman.

Mr. BLATNIK. Thank you, Mr. Johnson.

Mr. John Morton, commissioner, Department of Public Works and Highways from the State of New Hampshire has come into the room with a member of our committee, Mr. Cleveland. Mr. Morton is also chairman of the AASHO Traffic Committee.

Mr. Morton, I believe you have a statement with you. Please take the chair. I hope you did not mind our going on.

We have already sworn the other witnesses. Would you raise your right hand. Do you solemnly swear the testimony you are about to give