

way system have been removed. This comment is made for it well dates and illustrates the department's concern with the removal of fixed objects in close proximity to lines of highway travel.

In 1962 the Bureau of Public Roads established the position of Director of Highway Safety. This position was established for the purpose of expanding the Bureau's operations in the field of highway safety.

In 1964 a special AASHO Traffic Safety Committee was established in cooperation with the Federal Highway Administrator and the AASHO organization. It is this traffic safety committee that is appearing before you today.

In 1965 at the annual convention of AASHO in New York City, the AASHO Committee on Traffic and Bureau personnel met with Joseph Linko and viewed showings of his slides which depict accident-prone locations on some of the New York expressways. At this same meeting, many members of the AASHO Traffic Committee visited and studied the highway locations that were identified in the Linko pictures.

At the 1966 summer meeting of the AASHO Committee on Traffic we devoted two full-day sessions to highway safety. At these sessions members of the committee presented informal reports concerning the activities of their respective departments with reference to work being performed in the field of highway safety. In addition, the committee membership reported on what they believed to be some of the most critical areas associated with highway designs, signing, pavement marking, and operational features of expressways from a safety viewpoint. The following statements briefly describe some of the reporting:

Virginia reported multifatal accidents involving trucks parked on shoulders on Interstate highways.

Nebraska reported an increase in railroad-crossing accidents.

California stated that fixed objects cause 39 percent of fatal accidents on freeways, that hydroplaning is a definite factor in wet roadway accidents, also that only 40 percent of total accidents occur on State highways.

Oklahoma also reported a large percentage of accidents are occurring on local roads. In addition, Oklahoma encountered a problem with U-turns on expressways.

Connecticut reported accident experience at left-hand off ramps, short weaving distances and at signals. Of 50 high-accident locations, 47 were at signals.

Maryland reported that a compilation of locations with 10 or more accidents showed all except one were at intersections, 71 percent of which were equipped with standard signs and signals. Also, Maryland reported that State police are tabulating and publishing a list of accidents caused by drinking drivers.

New Hampshire reported that a high percentage of fatal accidents involved drinking drivers.

In 1966, the special AASHO Traffic Committee visited the most heavily populated areas of the Nation for the purpose of studying the operation of traffic over both new and old expressways. This committee took into consideration the design, signing, and pavement marking of highways from a safety viewpoint. Of particular note was the fact that this committee discussed with many of the law-enforcement agencies, law enforcement as it relates to highway design and operation.