conclude that we are not doing as good a job as we can—even with present resources.

I believe the committee may be interested to hear from us about present and planned programs of the Federal Highway Administration in cooperation with State, county, and city officials, and other concerned interests, to meaningfully and comprehensively reduce the incidence of safety hazards highlighted by these hearings.

Mr. Turner, Director of the Bureau of Public Roads, will undertake to do this in some detail. He will discuss past, present, and contemplated programs under the direct supervision of the Bureau of Public Roads in its effort to reduce or eliminate hazards on Federal-aid highways.

Before Mr. Turner speaks to you, I would like briefly to outline some of the broad areas in which we will be working to achieve our safety goals.

As a step in this direction, I have asked the Bureau of Public Roads and the National Highway Safety Bureau to begin preparation of a highway safety design manual—a comprehensive, all-inclusive handbook of highway design practice which will, in one volume or perhaps in a series of volumes, integrate such disciplines as street and highway design, traffic engineering, and maintenance and operations. I fully expect this to be done in cooperation with State highway officials, county engineers, city officials, professional organizations, and others who have a contribution to make.

We do not intend that this manual will be a mere codification of the hundreds of standards, criteria, guidelines, and suggested practices that have been prepared over the years by official, quasi-official, and private organizations. This will be only one of its functions.

But more importantly, the proposed manual will embody truly up-to-date thinking in all areas of highway design, in a form attractive for immediate use and quickly susceptible to improvement as new information and advanced technology become available in the future. Moreover, it should eliminate gaps in accepted criteria that exist today.

Another area that is receiving our immediate attention is the matter of safety research. Our Interstate highways are designed on a 20-year future-needs basis as far as traffic volume capacity is concerned. It is our belief that the same sort of forward vision must be applied to research into highway safety design needs. Research in this area frequently has been a matter of reaction to conditions already developed. Research is needed and has been started to make the driver-vehicle-highway system more nearly compatible, and less subject to failure in the accident situation.

We are looking forward to the planned hearings of the Roads Subcommittee in a few weeks when we will have the opportunity of telling the committee members of our progress in carrying out the Highway Safety Act of 1966, including its authorizations for research.

There is no limit to the value of new knowledge which can contribute to safer highway design, yet all too often there exists a great gulf between research and application. Whether the gulf is due to lack of communication or reluctance to accept new ideas, our responsibility is to build a bridge across this gap. One means of accomplishing that objective will be early incorporation of applicable research findings