

necessary and desired change. But change comes slowly, even with the impetus of such things as these hearings.

However, I would say that while the necessary actions have already been taken, communication, implementation of, and compliance with these actions must still be pursued diligently.

The most tangible of these actions has been a joint endeavor of the Bureau of Public Roads and the American Association of State Highway Officials described in a report of the Special AASHO Traffic Safety Committee—"Highway Design and Operational Practices Related to Highway Safety," February 1967, and being generally referred to as the "Yellow Book."

This particular undertaking was formally begun about a year and a half ago when the Bureau of Public Roads proposed to AASHO that a special study of the traffic and safety characteristics of the Interstate System and other highways be made. The purpose of the study was to develop guidelines for treating the problem of run-off-the-road accidents in which fatal or serious injury resulted when roadside obstructions were hit. We were thus taking action based on the study and continued observation of the accident trends which I referred to.

The proposal contemplated a review of traffic safety conditions at locations where accident and operational problems existed.

AASHO enthusiastically agreed to the undertaking and the assignment was given to the AASHO Special Traffic Safety Committee.

This committee had been created in 1964. As a top level group, it was composed of the president of AASHO and the chairmen of several of its major standing committees. The membership included the chief engineers of the California, Colorado, Connecticut, and Kansas departments and the Commissioner of Public Works and Highways of New Hampshire. The committee was assisted by four State traffic engineers and several representatives of the Bureau of Public Roads.

During the period of June 14 to August 18 of last year, the committee visited 10 State, seven major metropolitan areas and numerous other cities and towns, observing actual highway traffic operations in a critical vein, and discussing with State and local police, traffic engineers, and local officials possible ways of increasing safety on the highway.

The report's findings, conclusions, and recommendations are covered in detail in the report which I understand has already been supplied to this committee. It clearly brings out that much can be accomplished by removing hazards that currently exist on and along our roads and streets, and by improving design and operational practices so that similar or other hazards will not be built into highways of the future. Considerable space is devoted by the report to how this can be accomplished.

On May 8, I wrote personally to each State highway department expressing the Bureau of Public Roads full concurrence in the report's recommendations and conclusions. We in the Bureau consider it to be one of the most important documents ever developed by the joint efforts of AASHO and Public Roads. We have pledged and demonstrated our active interest in seeing that every State applies the report's findings beginning immediately and continuing on a large scale for as long as is necessary to provide the highest possible level of