

decrease. Yet, there is no way in which the market mechanism will compel the firms operating the planes to compensate the people for these costs. As a result, DOT policy will support governmental regulation which will have the affect of minimizing the adverse conditions.

Most transportation problems involving physical, environmental and social factors have their primary impact within confined and local areas. In these instances, the Department's policy will be to encourage the State and especially local governments to resolve these problems themselves, such as in the case of utilizing urban concept teams. Examples of areas where this policy applies include airport location, urban highway development, regional highways, highway beautification, air and water pollution, use of trust funds, etc.



SAFETY

To minimize the loss of human life, property and human suffering through injury from transportation-related accidents.

1. BENEFITS AND COSTS

The notion of minimizing injury, loss of life, and damage to property must remain in the forefront of all transportation system planning. Safety implies the absence of accidents and as a result, DOT efforts toward achievement of the safety objective will concentrate on accident prevention. Since accidents are impossible to eliminate completely, DOT will also work on the mitigation and amelioration of accidents.

Many expenditures which contribute to efficiency may also contribute to the prevention of accidents. Design features of highways which increase speed and capacity may also contribute to safer movement. Aids to navigation which facilitate the fast movement of air and water traffic also contribute to safer movement.