

3. Construction of pedestrian grade separations or highway grade separations at complex intersections or railway-highway grade crossings, where such an improvement is essential to relieve a crucial bottleneck along streets of otherwise adequate width.

4. Installation of control systems to make traffic signal operation responsive to traffic conditions for diverting traffic from congested areas, for establishing part-time one-way operation, for reversing direction of traffic on selected traffic lanes, or for separate bus lane controls.

5. Addition and upgrading of highway lighting, traffic control signs, pavement markings and signals or other devices required to facilitate traffic movement and increase the safety of vehicular and pedestrian traffic.

6. Development of separate traffic lanes for loading, unloading or transferring passengers at surface transit terminals and intermediate transit stops, including platforms and shelters within the street right-of-way.

7. Development of truck loading and unloading facilities where necessary to facilitate traffic movement.

8. Establishment of traffic surveillance systems, including traffic-operation data collection and analysis centers, where traffic flow measurements and accident data are continuously evaluated to identify locations where corrective action is needed.

Streets on which traffic engineering improvements may be made under this new concept include—

1. Arterial highways and major streets (radial, crosstown, and circumferential) not already on either the Federal-aid primary or secondary systems.

2. Most or all of the street grid in the downtown area.

3. A limited street grid in other areas having particularly high concentrations of traffic.

Of course, no additional Federal funds were available for this undertaking. The only Federal funds were those apportioned annually to the State highway departments. Even so, this program concept has evoked widespread interest and we are satisfied with the soundness of this as one of the proper approaches to the urban traffic congestion program.

The officials of the cities, State highway departments, and our own Public Roads are actively engaged in TOPICS programs in some 24 cities located in 19 States. No actual street improvements have yet been undertaken but preliminary activities are underway and soon will be completed in a few of the cities.

Some of these preliminary activities are far enough along to permit the estimating of benefits which can be expected from these kind of street and highway improvements. They indicate that 20 to 25 percent increases in the traffic carrying capability can be expected with comparable improvement in the accident experience.

As I said, we are satisfied as to the soundness of this approach and Section 12 of H.R. 17134 would add a new Section 135 to Title 23, United States Code, to specifically authorize a program of this nature. The program would be implemented by the authorization of \$250 million from the Highway Trust Fund for each of the fiscal years 1970 through 1974.

The estimated cost of correcting the deficiencies of our major streets to accommodate 1975 traffic is \$2.5 billion. An authorization of \$250 million per year for five years as provided in Section 5(2), matched equally by the States, will meet the need for that total amount. A continued program beyond that time would be necessary to stay abreast of the problem.

The program will be administered in much the same manner as the regular Federal-aid ABC programs, following generally the guidelines previously issued by the Bureau of Public Roads. The program will be administered on a 50-50 matching basis, in much the same manner as the regular Federal-aid ABC programs, following generally the guidelines previously issued by the Bureau of Public Roads, but also taking into account new approaches to traffic engineering as they evolve from research and experience.

FRINGE PARKING

These TOPICS proposals make possible significant gains in the level of traffic service provided by existing street systems. More emphasis must also be placed on getting more service out of the vehicles, both public and private, that travel these systems, in order to meet growing traffic demands. To help accomplish this objective, Sections 14 and 15 propose to amend Chapter 1 of Title 23, United