

I am very much in favor of research on safety, but I just want to make the suggestion and ask whether or not a better approach could not be taken to the resolution of the problem on safety?

I suggest to the committee that you set up a system whereby you involve counties and cities and States who have experience here. Let them share in the experience. We then would find some better answers and avoid some of the very obvious mistakes that you have made.

Secretary BOYD. Mr. Turner is familiar with this situation, Mr. Schwengel, and I would like to ask him to respond to you.

Mr. SCHWENGEL. All right.

Mr. TURNER. The situation is just about as you have described it, Mr. Schwengel. But since that time, we have had considerable discussion with the counties that you have referred to, with the State highway department, with representatives of the National Association of Counties. And I believe we have developed a satisfactory relationship very similar to the kind that you have suggested.

I hope that similar situations in the future will not produce the amount of noise and storm that that one did in Iowa.

Mr. SCHWENGEL. Now, do you involve these people with your research or do they have a voice, an opportunity to make testimony, and opportunity to make suggestions on what should be researched on safety and an opportunity to present their experience and so on?

I am basing my question specifically on the county road system.

Mr. TURNER. No, the situation that you described was a study that was made by a special committee of the American Association of State Highway Officials. It did not include any representatives of the county groups at that time.

The booklet report that was prepared as a result of the study was passed on by the American Association of State Highway Officials as a guide with respect generally to roadsides, the obstructions and the shape of the cross-section, and things of that nature that might have an influence on safety. And it is because AASHO had approved the results of the study and the Bureau of Public Roads, we also adopted it and made it applicable to the extent possible on all projects submitted after the date of the adoption of the study report, and this was made applicable to secondary projects as well as to the Federal-aid, primary and urban projects.

Now, I believe that while the county officials did not, either personally or through their representatives, participate in that original study, we do have at the present time a working relationship with them, which is an outgrowth of that experience, and I do not believe that in future we will have a repetition of that same kind of situation.

Mr. SCHWENGEL. You had a working arrangement. I appreciate that much. But would it not be better to get the actual representation, let them have a voice in the research and the explorations, and continuing interest in it? It seems to me now that they are heard, but they still have no voice in it. Is that not right?

Mr. TURNER. Well, they do not have a voice in the sense of having a vote with respect to whether or not you approve an individual project to be researched. In that sense they do not have a part in it. But they do have an input into the discussions on programs, items that they consider to be a high priority with respect to research on any subject, safety or anything else.