

with 458 in 1961 and 511 in 1960. In addition to the deaths, 30,480 persons received injuries in 1962, as compared with 26,857 in 1961, and 24,637 in 1960. And may I say, parenthetically, that I think that we are too easily inclined to ignore these injury statistics in our appraisal of the problem. To be sure, our major concern is with the deaths. But 30,480 persons were hurt, many of them severely injured and some of them with life-time handicaps, in motor vehicle mishaps occurring on our Maryland highways. That, you will observe, is nearly one person in ten of our entire population. These figures, then, provide us with an accurate inventory of our problem, and should, at least, impress us with the urgent need of finding its solution.

At the National Conference of Governors, which met in Miami Beach, Florida, a few weeks ago, I had the honor to serve on the Conference Committee on Roads and Highway Safety. Among the points stressed there was that highway safety is not a matter of concern for just one, jurisdiction, one level of government, one agency or one group. It is, on the contrary, the responsibility of all, from the highest governmental authority down to the individual citizen himself.

"To be of maximum effect," a guide for highway safety, prepared by the Council of State Governments and approved by the Conference, said, "a traffic safety program must include all levels of government—local, state and national—with the state playing the leading role." The same opinion was voiced by a federal government official, Mr. James K. Williams, who is director of the new Office of Highway Safety in the Federal Bureau of Public Roads. "Highway safety today," said Mr. Williams, "includes a vast system of interstate travel which can hardly be regarded as the exclusive concern of any single jurisdiction. The traffic accident problem simply does not respect any political or geographic boundary lines."

The Federal Government, through the Office of Highway Safety, has added a new and important dimension to the total national traffic safety effort, showing that its interest in the many miles of interstate highways it is building continues after the ribbon is cut opening up a new section of highway. The federal government, however, recognizes that "official state and local agencies have the primary responsibility for traffic safety measures"—a proposition which was accepted by the governors at the Conference.

At the state and local level, emphasis was placed on an energetic application of the highway safety action program, which was devised by the President's committee for Traffic Safety a few years ago and which has been revised periodically since that time. This program,