

VI. RECOMMENDATIONS

The National Transportation Safety Board recommends that:

1. The Federal Highway Administrator, in the implementation of his notice of November 18, 1970, "Notice of Determination of Applicability of Highway Program Standard to Federally Administered Areas," should review all current operational and experimental procedures, and urge implementation of those found to be most effective in preventing wrong-way traffic movements. H-71-5
2. The Federal Highway Administration, as the Safety Board recommended in its accident report, Interstate Bus-Auto Collision near Baker, California, March 7, 1968, continue to stimulate and support individual State demonstration projects in the application of remedial measures to avert or redirect wrong-way traffic movements on multilane divided highways. H-71-6
3. The Bureau of National Capital Airports, the Federal Aviation Administration, in cooperation with the Virginia Department of Highways, implement remedial measures on the Dulles Airport Access Road by installing appropriate signing at all possible wrong-way entry points. H-71-7
4. The Bureau of National Capital Airports extend the left guard-rail on the southbound I-495 (McLean) left off-ramp to the east end of the gore, and curb the same area to prevent "short cutting" across the gore and subsequent wrong-way entry to the Dulles Airport Access Road. H-71-8
5. The Federal Highway Administration expand its rulemaking concerning Section 393.93 (seat belts) of the Motor Carrier Safety Regulations in 49 CFR 393.93 to require in all buses, the installation of occupant restraints, active or passive, that conform to the Motor Vehicle Safety Standard 209 and will retain the passengers, as well as the driver, in their seats during collision and rollover. H-71-9

The Board has recommended in its accident reports, Interstate Bus-Auto Collision near Baker, California, March 7, 1968, and Chartered Interstate Bus Crash near Beaver Falls, Pennsylvania, December 26, 1968, that the FHWA consider its rulemaking and pending dockets on the subject of the installation of seat belts for bus occupants. The present regulation (Section 393.93) requires seat belts for drivers but none for passengers. In the

Board's view, a decision to make available suitable restraints which would reduce injuries is not dependent upon a showing that all passengers would use them, nor should it be limited by the fact that past bus passenger seat designs do not accommodate the lap belt type of restraint. The retention of passengers in their seats during the crash phase is clearly desirable, as indicated by this case and others, and making restraints available is a first step in obtaining their use. H-71-10

6. The National Highway Traffic Safety Administration in the development of its rulemaking related to Docket 2-11, Bus Seats, include the requirement for the installation of seat belt assemblies as well as seat belt anchorages for intercity buses. H-71-11
7. The National Association of Motor Bus Owners urge its membership to install, without delay, driver seat belts in all buses and secure their utilization. H-71-12

BY THE NATIONAL TRANSPORTATION SAFETY BOARD:

/s/ JOHN H. REED  
Chairman

/s/ OSCAR M. LAUREL  
Member

/s/ FRANCIS H. McADAMS  
Member

/s/ LOUIS M. THAYER  
Member

/s/ ISABEL A. BURGESS  
Member

December 30, 1970.