

Contributing to the accident were unexpected traffic congestion which required a hazardous stop in the right lane, and land-use practices that permitted the generation of traffic in excess of the safe and efficient operating capacity of the roadway.

RECOMMENDATIONS

As a result of the investigation of this accident, the National Transportation Safety Board on August 15, 1974, submitted recommendations to the Federal Highway Administration (see Appendix A). The Safety Board further recommends that the Federal Highway Administration:

- (1) Establish a research program to identify and analyze the cause and effect relationships among the factors of land-use planning and control, highway facility design, and traffic safety. Such research should be in consultation with the Environmental Protection Agency, the Department of Housing and Urban Development, and the several States. (Recommendation H-75-14) Priority Classification III -- Long Term Followup
- (2) If traffic safety is shown to be adversely affected by current land-use practices, develop and promulgate guidelines and standards for the comprehensive planning of highway transportation facilities and the land uses that affect their safe operation. (Recommendation H-75-15) Priority Classification III - Long Term Followup

BY THE NATIONAL TRANSPORTATION SAFETY BOARD

/s/ JOHN H. REED
Chairman

/s/ FRANCIS H. McADAMS
Member

/s/ LOUIS M. THAYER
Member

/s/ ISABEL A. BURGESS
Member

William R. Haley, Member, did not participate in the adoption of this report.

May 21, 1975