

It is interesting to look at these statistics and analyze 111 accidents: Tree or utility pole, 35; bridge abutment, five; guardrail, four; earth embankment, four. You say "roll over due to ditch," eight; slope or embankment, six; lost control on roadway, five; subtotal of 67 in 111 accidents.

You talk of car-to-car collisions: Intersection, 18; cross median, 10; cross center line, 10; rear end, six; for a subtotal of 44.

Statistics can be meaningful. Mr. Kopecky made an analysis of your data and he analyzed the study the Bureau of Public Roads made of fatal accidents on the completed Interstate System during the third quarter of 1966, and took the study the Bureau of Public Roads made in the last 6 months of 1966 on the Interstate System, and California's freeway fatal studies made in 1961, 1962, 1964, and 1965.

We were struck with the similarity of the figures. For example, for single vehicles that ran off the road, the Bureau of Public Roads' third quarter study showed 59 percent; the Bureau's 6-month study, 57 percent; Dr. Huelke, 60 percent; California, 50 percent.

Second, a vehicle ran off the road and subsequently struck a fixed object: Bureau of Public Roads' third quarter, 73 percent; Bureau of Public Roads 6-month, 78 percent; Dr. Huelke, 72 percent; California, 67 percent.

Also type of fixed objects struck—guardrail: Bureau of Public Roads' third quarter, 34 percent; 6-month study, 33 percent; California, 25 percent.

Bridge abutment or a pier: 18 percent, 21 percent, 22 percent.

Sign support: 11 percent, 10 percent, 9 percent.

Tree: 4 percent, 3 percent, and 3 percent.

This covers various sections of the country, the interstate study of the total country; yet the percentages are quite comparable.

Dr. HUELKE. I think the important thing here is, we have seen this in other areas of the traffic safety movement.

For example, alcohol: So many people have done studies on drinking and driving, that there are more data than will ever be needed to show that alcohol is highly related to automobile accidents. Yet one of the States that I know of just last year had to run a whole series of the alcohol investigation program in their State because they did not believe the data from these other States.

Now, what I am getting at is that it looks like all these data you just mentioned on the highway design problems are in agreement across the country. I do not think there is need for continuing to get more and more data, making reams and reams of reports. We know it is a problem now. Let's get an action program going to do something about it.

Mr. McDONALD. Mr. Chairman?

Mr. McCARTHY. Yes.

Mr. McDONALD. I would like to make a statement for the record. The Federal-aid highway program has been in existence for 51 years, without adequate attention being given to safety off the traveled roadway, which would indicate to me that the Congress may need to require appropriate review of the plans in this regard. Perhaps some action should be taken in the near future to see to it that this requirement is made part of the law.