

Mr. W. MAY. Thank you.

Mr. BLATNIK. Just a moment. Mr. O'Hara, just repeat that. The last section was completed in 1964 so the system was completed as of August 1964. Is that correct?

Mr. O'HARA. That is correct.

Mr. BLATNIK. From that time on, August of 1964 until this month right now, June 1967, over a period of time of 2 years and 10 months, how many persons have been killed on the beltway?

Mr. O'HARA. There have been 77 people killed. Now in connection with those fatalities, one of the fatalities may have occurred prior to August of 1964. We are not sure of the date on that. The statistics are not available, just the number of fatalities.

Mr. BLATNIK. Will we have a breakdown later on as to the nature of these accidents? First the nature, where they run off the road, single car to fixed objects or collisions between two moving vehicles? Will we have that type of information?

Mr. O'HARA. I will go into detail on some studies I made in some specific areas where we will use both statistics and slides.

Mr. BLATNIK. You also have the geographical location of all accidents to show what sections of the beltway may be more accident prone?

Mr. O'HARA. We will look into certain areas of the beltway, Mr. Chairman, where the accidents were much higher than in other sections.

Mr. BLATNIK. Last question. It is the first time I have heard the figure, of course, until the staff told me about it very recently. Why weren't these figures available sometime before? I have never seen them in any newspaper.

Mr. O'HARA. I cannot answer that, Mr. Chairman. I can only say that in my travels around the beltway I discussed this with the various police agencies and learned that this information was available at the Maryland State Police and at the Virginia State Police.

Mr. BLATNIK. Any central authority or central agency—did the Bureau of Public Roads know about the total fatalities?

Mr. O'HARA. I have no information on that.

Mr. BLATNIK. Will you check on that?

Mr. O'HARA. Yes; I will.

Mr. BLATNIK. No one knows the total number because by dividing the responsibility the jurisdiction is spread between two States and the District. Unless there is central coordinating information on what accidents are happening, where and why, obviously there will be no way of correcting or removing or reducing the causes for those accidents. We will get into that later.

Mr. O'HARA. Yes. In the course of my presentation I hope to show some of the areas that have high accident numbers.

Continuing in discussion of statistical information on the beltway as regards accidents, this is a 20-percent increase in the number of accidents in 2 years. This is a 17-percent increase in the number of injuries and a 50 percent in the number of fatalities for this 2-year period which was my period of study.