range. The Interstate accounted for as much as 19 percent of the deaths in one particular State in 1966. And the death rates ranged from a low of 1.00 up to 6.95, 6.60, 7.02, 5.60, per hundred million miles.

Mr. W. MAY. Excuse me, Mr. Kopecky. I wonder if any committee members have any observations to make on that particular schedule?

Mr. A. E. JOHNSON. Has the staff checked to see whether multiple fatalities in a single accident might be involved in some of those?

Mr. W. MAY. Not yet.

Mr. A. E. JOHNSON. Like a bus or something of that nature?

Mr. W. MAY. Not yet.

Mr. E. M. JOHNSON. Mr. May, in that Interstate report made by the Bureau for the last 6 months of 1966, that information is given; but I do not remember exactly how it came out. There are many more fatalities than there were fatal accidents, which is to be expected.

Mr. W. MAY. That is true. But this is the same kind of data that we use or whoever comes up with a national rate uses this same kind of data.

Mr. E. M. JOHNSON. Right.

Mr. W. MAY. And No. 1, you have the 3.15 rate for the completed Interstate System and in some States, the death rate is running higher than the national average for all roads. For example, 8.09, 6.46. If we look at where those rates apply, I wonder if we can learn anything at all. Are they rural-type States? The reason the staff is having great difficulty with rates, is that we are not quite so sure that the rate is the real indication of whether or not a highway was designed and built safely.

We are concerned because the beltway right here in Washington had 30 people killed last year, and we have checked and during rush hour from 6 to 9 in the morning and 4:30 to 6:30 at night, no motorist was killed. If we knew the rate, it would probably run about 2.5.

We just challenged the fact that somebody suggested a rate would indicate whether or not the highway is safe. In rush hour nobody was killed, the same highway; and other hours, 30 people were killed. We do this to suggest that nobody can be satisfied with a rate, particularly a national rate. Mr. Kopecky.

Mr. KOPECKY. Yes. Just to conclude with this interstate chart, we noted that in two of the States the death rate per hundred million vehicle-miles on the Interstate System was higher than for all of the roads in those two particular States. Also, that in six States the death rate per hundred million vehicle-miles was higher on the Interstate System than the combined national average rate of 5.49 for all systems in all States.

Mr. W. MAY. Yes, sir.

Mr. KOPECKY. Further, the Bureau of Public Roads data as taken from the individual States differentiates between urban and the rural Interstate systems. And in that regard the death rate on rural Interstate was higher in 11 States than the combined national average rate of 5.49, and it was higher on urban Interstate roads in seven States.

So, again, these are the observations that we obtained from our analysis with Bureau data.

The last point we want to discuss is this other chart listing the statewide fatal injury accidents on all systems, and as compared with the Federal-aid primary system, including Interstate.