

This material was obtained for 42 States that had such information and were able to report to the Bureau for the Federal-aid primary system. And the chart indicates at the bottom that it accounts for 7 percent of the total miles in the United States, and it accounts for 50 percent of the deaths and 50 percent of the traffic for the 42 States reporting.

Mr. W. MAY. When we see the initial "NA," what does that mean?

Mr. KOPECKY. NA would mean that is "not available," and the States at this particular point in time were unable to report this.

Mr. W. MAY. Thank you.

Mr. KOPECKY. Again, as Mr. Johnson noted, the first column on this chart would show there were 51,032 deaths. That is what Mr. Johnson referred to. The National Safety Council reports approximately 53,000 deaths. The difference is due to the fact that the National Safety Council reports include Guam, Virgin Islands, and Puerto Rico. In addition they also include a factor for those deaths which take place in 1967 but involved an accident in 1966, and they include the 12-month time period, if a person dies within that time from the date of the original accident.

Mr. W. MAY. Mr. Chairman, I wonder if we may make that data an exhibit, and insert the material in the record where appropriate—motor vehicle deaths compared to total vehicle-miles exhibit 18; and the pie chart exhibit 18A; motor vehicle deaths, 18B; statewide fatal injury accidents, Interstate, 18C; and the one referring to the primary system, 18D. May we do that, Mr. Chairman?

Mr. BLATNIK. Without objection, so ordered.

(Exhibits Nos. 18, 18A, 18B, 18C, and 18D were marked and have been incorporated at the proper places in the record.)

Mr. W. MAY. Mr. Johnson, to get back to roadside hazards, I notice in your statement on page 7, paragraph 3, you say—

As we have admitted previously, the effects of roadside features have possibly been overlooked or at least underestimated, and this was becoming apparent to us some three years ago.

The staff made a study. We reviewed various writings over the years, and it seems to us that the roadside hazard problem is not new. It has been spoken of by various people over the years. I mention just a few.

Back in 1917, a Mr. DuPont writing relative to road construction and maintenance and safety of travel stated, "Construction should tend to promote freedom from accidents. Overhanging rocks and culverts are conducive to recurrence of accidents. Where possible, these defects should be obliterated and all new location work should avoid them." That was 1917.

In 1938 a report from a study of motor vehicle traffic conditions in the United States made by the Bureau of Public Roads and submitted to Congress in 1938 states in part 5, page 52:

Practically any road can be driven over without mishap, provided everyone who uses it drives properly; but ample evidence demonstrates that everyone does not drive properly and a safe highway must provide a factor of safety for those who are forced off the surface by the faulty action of another driver or who may because of momentary inattention slip over the edge of the pavement.

And we all remember WPA, back in 1939, September, Works Project Administration, technical series, Circular No. 1, Survey of Traffic