

For example, there is a good deal of recent evidence that a very major part of the drunken driver violation and accident problem, particularly from the fatal accident standpoint, involves not the usual scapegoat of the average drinker, at least light social drinker, but the alcoholic; that is, the man who is deteriorated in his drinking. And he is, literally, sick.

Actually a slogan approach is not appropriate to that kind of problem. This is one of the areas that we are going to be devoting a great deal of attention to.

In fact we have just let contracts with several major research groups—for example, with Baylor University and with the University of Vermont and others—to begin prying into these accidents, particularly fatal accidents, that involve extreme amounts of alcohol—and they are extremely excessive usually—to find out what kind of drinkers these people are.

The preliminary evidence, particularly from the work of the California Health Department and other groups, again is that a good many of them are not ordinary drinkers.

At the same time we know that social drinking is involved to some extent and that this accounts for a good many—probably accounts for a good many thousands of deaths nationwide each year as well.

In addition, of course, there is increasing evidence that teenagers and young college men who have not had, perhaps, as much experience with alcohol as our society leads them to over a period of years are also one of the additional tragic parts of this overall drinking and driving problem.

I suppose the point I would make is that this problem, like most of the others, in fact as far as I know all of the others in highway safety, is a composite of pieces, each of which needs to be identified and handled on its merits, rather than using traditional folklore, traditional wisdom, if I may call it that, or shotgun approaches with which there has been little evidence of success in the past and which are unlikely to pay off in the future.

Mr. McCARTHY. Thank you, Dr. Haddon.

Any questions on the right?

Mr. JOHNSON. Mr. Turner, I want to say you have given us a very fine statement here. As Director of the Bureau of Public Roads, do you have the sufficient staff and the financing to do a good thorough job reviewing these plans that come in, the safety features?

Mr. TURNER. Mr. Johnson, I obviously would answer in this way, that I do not have as many as I would like to have. I think I could do a better job if I had more. Basically we have to depend, as you know, on the capability and soundness of the plans presented by the individual State highway departments to us.

However, it is our function to review those. We could certainly do a better job if we had additional staff, but I think that we still have to go back basically to getting the plans right in the beginning at the State highway department, rather than in our office.

Mr. JOHNSON. I realize that. But the Bureau of Public Roads has the responsibility to approve these plans as submitted, as I understand it?

Mr. TURNER. That is correct.