

Mr. TURNER. We have to divert people from other activities, just as we would have to divert funds from other activities to permit us to do the job.

Mr. CRAMER. Well, I made the suggestion on the floor of the House that I felt this reorganization, if not properly carried out, would have the effect of downgrading and taking away personnel from the Bureau of Public Roads operational agency, and transplanting them to these planning groups in the standards groups, which is exactly what has happened. I cannot see how you are going to administer the Highway Safety Act of 1966, or the new standards established under the act, with a cutback of 12 people out of the 53 that you had before the standards were in effect.

If you are going to do it, it would seem to me you would need an increase in personnel, and in addition to that, the people you are getting are not experienced people. What happens to all your know-how? Where did your experience go?

Mr. TURNER. It obviously went with the people.

Mr. CRAMER. Yes. Well, that is all.

Mr. MCCARTHY. Mr. May.

Mr. W. MAY. Mr. Chairman, I was emphasizing the fact that these particular hearings deal with roadside hazards wherever they exist, not simply on the Interstate System.

We did analyze some new Interstate System projects simply so we would understand what the state of the art was recently.

The Interstate projects are supposed to represent the latest in the thinking.

So, Mr. Turner, on page 12 of your statement when you mentioned, talking about very small percentage, you were referring to fatalities on the existing Interstate System; is that true?

Mr. TURNER. That is correct, and I believe I indicated that in the first page of my statement, the preamble did indicate that I was referring, in these remarks, to the Interstate System, but we are aware that you are considering the other systems as well.

And we have followed suit with you, and we are applying all the findings here, and I have related the things I have described to the ABC System as well.

Mr. W. MAY. Yes. I think it is important to recognize that when we talk roadside hazard, we are not talking of a minor phase of highway design. We have had various analyses made during the hearings. We have had testimony indicating that some 60 percent of freeway fatalities are the run-of-the-road type of accident.

The truth is that nobody in the country knows how many people were injured or killed last year because of roadside hazards. Nobody knows.

The indications are that many thousands were injured and killed in such accidents, maybe as low as 10,000 or 12,000, maybe as high as 18,000 or 20,000.

Nobody knows. As a matter of fact, throughout the last 8 years of this subcommittee's experience the subcommittee has been concerned about the communication problem. I think the record should reflect some of these items.

According to the General Services Administration, 835 directives were issued by the Bureau or revised by the Bureau during 1965. Does that sound plausible, Mr. Turner?