

Mr. BRIDWELL. By all means. As a matter of fact, at the AASHO executive committee last month in Biloxi, Miss., AASHO was kind enough to invite the Federal Highway Administration to continue its participation in the AASHO Design Policy Committee through a representative of both the Bureau of Public Roads and the National Highway Safety Agency, so that the coordination and the cooperation, which has been traditional with the Bureau of Public Roads and AASHO, will be extended to the Highway Safety Agency.

Mr. W. MAY. Thank you, Mr. Bridwell.

Mr. Chairman, I have no additional questions. We have one matter with Mr. Kopecky which will just take a moment.

Mr. KOPECKY. Just one point. On Tuesday we discussed and introduced a chart which was entitled, "Motor Vehicle Deaths Compared to Total Estimated Vehicle-Miles Traveled."

In that chart it was noted during the testimony, during the 6-year period from 1961 to 1966, miles of travel increased 22 percent while the deaths increased 39 percent.

Since then we have received additional information as to the travel estimate and the result of this new estimate is that during the same 6-year period the travel increased 28 percent while fatalities increased 39 percent.

This additional data is incorporated in the chart as it appears in the record.

Mr. BLATNIK. Mr. Bridwell and Dr. Haddon and my good friend, Mr. Turner, I know I speak for the full committee in expressing our appreciation for the most informative statement presented here, and for the facts and the splendid cooperation which we have received from all the agencies throughout the course of the preliminary work done by the staff, and the attitude as expressed—the positive and straightforward attitudes.

The important thing from now on is to move forward to correct things and to keep to a minimum, as Mr. Turner has stated, keep to a realistic minimum the unnecessary hazards, potentially accident-prone aspects that somehow or other have crept far too long into the construction of this system.

I have a concluding statement I would like to read this morning.

Today we conclude the first phase of our public hearings on highway safety, design, and operational efficiency.

This opening phase has been principally concerned with the problem of roadside hazards. The testimony has been explicit and far reaching. Frankly, it is an incredible story. It has established beyond any doubt that, despite an available store of knowledge from research and experience, even our new roads have continued to incorporate into their design and construction deficiencies from the past. The result has been that our roadsides generally are a conglomeration of hazards that are a danger to the life and limb of the motoring public.

It would be repetitious to recite here the nature and extent of the deficiencies that have been identified by the testimony. They are serious, they are varied, and they are widespread.

We are cognizant of some basic and significant changes in design which have occurred over the years and which have enhanced the safety of the motorists. There is no question that divided highways with controlled access and no intersections at grade, together with