

in any highway engineer's mind today. But they are put in over a span of time. It is quite possible this lighting might not have been installed at the same time the highway was built, and as things are added on, very often hazards are integrated into a facility without the overview evaluation of knowledge of the highway authority. So you ask how can this happen? I say it can only happen by lack of consideration of these separate elements for what they are, in terms of potential hazards.

Mr. CRAMER. As I understand, then, your testimony is to the effect you have separate planners for separate functions, and they just do not get together. In other words, you have planners for lighting, planners for signs, planners for bridges, planners for roadside parking, planners for use of right-of-way, for use of other than highway purposes, such as transformers—is that right—in the State highway department?

Mr. PRISK. This is what I would say is largely responsible for situations of this sort.

Mr. CRAMER. Let me ask one more question. We passed last year the Federal-Aid Highway Act of 1966. Prior thereto in 1965, we passed the Baldwin amendment, providing for studies and research in the subject of highway safety. In 1966, we passed the Highway Safety Act which required that standards be established relating to highway safety programs.

What is being done under that to prevent a recurrence—you already have the statutes on the books—to prevent a recurrence of such an example as this?

Mr. PRISK. Well, the Highway Safety Act is being administered by the National Highway Safety Bureau, as I am sure you know, and the standards that are being prepared there have not been put into final form yet. So just precisely what they will say about this kind of situation is impossible for me to state now.

I can say that from an overview of situations like this, conducted jointly during the last 6 or 8 months by the Bureau of Public Roads and the State highway departments, that these kinds of hazards have been identified. It is now the expressed policy of both the American Association of State Highway Officials and of the Bureau of Public Roads that these are to be eliminated from all future construction and are to be removed from existing construction as the programs progress.

Mr. CRAMER. In the past, safety matters have been under you; is that correct? Under the Office of Traffic Operations, Bureau of Public Roads? Is that the new title?

Mr. PRISK. That is the new title. I am second in command.

Mr. CRAMER. What was your old title?

Mr. PRISK. Deputy Director of the Office of Highway Safety.

Mr. CRAMER. So you were the safety authority prior to the reorganization, is that right?

Mr. PRISK. Right.

Mr. CRAMER. Now, under the reorganization, who is going to be in charge?

Mr. PRISK. This is a question I think I must pass on. The Federal Highway Administration has, of course, been established within the Department of Transportation. The respective responsibilities of the Bureau of Public Roads, the National Highway Safety Bureau, and