

amples of what is being built, the type of death traps being built in the highway system today, all over the country? This is not just New York?

Mr. PRISK. This is reasonably correct, yes.

Mr. CRAMER. So it is a nationwide problem. The designers and those responsible for carrying out the highway program have been somewhat oblivious to the necessity to build a safe highway as it relates to some of these obstructions, obstacles, and death traps that have been evidenced here today and yesterday.

Now, admittedly, I think the record should show as well, Mr. Prisk, that there have been a number of safety features built into the highways; have there not?

Mr. PRISK. Definitely so.

Mr. CRAMER. As it relates to certain design aspects, there have been have there not, some other areas in which safety has been given consideration. Give us a few examples of those.

Mr. PRISK. I think access control itself is one. Certainly the improvement in alinement and curvature, separation of grades, separation of opposing roadways, and the gradual development of techniques of handling traffic in given situations.

Mr. CRAMER. You see, when this system was evolved, the Interstate particularly back in 1956, one of the biggest selling points, in addition to defense and the commerce that would result and adequate transportation and what-have-you, was safety. We were assured when these highways were completed that they could contemplate saving 8,000 lives a year. It appears to me that each of these safety hazards built into the highways reduces the possibility of saving those lives.

One of the principal selling points for this entire program—now going on about \$50 billion—was to save lives. If we are not actually building the highways to do that, we are not doing our duty. Perhaps this Safety Act passed last year, plus these hearings, will pinpoint what else needs to be done.

Mr. BLATNIK. Thank you, Mr. Linko, and thank you, Mr. Prisk. The hearings for today are adjourned and the hearings will be resumed, and the committee will meet at 10 o'clock tomorrow morning.

(Whereupon, at 12:35 p.m., the subcommittee recessed, to reconvene at 10 a.m., Thursday, May 25, 1967.)