

Mr. PRISK. I have forgotten. It is very high.

Dr. HUELKE. I think in Michigan it is 200,000.

Mr. McCARTHY. Out of how many drivers?

Dr. HUELKE. 4.5 million, is it, in Michigan?

Mr. PRISK. It must be at least that.

Dr. HUELKE. 4.5 or 5 million in Michigan, they think. It is a good guesstimate, but they are not sure.

Mr. McCARTHY. Well, this is a tangent, but it is something of great concern to this committee. The gentleman from Florida and I were involved in an amendment that will require a study of alcoholism.

But as you say, the data are available. It is due July 1.

From what you say, we should not have much difficulty in gathering the data. And once we have the recommendations for legislation which this study requires, I would hope that this committee could act on this, because this is a serious thing. I mean, I think if a person wants to get drunk and kill himself, well, it is a free country. But I think if he hits somebody else, that is our concern.

Dr. HUELKE. It is also interesting, in many areas—and I can only talk for Ann Arbor as a specific—a few years ago, the only way you could get liquor in Ann Arbor was by the pint or the fifth. You could not get just a small quantity. If you wanted to get alcohol, you had to get it big. They finally allowed liquor by the glass.

Of course, you cannot have it near the campus area because of the students. You know, Indians and firewater. So more of the bars, for the most part, are put out in the county area. They do not have bus service yet to get out there, so if you want to do any serious drinking in Ann Arbor, it almost requires you to drive. Yet there is a municipal ordinance that it is a misdemeanor to be driving after drinking.

So you talk about confusion, I think this is a prime example of one hand not knowing what the other hand is doing. I think it is obvious in some of the things today on the highway.

This is what we are concerned with today, and I think we should emphasize the fact that things have to be done. I believe that the reason that we see these things on the highway is not necessarily lack of concern by the highway designers, but the lack of education as to what an automobile accident is. And these data, these studies such as this, have really only been available for less than 10 years, these types of data.

There are only three groups in the United States collecting accident data firsthand now. At Michigan we are doing it; in Detroit, Professor Patrick at Wayne State is doing it; and Dr. Nahum and Mr. Segel at UCLA Medical School are doing it. And that is all.

Mr. ZION. Mr. Chairman.

Mr. McCARTHY. Yes.

Mr. ZION. I would like to ask Mr. Prisk and Dr. Huelke if they are aware of the studies showing impact on the multiflora rose hedge?

Mr. PRISK. Yes, the Bureau participated in the study on the multiflora rose hedge as a possible device for restraining vehicles that go out of control and off the pavement. We found it to be reasonably effective. It does have some disadvantages, in that once hit, it takes 3 or 4 years to grow the rose hedge back up to that point. So if you have a place, say at the outside of the curve, where cars with any frequency tend to leave the road, a multiflora rose is not a very effective thing except for one accident.