

Mr. CRAMER. It would be pretty obvious, would it not?

Mr. PRISK. It would be.

Mr. CRAMER. The reason I asked the question is it seems to me another instance where there is lack of coordination as it relates to planting trees, between the concept of safety and the concept of beauty, which we also saw the other day in the building of these walls, for instance, with the jagged edges sticking out for esthetic purposes.

Is there any hope that there will be coordination in the future and that safety will be properly upgraded? How is that going to come about in the future if it has not in the past?

Mr. PRISK. I think through improved recognition of the problem. This, of course, is the very first step in any betterment. From my seat in the executive branch, and knowing how people feel increasingly impressed with this recently evolving research, which as Dr. Huelke said, has only been available to us for a relatively short period of years, I believe there is a swing toward a great deal more emphasis on safety.

Mr. CRAMER. Well, it would seem to be about time.

It is a little disconcerting to me that there has not been adequate emphasis in the past, particularly in such obvious things as planting trees 2 feet from the traveled road.

This new agency, the National Highway Safety Bureau—incidentally, Mr. Chairman, or maybe I should ask counsel—are we going to have as witnesses anyone representing the National Highway Safety Bureau, headed by Dr. Haddon?

Mr. W. MAY. I would expect at the end of the first phase of these hearings, we would have Dr. Haddon.

(At this point, Mr. Blatnik resumed the chair.)

Mr. CRAMER. Some time at the end of the hearing?

Mr. W. MAY. At the end of the first phase, roadside hazards.

Mr. CRAMER. Maybe we can find out from Dr. Haddon what his thoughts or plans are relating to the safety aspects. The agency has been established for the purpose, as set out in the act, of establishing standards relating to safety.

I would hope that, with the Safety Act on the books and the Baldwin amendment passed a year or so before that, safety will be upgraded to a major consideration.

We are going to build these highways and supposedly save 8,000 lives a year on the Interstate System alone, which is one of the reasons for its being built. Then I think it is essential that adequate consideration be given to safety features and efforts to make the highways esthetically acceptable or beautiful should give way to safety considerations where it is obviously causing safety hazards.

You would not quarrel with that, would you, Mr. Prisk?

Mr. PRISK. Not at all, sir.

Mr. CRAMER. I hope we can get into that. Certainly there is a lack of coordination, and safety should be given primary consideration.

Mr. McDONALD. Mr. Chairman, may I make one point?

Mr. BLATNIK. The gentleman is recognized.

Mr. McDONALD. I would like to thank Dr. Huelke for his fine presentation. I think the slides point up the problem studied.

I looked beyond the traveled roadway and did observe the beautiful Michigan scenery. It made me homesick, Doctor.