

Mr. CONSTANDY. That would suggest this is a median not wide enough for it.

Mr. WILSON. I think that is correct.

All barriers, regardless of where used, cause some accidents, although we found they do prevent all cross-median accidents.

Whenever you put a median barrier of any kind, or in fact, any guardrail, it becomes a fixed object of one sort or other and it is going to be hit. So what you are doing here is trading lives for a few injuries; that is really what is the case, because these do cause some accidents. But it seems that hitting a cable barrier where you can use it—and you cannot use it in a narrow median successfully—why, there is a certain spring to it that decelerates you at a rather—well, a rate that you can stand.

Mr. CLAUSEN. This type of design, coupled with an adequate safety belt and shoulder harness, would this eliminate the problem of safety concerns?

Mr. WILSON. If it were used in a wide enough median and you do have the proper equipment, I would say yes.

I have read a lot of fatal-accident reports where the median barrier is involved, and the predominant cause of the fatalities that are involved with these things are because people are thrown from the vehicle.

Mr. CONSTANDY. Do you happen to know how often your barrier of this type is hit on the Los Angeles Freeway, per month or per year?

Mr. WILSON. I do not know. I cannot give you the exact number. I know we have about five crews that do nothing but fix this barrier. They are going at it all the time. Quite often they will run behind.

Mr. CLAUSEN. Mr. Wilson, I do not want to prolong this. Are you still using this type of design?

Mr. WILSON. Yes, sir. We are using it, as I said, on medians 22 feet or wider. It is an effective barrier. It is an economical barrier. Of course, without the lower cable here, it runs about \$3.50 a foot to place a barrier of this kind. It is about \$8.50 per foot for a blocked-out median barrier of another type.

Mr. CLAUSEN. In summing up your statement, if I understand correctly, you state that you feel you can save more lives—you may have some injuries, but you can actually minimize the number of injuries by coupling this with an adequate safety belt and shoulder harness program?

Mr. WILSON. That is my opinion.

Mr. CONSTANDY. In the course of this trip we made around the country, the staff found there is some opinion if you use both shoulder harness and seatbelt, you have a greater degree of safety than with just one.

Mr. SKEELS. Oh, let me talk. [Laughter.]

Mr. CLAUSEN. Do you want equal time?

Mr. SKEELS. The shoulder harness, diagonal shoulder harness should never be used without a lapbelt.

Mr. CONSTANDY. Without a lapbelt?

Mr. SKEELS. A lapbelt without a shoulder harness is not bad. A shoulder harness without a lapbelt is apt to be bad. Both of them together are good.