

Mr. LUNDSTROM. I might add to that just a little bit. A rumble strip would hopefully awaken a person who was subject to going off the road for this reason. But this is only one of many reason that cars leave the roadway. And so we have no way, at the moment, of keeping a driver from suddenly swerving off the roadway to avoid something ahead of him. It might be an animal, it might be a stalled car, or something he comes upon unexpectedly, so he drives off the road to avoid the obstacle. Other times, snow and ice conditions cause people to go off the road, probably for driving too fast, but the fact remains that you and I and the general public do drive too fast on the snow and ice and even on wet roads, so cars will go off the roadway and rumble strips have no effect on these cases.

So it is correct that a rumble strip might pick up a few cases, but I think the other reasons are so important that they overshadow the gains to be obtained from a rumble strip.

Mr. SCHADEBERG. Thank you very much.

Mr. MCCARTHY. Mr. Chairman.

Mr. CLARK. Yes, Mr. McCarthy.

Mr. MCCARTHY. I wonder if we could underline this particular point. The other day we heard about the Bureau of Public Roads study of the last 6 months of last year showing that 65 percent of the accidents on the Interstate System were where the vehicle left the right-of-way.

Now, we hear from General Motors where they have trained drivers, 70 percent of the accidents are where the vehicle leaves the right-of-way, the traveled way.

Now, I think what we can conclude from this, no matter what the reason—fatigue, alcohol, swerving, animal, falling asleep—whatever it is, and these are all causes I think should be explored, but I think the statistics point out that no matter what, drivers are going to leave the traveled way.

I think that these statistics show that no matter what, there are going to be cars leaving the right-of-way.

Now, before, I think there was sort of the attitude we picked up in these hearings, well, if they leave the right-of-way, that is their problem. And we put these signs in and put them in steel and concrete and protect the sign rather than the driver.

Now, what I would hope we would see is a change of attitude here to realize that whether it was the driver's fault or not, a certain percentage of the cars are going to go off. And this idea that you are proposing of a 30-foot traversable corridor cutting 80 percent of the accidents. I think, is an excellent idea. And I just would like to underline that point right here in the record.

Mr. STONEX. We have felt that falling asleep and leaving the highway really should not merit capital punishment.

Mr. CONSTANDY. As someone remarked earlier here at the hearing, there has to be some forgiveness built into the highway. I think it is very appropriate.

I think it might be worth mentioning, since we discussed 30 feet, that you would not advocate a fixed figure, would you, Mr. Lundstrom.

Mr. LUNDSTROM. No. As I mentioned earlier, the necessary traversable roadside depends, importantly, upon the operating characteristics. For example, you need a wider right-of-way along the outside