

# ROAD SAFETY MANY SIDED

## National Conference Leads To Pooled Study of Car, Driver and Highway

By E. L. YORDAN

THE driver, the car and the highway occupied the center of attention at the twenty-fifth annual National Safety Congress at Atlantic City. Embodied in no formal report but evident from talks with leading highway and safety engineers was a general belief that out of this congress had come a broader approach to the motor accident situation.

Next year, it was felt, will bring about not only an intensification of safety efforts but a much closer coordination among private and public agencies dealing with the hundred and one phases of the traffic and accident problem. Heretofore, while doubtless much work toward analysis and education has been accomplished, less has been done toward pooling the experiences of organizations, of cities and States engaged in different aspects of the situation. The highway accident problem is now, as perhaps never before, recognized as a national one and is to be tackled on a national basis.

Indicative of the new trend was the formation of three special committees which, during the next twelve months, will examine three questions that have proved troublesome for many years.

### The Triple Threat

Harry H. Harrison, State Highway Engineer of Illinois, is chairman of a group that will study the relationship of vehicle speeds to accidents. Another committee, headed by Captain Arthur Roth of the Cleveland Police Department, will look into tests to determine the difficult point of when is a driver intoxicated, while a third committee, with Professor John S. Crandell of the Department of Highway Engineering of the University of Illinois, as chairman, will try to settle the question of what limitations in size, weight and carrying capacity should be placed on motor trucks.

The rôle of the traffic engineer is becoming increasingly important and within a few years every community of any size will employ the services of a specially trained traffic expert before implanting new motor rules or voting new highway facilities. Paul G. Hoffman, president of the Studebaker Corporation, told a meeting of the Institute of Traffic Engineers.

He described the "limited way" as the highway of the future for moving great volumes of traffic to congested areas with speed and safety. The limited way comprises, in addition to a raised medial strip and separation of traffic at intersections, raised sides to prevent cars from running off the road as well as accelerating and decelerating lanes so that traffic coming onto the highway will not interfere with the main traffic stream.

### Night Driving Problems

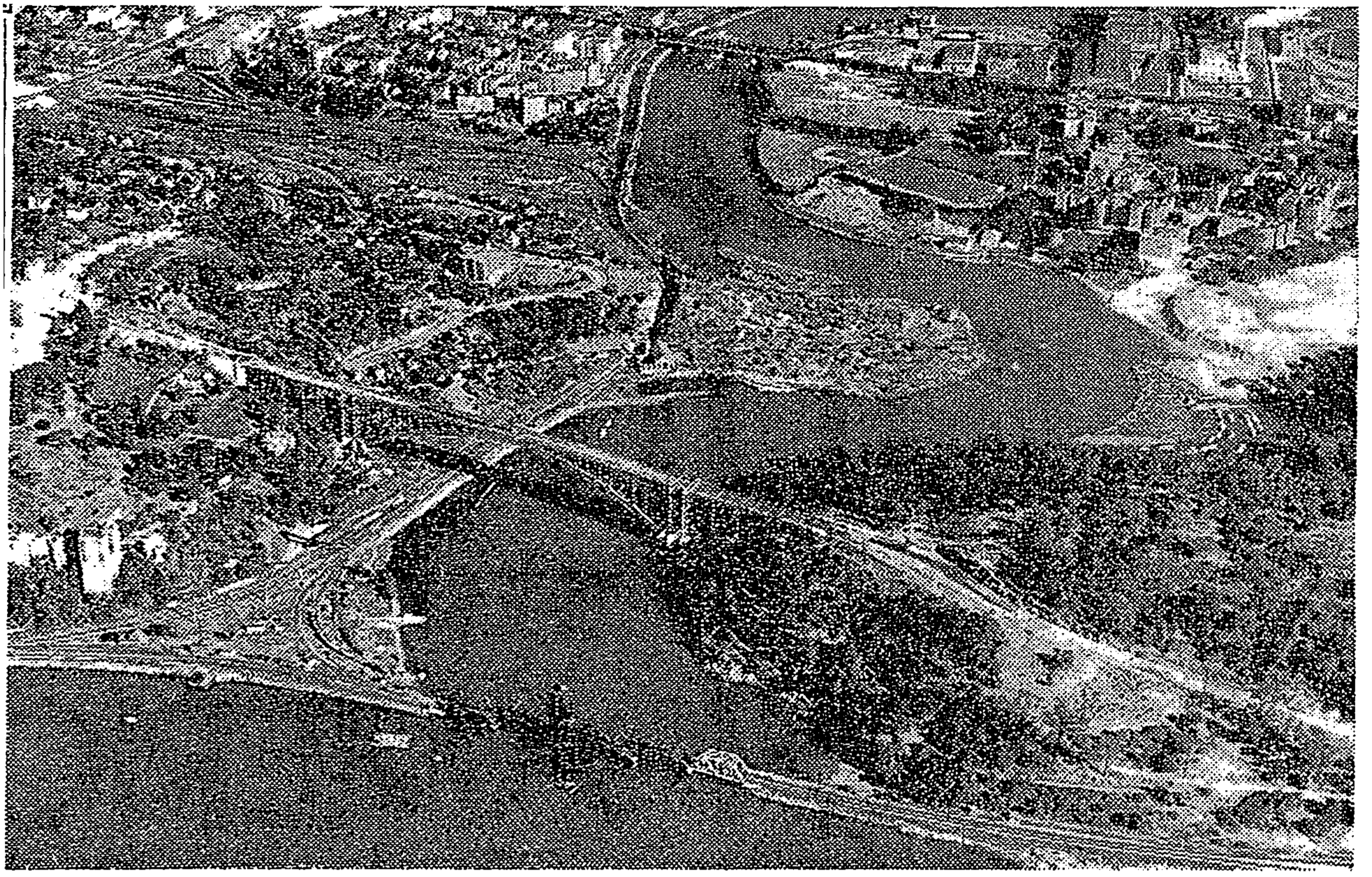
Correcting a general impression, Ellsworth Francisco, engineer in charge of the Bureau of Lighting of Newark, said that highway lighting engineers do not recommend lighting on all roads, but would confine it to heavily traveled main traffic arteries. Secondary highways and lightly traveled roads do not justify lighting for safety except at recognized hazardous points, he declared.

Many present-day warning signs on roads are ineffective at night because they are not illuminated, Mr. Francisco added. Automobile headlights have been improved as much as possible, but they cannot take the place of adequate lighting of the road. In a study of highway points requiring special lighting the speaker found that, next to intersections, the most hazardous places at night were sharp curves and winding roadways.

Describing the "ideal" driver, George W. Barton of the Chicago Motor Club said that, as a result of tests, he or she is between 26 and 47 years of age, neither very lean nor very fat, and is in good health.

"This ideal safe driver may be partially color-blind, but must be able to distinguish through experience and training the various traffic signal lenses," Mr. Barton added. "He has considerable strength, especially in his hands, which enables him to meet more effectively such an emergency as a blow-out in a front tire. His blood pressure is neither high nor low."

The excitable, nervous person with high blood pressure and the



Thomas Atrivicos.

Looking down on the new Henry Hudson Memorial Bridge at Spuyten Duyvil; a part of the extension of the West Side Express Highway to connect eventually with the Saw Mill River Road.

sluggish, dull, depressed person with low blood pressure tend toward accidents. Moreover, low blood pressure causes sleepiness, a factor common to many rural driver disasters, Mr. Barton said.

He expressed himself against the system of eliminating or punishing drivers who get into accidents, and said that a better method would be to diagnose their difficulties and

help them to correct these faults. The building of highway sidewalks in Massachusetts was described by E. F. Copell, traffic engineer in the Massachusetts Department of Public Works. The State is investing \$8,000,000, divided equally between it and the Federal Government, in building rural sidewalks. When the work is completed there will be 400 miles of

sidewalks along the most dangerous sections of highways in the State.

Analysis of pedestrian accidents on country roads prompted Massachusetts to undertake the work, Mr. Copell said, pointing out that sidewalks would enhance real estate values and encourage families with children to live in rural districts.