

MODEL TRAFFIC ORDINANCE, PLAN

RECOMMENDATIONS MADE

Committee of Motorists Association Prepares Experimental Measure; Sent Many Cities

Eight major recommendations for a model municipal traffic ordinance will be contained in a model code which will be submitted to more than 3000 municipalities, to aid in the handling of their problems of street congestion and traffic, according to the traffic committee of the American Motorists association, in co-operation with the Automobile Club of Illinois, one of the national motoring organizations working on the model traffic code plan. The code was prepared by the committee on municipal traffic ordinances and regulations of the national conference on street and highway safety, of which Secretary of Commerce Herbert Hoover is the chairman.

Major Recommendations

The eight major recommendations for the model code are as follows:

The pedestrian, at an intersection, shall always have the right-of-way. Between intersections, the motorist shall always have the right-of-way, the effect of these two regulations being to stigmatize jaywalking and to yield to the pedestrian the unquestioned supremacy at intersections.

The practice of a motorist passing a street car on the left is condemned except where it is a one-way street or where the track is placed on the extreme right hand side of the highway.

Right-of-Way

The right-of-way rule between motorists at intersections is further clarified, as follows: The motorist on the right shall always have the right-of-way unless the vehicle on the left first enters the intersection, in which event the vehicle on the left shall proceed and clear the intersection with due regard for safety.

For cities installing traffic control signals the conference was of the consensus, and so voted, that the three color system, including green, yellow, and red, is the most efficient.

More stringent ordinances against the blocking of highways and streets, by automobiles, was declared to be paramount to the increasing density of traffic.

Motorists at all times should be prevented by an ordinance, from driving through a clearly marked pedestrian safety zone.

The loading or unloading of commercial vehicles where the process requires more than 30 minutes, should be permitted only at night, thus minimizing traffic congestion.

Crisscrossing of taxicabs should be forbidden and in lieu of that practice, all cities should authorize designated taxicab stands at convenient points.

To Serve As Guide

"The object of the model municipal traffic ordinance is to serve as a guide for all cities in handling their problems of street traffic," according to J. Burton Weeks, president of the association. "It serves as a single pattern for every city and town throughout the United States to follow, and if it is generally adopted, the problem of enforcement will be very simplified. Uniformity is the first essential to sufficient traffic control, and it has been very difficult for both motorist and pedestrian to observe regulations which differ for each city and town," the motoring head points out.

As the result of the three-day conference which resulted in the adoption of the code, it was the consensus of opinion that pedestrian control is not desirable but that rather a close observation of traffic regulations by pedestrians is what is needed. As the result of the observations, made

by officials from large cities, it was voted not to include pedestrian control in the model municipal traffic ordinance. Figures submitted by them showed that in many instances, on busy corners, if pedestrians were controlled by traffic lights that the congestion would be so dense that it would not give sufficient time to enable pedestrians to cross the street before the signals were against them.

CALIFORNIA G. O. P. IS NOW REUNITED

FIRST TIME IN 18 YEARS

Hirma Johnson Supporting Hoover and Strife in Ranks of Republican Organization Ended

Peace reigns this year within the ranks of the Republican Party in California for the first time in 18 years.

Long-enduring differences, political, economic and personal, have been suppressed in a common struggle—the realization of two vast projects which will open wide to the state the portals of industrial and agricultural development.

The great Boulder Dam water and power plant, which would give to Imperial Valley the flood protection and irrigation waters it must have to insure its existence and development, and to Los Angeles and other cities in the southern half of the State the water supply and electric power they need, and the bay bridge across San Francisco Bay, the mightiest span of its kind in the world if erected, are in the "peace pact."

Hoover and Johnson

That the State may win these two objectives Progressives and Conservatives have joined hands to return once more to the United States Senate to continue to lead the effort on their behalf, Hirma Johnson, senior Senator, and to send another Californian and a world-renowned engineer, Herbert Hoover, to the White House. In 1927 Mr. Johnson, then a candidate for the Presidency, defeated Mr. Hoover in a sharply fought contest for the state's endorsement. Mr. Hoover was supported by the elements within the Republican Party who had opposed Mr. Johnson throughout his political career as the Progressive leader of the State.

Again in 1924, running as a Progressive, Mr. Johnson opposed and defeated a Coolidge slate of delegates.

This year friends and supporters of Mr. Hoover and Senator Johnson interested in seeing them continue in high public office where their abilities and experience would have full play in the interests of California and the nation, are determined to bring them together on a common ground—their championship of Boulder Dam and the Bay Bridge.

To Support Nominee

This plan has succeeded and at Mr. Hoover's invitation, Mr. Johnson

was his guest in his home in Palo Alto. Later Mr. Johnson told newspaper men that he, being a candidate for re-election on the Republican ticket, would support Mr. Hoover. He said that no plans had been made as yet for him to take the stump for Mr. Hoover. He expressed complete confidence that Mr. Hoover would carry the State.

Mr. Johnson's declaration brought to an end, for the time being and apparently for the duration of the senatorial and presidential campaign, a long and bitter political struggle.

But for the campaign the two candidates have joined forces, making certain, according to political leaders of both groups, the re-election of Mr. Johnson and the capture of the electoral vote of the State by Mr. Hoover.

Peggy Must Be Carried

Peggy must be carried when she rides in the elevators of Turner Towers, an apartment house, according to the ruling of the court. Peggy is a Pomeranian dog owned by James W. Samuels, a Turner Towers tenant. When Samuel Turner, agent, ruled that dogs must be carried in arms in passenger elevators Samuels appealed to the courts. Peggy, he said, likes to stand on her own feet. Mr. Turner said Peggy annoyed passengers.

Some Honor Pupil!

Joseph McKay, who was an honor pupil in the Central High School, Chicago, last year, has confessed robbing seventy homes in Evanston. University professors and teachers at the high school whom he disliked were the chief victims. McKay worked alone.

It seems to be a principle of ultra-modern music that the best instrument is the one which will make the most noise.

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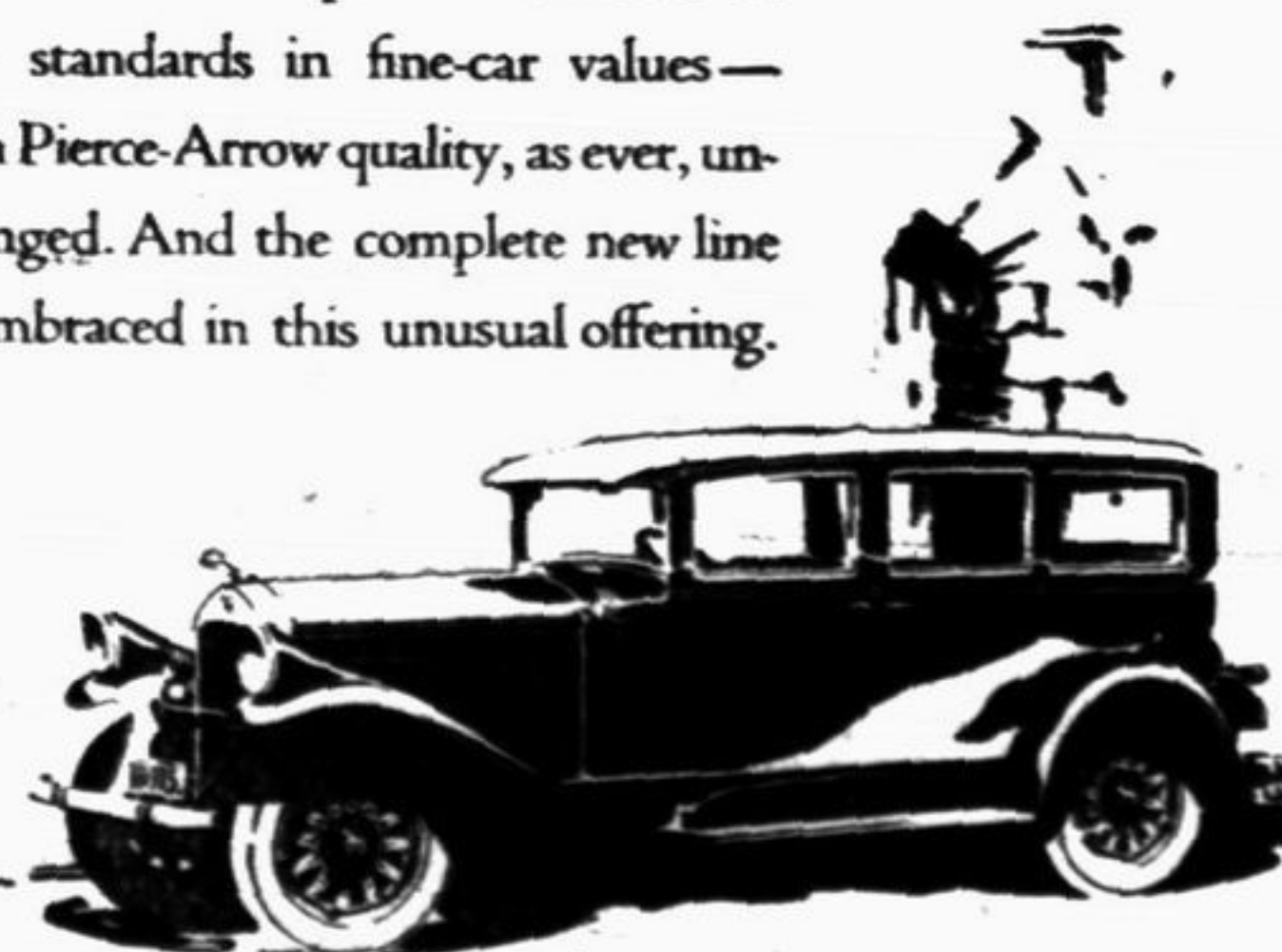
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