

REDUCING ACCIDENTS

Motor Club Official Declares City Planning Vital Factor in Reducing Toll

"City planning is now recognized as a vital element in reducing accidents," says Charles F. Hayes, president of the Chicago Motor club. "Engineers are building safety into modern highways by super-elevating curves, by painting black lines down the middle of the roadway, and by avoiding grade crossings wherever possible. Our cities should emulate the example of the highway builders.

"The accident prevention department of the Chicago Motor club has made a study of traffic in cities ranging from a population of 5,000 to cities of more than a million population, and from this survey has evolved some general recommendations. 'It is essential,' says a bulletin issued by the accident prevention department, 'that each city study its own problems, and no general rules can be made that will apply to all cities. There are, however, a few fundamental principles that can be applied to cities regardless of size.

"Congestion will be relieved in most cities if an effort is made to deliver freight in the early morning hours. In the larger cities the problem of congestion would be relieved if office buildings could provide a room where deliveries for the various tenants could be received. This would eliminate the congestion caused by trucks that must stand on the streets until the driver has delivered all his merchandise.

"Another problem is that which is caused by the increase in apartment house building. Apartment houses are for the most part situated on narrow residential streets, and when there are apartment houses on both sides of the street, the cars of the tenants parked in front of these buildings leave only a narrow line for passing vehicles. It is seldom that these cars are left standing with lights, and in many instances they are left standing out all night. The building of garages in apartment buildings would eliminate this source of congestion and danger.

"The investigation also disclosed the fact that tax payers' money frequently is spent with a reckless abandon on automatic stop lights. There signal lights are useful and are especially helpful to the pedestrian. A good

thing can be overdone, and when we find cities paying more than \$2000 for the installation of lights at one intersection, it is time to inquire if the tax payers might not receive as much benefit from a less expensive light signal. In some circumstances such an expense is essential, in others it is a wasteful use of the tax payers' money. More simplicity in automatic signals will save money and make for greater efficiency. In addition to this, signals should be standardized throughout the country. In some places we now 'go' on the orange light, 'stop' on the green, and 'go' on the red. Other signals which are more logical in their operation tell the motorist to be ready for a change of signals on the orange, 'go' on the green, and 'stop' on the red. When we standardize our lights we shall further the cause of safety, and when we simplify them we shall be able to buy more lights on the money saved and in this way add to the safety of our streets."

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