

J. Goldberg and family, formerly of Evanston, have leased through F. H. Gathercoal, the new residence property at 1725 Wilmette avenue, Wilmette, recently completed by Victor A. Olsen.

Mrs. Harry L. Street of 592 Sheridan road, Winnetka, opened her home Tuesday, November 2, for a benefit given by the Woman's guild of Christ church.

Mr. and Mrs. F. J. Fischer entertained a number of Wilmette and Evanston friends at a Hallowe'en party Saturday evening at their home in Evanston.

UNIFORM SPEED LAWS SUGGESTED BY SURVEY

**Revamping of Obsolete Laws
Essential, Declares Erskine,
Research Bureau Expert**

The time has come when definite consideration must be given to minimum as well as to maximum speed limits in Chicago and all communities within the Chicago automotive area, says the traffic committee of The Chicago Association of Commerce which has just finished a comprehensive survey of traffic conditions. While condemning excessive speeds even under favorable circumstances as well as malicious disregard for safety on the part of the driver, the survey cites the 10 mile an hour "dragger" on a 20 mile an hour roadway as the cause of traffic delays and in some cases serious accidents.

After studying the volume and speed of traffic on scores of Chicago streets as well as on highways that connect the larger city with suburban communities and after securing accurate information on slow drivers who hold up traffic, Miller McClintock, the director of the Albert Russel Erskine bureau for traffic research who conducted the local survey says:

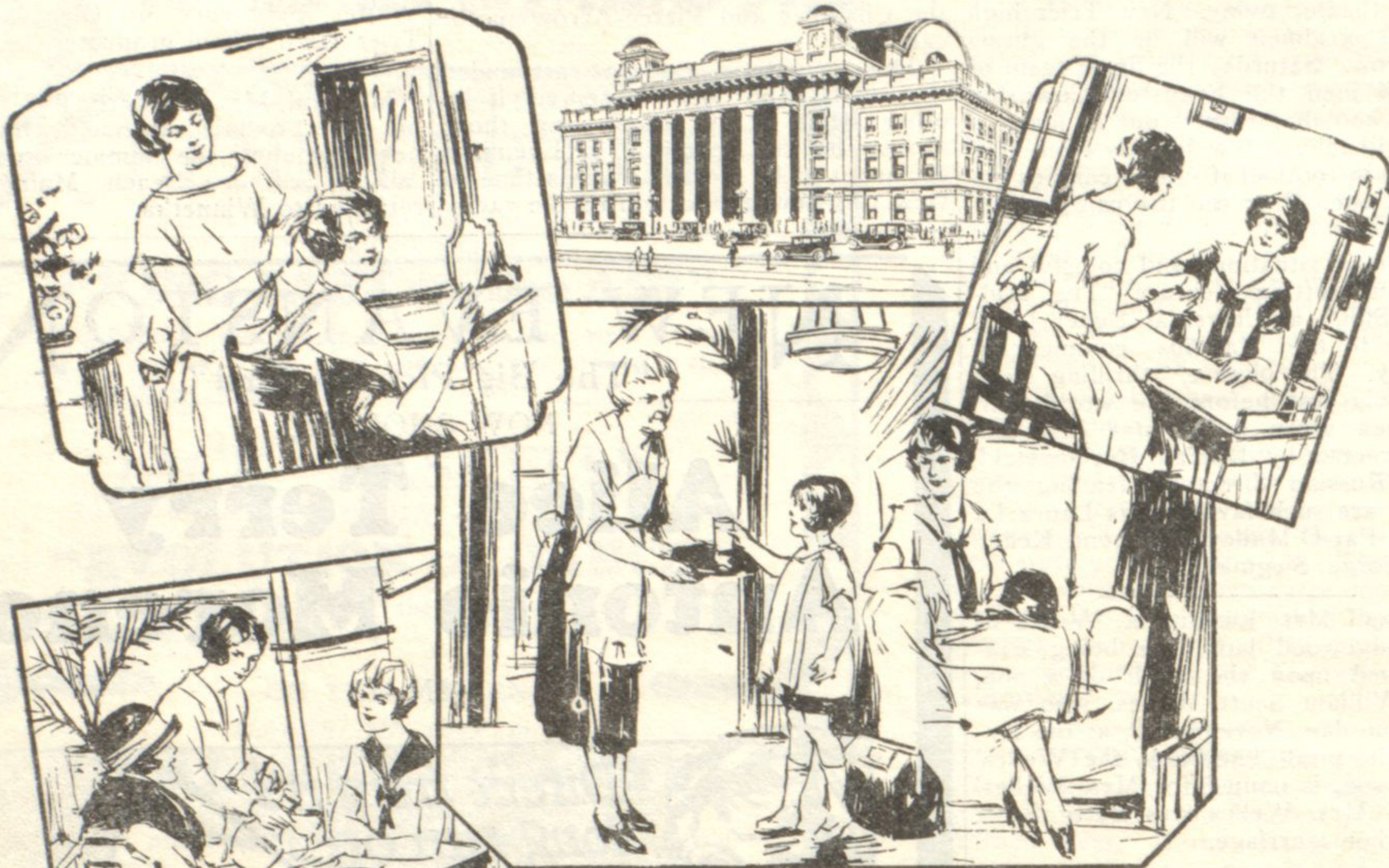
"Uniformity of speed is a very important factor in regularity of traffic and regularity and smoothness of flow assures volume which Chicago and many growing suburbs need in view of the increasing use of motor vehicles. Drivers who insist upon holding up traffic to a snail-like pace of five or ten miles an hour on important streets should be subject to some legal prodding. When streets are filled with vehicles the slow driver regulates the speed of all flowing traffic and by his selfishness or carelessness often delays hundreds. Slow drivers also are unwittingly the cause of many accidents by making it necessary for overtaking motorists to cut around."

The survey points out that somewhere between the excessively slow driver and the dangerous speeder is the middle ground of sensible traffic flow and to determine where this middle ground is has been one of the tasks of the traffic engineers in making the Chicago survey. In discussing this question of minimum and maximum speed and Chicago's speed laws, Mr. McClintock stresses the fact that the state law governing speed limits in this city and neighboring communities has been antiquated for ten years. The maximum rates according to the law specify 8 miles per hour at obstructed corners, 10 miles per hour in the closely built portions, 15 miles per hour in residence portions and 20 miles per hour outside closely built up portions and residence districts of towns and cities.

"These restrictions," says the traffic survey, report of the Association of Commerce, "were obsolete ten years ago, yet Chicago is technically governed by them. Should the police of Chicago attempt to enforce them literally traffic would be seriously handicapped. Their chief service is to permit technically inclined public officials in some of the small cities in the Chicago automotive region to levy unwarranted toll upon the motoring public."

The survey points out that a further technical restraint rarely if ever enforced is laid upon Chicago motorists by the rules of the Ridge Park district which prohibits the operation of motor vehicles at a rate of speed in excess of fifteen miles per hour.

That immediate standardization of speed regulation is needed in Chicago and the adjacent region is the belief of the traffic committee as this region is operating under old laws which need to be adapted to the changed traffic conditions.



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