

JOB H.

TRAFFIC and SAFETY COMMISSION
Wednesday, June 13, 1979
Recreation Cafe -- Dining Room
7:00 A.M.

*I. Minutes of May 9, 1979

II. Postponed Business

- A. Council Action on Commission Recommendations
- *B. Request for loading zone for the side door of Warehouse at 206 Laughlin.
- C. Request for speed control on Jordan Street
- D. Request for yellow "no parking" area for one care length near the 11th and Union Street crosswalk.
- E. Tall vehicle parking ordinance

III. New Business

- *A. Request for warning bumps on sign near the 10th and Union Street intersection.
- *B. Recommendation for 4- or 10- hour parking meters in the east end of town.
- *C. Request for 30 minute parking limit signs in front of 720 East 3rd Street
- D. Request for no parking on one side of street between 10th and 12th on Union.
- *E. Oregon Traffic Safety Commission Information

*see attached material

Minutes subject to
Commission approval
at the next regular
Commission Meeting

Minutes of the Traffic and Safety Commission Meeting

June 13, 1979
7:00 a.m.

Chairman Kinner called the meeting to order at 7:05 a.m.

Present: Commissioners Hall, Hawksley and Courtney

Others

Present: Public Works Director Hasbrouck, Assistant Police Chief Brock,
Administrative Assistant Feldman

Absent: Commissioners Rinehart, Miller and Allen

MINUTES OF MAY 9, 1979

Moved by Commissioner Hawksley, seconded by Commissioner Courtney, to approve the minutes of May 9, 1979 as circulated. Motion carried unanimously. Absent Rinehart, Allen and Miller.

POSTPONED BUSINESS:

Request for Loading Zone for the Side Door of Warehouse 206 Laughlin

Attached to the Commission agenda was a letter from Wally Morris, Coast Distributors, Inc. Mr. Morris requested a loading zone for the side door of the warehouse at 206 Laughlin.

After considerable discussion on the issue, the commission decided to table this issue for the present time until Mr. Morris could more clearly demonstrate to the commission the need for the loading zone and approval of his request.

Request for Speed Control on Jordan Street

The issue of speed control on Jordan Street was discussed at the request of Mr. Val Bauer, 812 West 15th Street, The Dalles. After considerable discussion of the street and traffic situation in the area, it was suggested that the Traffic and Safety Commission make a recommendation to the City Council to place an "End of Pavement" sign at 14th and Jordan.

After discussion, moved by Commissioner Courtney, seconded by Commissioner Hall, to recommend to the City Council that the city install an "End of Pavement" sign at 14th and Jordan to indicate beginning of dirt road. Motion carried unanimously. Absent Rinehart, Allen and Miller.

Tall Vehicle Parking Ordinance

Administrative Assistant Feldman distributed a pamphlet from the City of Portland Bureau of Traffic Engineering Parking Patrol Division regarding a Portland ordinance prohibiting parking of certain vehicles within 50 feet of certain intersections. The possibility of adopting a similar ordinance for the City of The Dalles has been discussed in the past and was discussed again. It was suggested that the City of The Dalles parking patrol ask people not to park near intersections out of concern for traffic safety without officially

adopting an ordinance that may be difficult to enforce. It was also suggested that the City have several pamphlets similar to the Portland pamphlet printed and to have the parking patrol place these information pamphlets on vehicles parking near intersections with the intention of increasing public awareness and cooperation in Traffic Safety difficulties in the community.

After considerable discussion, moved by Commissioner Hawksley, seconded by Commissioner Courtney, to recommend to the City Council to have the city print courtesy notices instead of adopting an ordinance at this time and to solicit cooperation from the public to keep certain vehicles, including those over six feet in height or those that obscure vision of approaching traffic, from parking within 50 feet of certain city intersections. Also, an education program through the mass media was suggested. Motion carried unanimously. Absent Rinehart, Allen and Miller.

NEW BUSINESS

Request for Warning Bumps or Sign Near the 10th & Union Street Intersection

Attached to the commission agenda was a letter from the Rev. Delmer T. Anderson, 110 West 10th Street, The Dalles. Rev. Anderson requested that the Traffic and Safety Commission take some action like installing warning bumps or a painted "Stop Ahead" sign near the 10th and Union Streets intersection. Rev. Anderson mentioned that 10th and Union was a four-way stop and that he believed something needed to be done like limiting parking to one side of 10th Street or widening 10th Street.

After considerable discussion, moved by Commissioner Hall, seconded by Commissioner Hawksley, to have Administrative Assistant Feldman write a letter to Rev. Anderson explaining that 10th and Union Streets intersection is a two-way, rather than four-way, stop; that placing bumps on a public street could create a very dangerous liability for the city; and that further widening of 10th Street can be done at the Zion Lutheran Church expense. Administrative Assistant Feldman would also be instructed to include in the letter that the Traffic and Safety Commission has intentions of making a recommendation to the City Council to install a "No Parking" zone for 40 feet from the intersection on all corners of the 10th & Union Streets intersection that is not presently marked "No Parking". Rev. Anderson is to be invited to speak with the commission regarding his approval or disapproval of the recommendation. Motion carried unanimously. Absent Rinehart, Allen and Miller.

Recommendation for Four Ten-Hour Parking Meters in the East End of Town

Attached to the Commission agenda was a memorandum from Del Cesar, City Manager. City Manager Cesar noted that the parking meters in The Dalles are timed with a few being 15 minutes, a few being 1 hour and a great majority are 2 hour parking meters with very few 10 hour parking meters on Third Street near the Safeway Market.

The memorandum requested that the Traffic and Safety Commission make a recommendation on a proposal to install more four to ten hour parking meters at the east end of town, as well as the lot behind Tony's Town and Country. Considerable discussion on the memorandum ensued.

After discussion about the off-street parking situation, visitors that come to town to shop and the employees who park in the downtown area, moved by Commissioner Hall to support the City Manager's proposal. Motion died for lack of a second.

Moved by Commissioner Hawksley, seconded by Commissioner Courtney, to postpone this issue until the Traffic and Safety Commission receives a clearer explanation of where the meters should be installed at the east end of town. Motion carried unanimously. Absent Rinehart, Allen and Miller.

Request for "30 Minute Parking Limit" Signs in Front of 720 East Third

Attached to the Commission agenda was a letter from Ed Urness of Urness Motors requesting a "30 Minute Limit Parking" sign in front of his used car lot at 720 East Third Street. Mr. Urness' letter stated that at the present time they have cars parked all day. Sometimes, the letter noted, it appears there is no room for customers to stop and look at the merchandise.

The Commission discussed the problems and the parking situation in this area.

After discussion, moved by Commissioner Courtney, seconded by Commission Hall, to recommend City Council's approval of Mr. Urness' request for "30 Minute Parking" space in front of the used car lot at 720 East Third Street. Motion also noted that Mr. Urness would be willing to pay for the sign. Motion carried unanimously. Absent Rinehart, Allen and Miller.

Request for No Parking on One Side of the Street Between 10th & 12th on Union

The Traffic and Safety Commission discussed the area near 10th and Union and a request for no parking on one side of the street between 10th and 12th on Union Street and the request for a yellow no parking area for one car length near the 11th and Union crosswalk. It was questioned why the school did not provide off-street parking when the Skill Center was constructed, since other buildings in the city are required to do it. The parking problem in the area was also discussed with the mention that elimination of parking would create even a larger problem. It was mentioned that prohibiting parking on one side of the street may unintentionally increase the speed of traffic down Union Street, but that eliminating parking may also provide a much better sight distance.

After considerable discussion, the commission decided to table this issue for additional review and to ask the Police Chief and City Engineer for a formal report and recommendation to the Traffic and Safety Commission regarding several alternatives including the alternative of no parking in the area, continued parking in the area on one side of the street only, continued parking in the area on both sides of the street and student parking needs.

The Oregon Traffic Safety Commission Information

Attached to the Council agenda was an information packet from the Oregon Traffic Safety Commission regarding selected articles on traffic safety issued from the State.

Police Department Purchase of Motorcycles

Assistant Police Chief Brock mentioned to the Commission that the City will be purchasing two motorcycles from the Portland Police Department to be placed on traffic control shortly. The police officers will be trained by the Multnomah County or Portland Police Department motorcycle experts.

With no additional business pending, the Traffic and Safety Commission adjourned at 8:05 a.m.

812 West 15th
The Dalles, Ore. 97058
June 14, 1979

Traffic and Safety Committee
City Hall
The Dalles, Oregon 97058

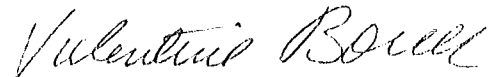
Gentlemen:

Please accept this letter as my recommendation that the present speed limit on Jordan between 14th and 18th be reduced to the same limit as required for alley traffic. This is a gravel road with one way traffic only, and acts only as a connecting line between 14th and 18th streets.

Further, I would recommend that the "End of Pavement" sign be moved from its present location at 14th and Jordan to 13th and Jordan or thereabouts, to allow proper warning for persons traveling this area. Presently the sign is located in such an area I feel it is too late for anyone to properly react to the situation.

Your consideration in these matters will be appreciated.

Yours very truly,



Valentine Bauer



CITY of THE DALLES

313 COURT STREET

THE DALLES, OREGON 97058

OFFICE OF CITY MANAGER

(503) 296-5481

M E M O R A N D U M

TO: TRAFFIC & SAFETY COMMISSION

FROM: Del Cesar, City Manager

RE: Parking Meters

The parking meters in the City of The Dalles are timed as follows: a few are 15-min. parking; there are a few 1-hour parking; a great majority are 2-hour parking meters; and, there are a few 10-hour parking meters on 3rd Street near Safeway Market.

I would like to recommend to City Council that there be more 4- or 10-hour parking meters put in the east end of town, as well as the parking lot behind Tony's Town & Country. I know we have violators parking down there in excess of 2 hours and if we chalk the tires, they have people looking at them periodically so that they can move the cars. But, if we had 6- to 10-hour parking meters down there, they could put their money in and park there comfortably all day. This would also give the out-of-town shoppers that can't complete his or her shopping in the 2 hours allotted a freer mind.

If you would study this and make a recommendation before I take my recommendation to Council, I would appreciate it.


DC:cp

The Rev. Delmer T. Anderson
110 W. 10th St.
The Dalles, Oregon 97058

Traffic and Safety Commission

The Dalles, Oregon 97058

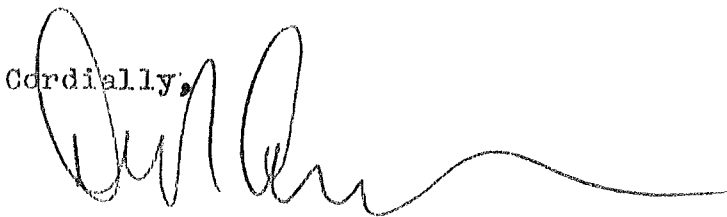
I want to bring to your attention the "accident proneness" of the four way stop at 10th and Union. We had another accident yesterday. People don't seem to realize that 10th is a stop street or that there is a speed limit on Union.

Why not think of something like warning bumps or a painted sign "STOP AHEAD". I think we need to do something before someone is killed.

While I have your attention I should like to underscore the crowded situation on 10th street with people parking on both sides of the street. Someone is going to get side swiped and hurt. Several people attending worship at Zion Lutheran have mentioned "close calls". Widening 10th street or limiting parking to one side might help...at least for three or four blocks in both directions. None of us wants to witness a death or a serious injury.

If you need something in person I would be happy to speak to the city council, the mayor, the city manager, etc.

Cordially,

A handwritten signature in cursive script, appearing to read "Delmer T. Anderson", with a long horizontal flourish extending to the right.



ENGINEERING DEPARTMENT

CITY of THE DALLES

June 27, 1979

313 COURT STREET
THE DALLES, OREGON 97058

Memo to Del Cesar, City Manager:

We have been requested by the Traffic and Safety Committee to study the on-street parking on Union Street between 10th Street and 12th Street. Apparently, the Committee felt that on-street parking should be eliminated on one side or the other. Accordingly, I viewed the project with Joe Hasbrouck and Kathy Hunter. Joe made several runs to get the drivers viewpoint on a first-hand basis.

As far as sight distance is concerned, if the four corners at 12th and Union Streets were painted back about thirty feet (30'), the sight distance would not be bad. The exit from the school parking lot onto Union Street south of 11th Street is a little bit of a problem. If we painted one car space south of the exit, it would help.

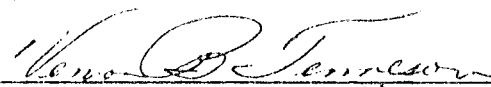
I would hate to see the trees removed on the west side of Union Street, from 10th Street to 11th Street. They are a fine type of trees and in good condition. The trees could be removed and the street widened on the east side of the street from 10th Street to 12th Street. The trees do interfere with the sight distance. They could be replaced by trees "on site".

We all agreed that there is not enough parking in the area. The school people use both sides of the street and also park west on 10th Street and 11th Street. They probably interfere with parking for adjacent property owners now. If parking were prohibited on the west side, then those property owners abutting Union Street would have to find parking across the street or elsewhere. If parking were prohibited on the east side of Union Street, cars from the school would then infringe further into the residential area to the west. There are just too many cars for the available space.

I couldn't recommend eliminating parking on either side of the street. The street is the standard 36-foot curb-to-curb width, and widening it to forty feet (40') would make for better visibility and safer driving, especially during icy conditions. Removing on-street parking doesn't seem to me to be of sufficient benefit safety-wise to justify the increase of the parking problem.

In conclusion, the school needs more parking, not less; and if we eliminate parking on Union Street, the students and faculty would just infringe further into the residential area as they have east of the high school. Parking in the area is a real problem. I don't see any easy solution unless the school were to provide more off-street parking or move to a larger area entirely away from the residential district. Widening the street and eliminating the trees on the east will help.

Signed


Vernon B. Tenneson, City Engineer

VBT/rh

cc: Steve Feldman
Kathy Hunter
Joe Hasbrouck



CITY of THE DALLES

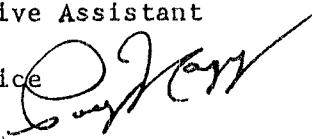
313 COURT STREET
THE DALLES, OREGON 97058
AREA CODE (503) 296-2233

POLICE DEPARTMENT

Office of The Chief of Police

MEMORANDUM

July 25, 1979

To: Steve Feldman, Administrative Assistant
From: Paul J. Nagy, Chief of Police 
Subject: Parking Limitation Proposal

Responding to your request that I make a recommendation regarding the parking limitation proposal by the Traffic and Safety Commission, I submit the following. This proposal would limit parking on one side of Union by eliminating parking on the High School side (east) between 10th and 12th Street.

I requested 'field' officer input, and two of their recommendations are attached. In essence, they state the street is wide enough to accommodate parking on both sides, and that a hardship would be imposed on those residents living in that section. They do not recommend the limitation.

Additionally, I inspected the area in question. I concur with the recommendations of my staff, however with one exception. I note there is a double cross-walk at the intersection of 11th Avenue, also there is a driveway south of 11th Avenue on the east side of Union which provides access to the employees parking lot. I recommend that parking be prohibited on the east side of Union in the area between the crosswalks at 11th, and for a distance of twenty-five feet north from the north crosswalk, and twenty-five feet south of the south side of the driveway. I also recommend that parking be prohibited on the west side of Union for a distance of fifteen feet from the crosswalk north and south of 11th, and for a distance of fifteen west from Union on both sides of 11th. This could be accomplished by painting the curbing yellow.

I believe these actions would address the problems of visibility in those areas most in need, and still retain the necessary parking spaces in this area.



INTER-DEPARTMENTAL MEMORANDUM

THE DALLES, OREGON

DATE 6-21-79

To: Sgt. Labrousse

FROM Jay B. Waterbury #3

REMEMBER: THE ONLY REASON YOU AND I ARE HERE IS TO HELP THE PEOPLE OF OUR CITY

Re: Eliminating parking on one side of Union between 10th & 12th.
Writer feels that it would be best to cut back parking at 10th & Union on 10th rather than eliminate parking on one side. To eliminate the parking on one side would place a hardship on the persons that live on Union between 10th & 12th when school is in session.

COPIES To:

SIGNED

TITLE

INTER-DEPARTMENTAL MEMORANDUM

THE DALLES, OREGON

DATE 7-8-79

To: Asst. Chief Brock

FROM L.L. Beito PFC

REMEMBER: THE ONLY REASON YOU AND I ARE HERE IS TO HELP THE PEOPLE OF OUR CITY

Re: Parking between 10th and 12th on Union.

Sgt. Labrousse requested that writer make a study of the above mentioned area and submit a report as to my findings for possible restricted (one side only) parking in the area.

Writer personally can detect no real need for this type of restriction. The street is fairly uniform in width all the way from 4th to 14th st, and is wide enough for two vehicles to pass in safety even if there are vehicles parked on both sides of the street. Curbs in the area have been painted for a distance back from each intersection so as to insure adequate visual clearances.

From my observation the only real problem is the curbside trees which create somewhat of an optical illusion and thus make you feel that the roadway is narrowing when in fact it is not.

COPIES To:

SIGNED

TITLE

NORTHWEST



NATURAL GAS COMPANY

June 27, 1979

306 E. FOURTH STREET

THE DALLES, OREGON 97058

(503) 296-2229

Mr. Leon Kinner
Chairman, Traffic and Safety Commission
City of The Dalles
313 Court St.
The Dalles, Oregon 97058


Dear Leon:

Your "Letter to the Editor" of February 24, 1979, as Chairman of The Dalles Traffic and Safety Commission, has made itself felt throughout Northwest Natural Gas Company. The letter first appeared in the Company magazine "Blue Flame" which goes to 1250 employee homes and now it appears in the first edition, volume 1, number 1, of Northwest Newsnotes which goes out to over 220,000 Gas Company customers.

We appreciated your letter very much and my sincere thanks go to the entire Traffic and Safety Commission on behalf of Northwest Natural Gas Company.

I would appreciate it very much if you see to it that each member of the Traffic and Safety Commission gets a copy of the enclosed newsnotes. Thank you.

Sincerely,


Henry F. Tiano
District Manager
Mid-Columbia River District

HFT/cp

Encs:

INTER-DEPARTMENTAL MEMORANDUM

THE DALLES, OREGON

DATE April 25, 1979

To: Paul J. Nagy, Chief of Police From: A. M. Labrousse

REMEMBER: THE ONLY REASON YOU AND I ARE HERE IS TO HELP THE PEOPLE OF OUR CITY

RE: Parking on Terminal Ave. in 300 block

Terminal Ave. runs north and south between W 2nd and the freeway and is a designated street. However, it has all the appearances of being an extension of the Chevron Chateau Truck Stop's parking area. The truck stop sits on the west side of the street and Nelson Tire sits on the east side.

Semi-trucks are parking across this street and often times block an access driveway into the back of Nelson Tires creating a problem for Nelson Tires.

Currently there is but one sign showing that this is a street. It is inconspicuously attached to a telephone pole.

Writer suggests we have more signs, possibly No Parking Tow Away Zone signs, placed where the driver of a vehicle may readily see it. Writer has served notice to Chevron Chateau that it would be to their benefit to also inform the truckers of the problem so citations will not have to be issued nor semi-trucks towed off the property and street.

COPIES TO:

SIGNED



TITLE Sargeant



Planning Department
July 26, 1979

CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

TO : Traffic & Safety Commission
DATED: July 26, 1979
RE : Site Plan Reviews

- A. The Planning Commission reviewed site improvements for the addition of a second drive-thru teller unit at the Columbia River Banking Company, 316 E. 3rd Street. (see map). The plans would potentially eliminate 4 parking spaces. These spaces could be retained if access is permitted from the alleyway.

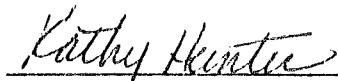
With each new improvement or addition to the downtown core area we seem to be losing two-four parking spaces and the losses have not been replaced.

Planning Commission has approved this site plan subject to the owners ability to replace the lost parking. Would Traffic & Safety recommend access to and from the alleyway?

- B. Planning Commission also received a request to add a drive-up service window to the Artic Circle restaurant, 302 W. 2nd Street. The request was approved subject to review by both Traffic & Safety and Sign Board of Appeals.

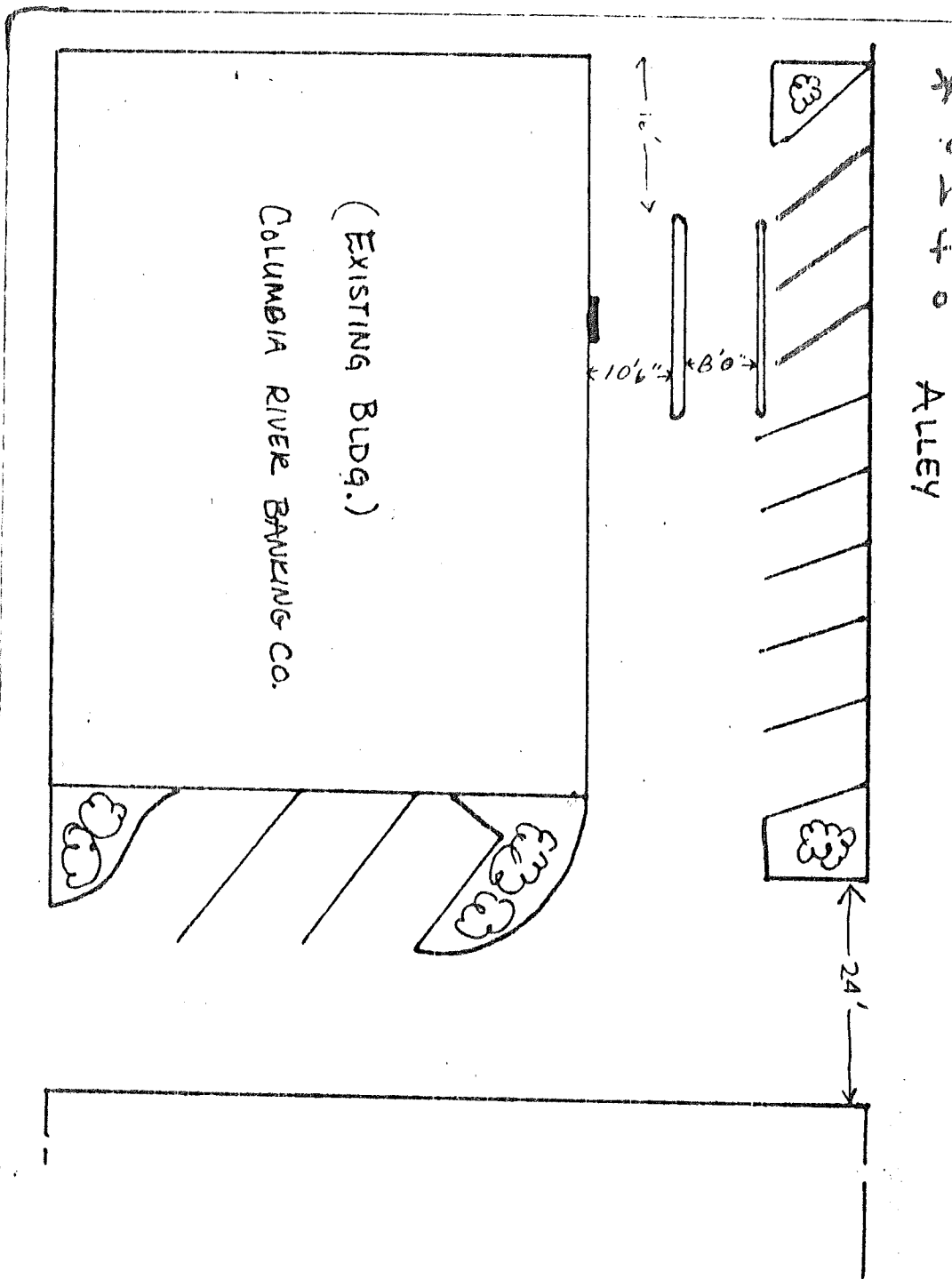
The addition presents a situation for potential traffic flow problems: incoming and outgoing traffic may be crossing each other in an awkward way.

Proper signage will help resolve the problem at Lincoln Street but will not totally resolve the problems at West 2nd Street.


Kathy Hunter
Planning Director

FEDERAL ST.

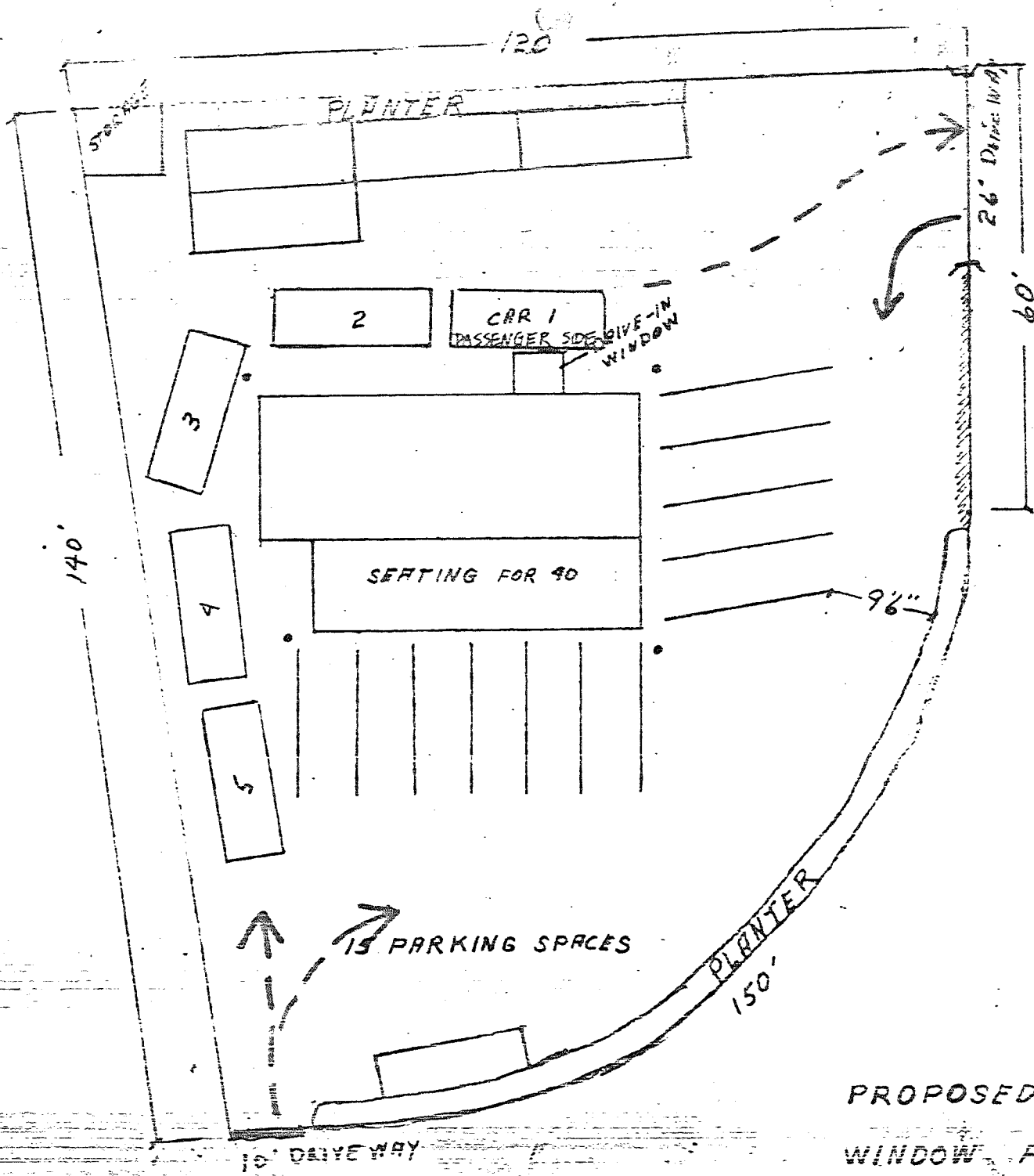
THIRD ST.



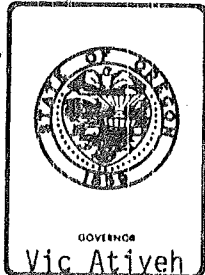
4 mini-car spaces here; access from alley only

ALLEY

NORTH
↑



PROPOSED DRIVE-IN WINDOW FOR ARCTIC

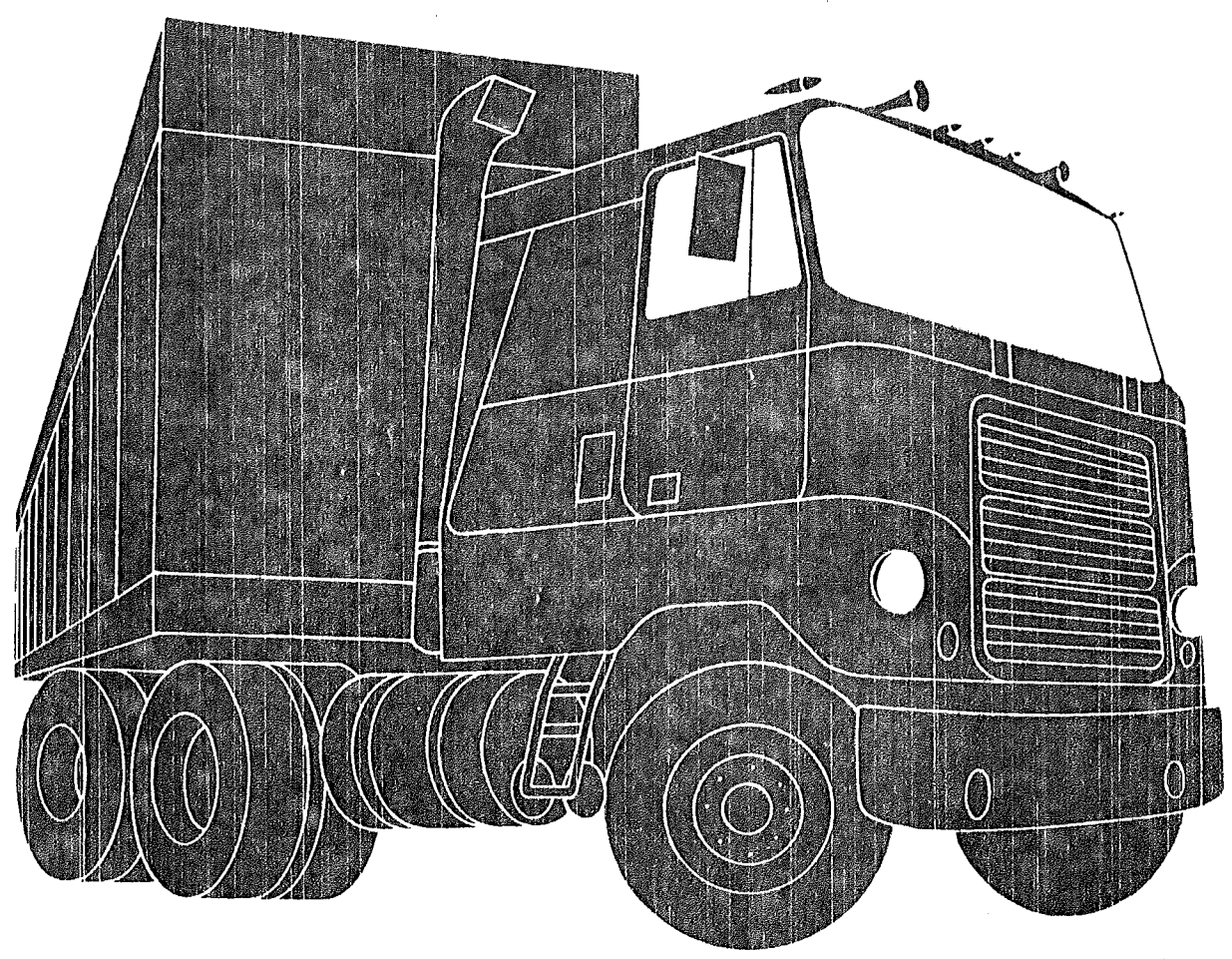


Oregon Traffic Safety Commission

Gil Bellamy, Admin. SALEM, OREGON 97310 PHONE 378-3669

W E H A V E M O V E D
T O

325-13th Street N.E.
Executive House #306
Salem, Oregon 97310



Carnage in traffic targeted

OREGONIAN
Portland
June 19, 1979

GRESHAM — Armed with a recent Oregon Traffic Safety Commission grant, the Police Department is planning a showdown with Gresham's Public Enemy No. 1: traffic violations.

"By far, the biggest threat to public safety in the city of Gresham now is traffic," Police Chief Kent Reesor said. "In terms of property damage, injury and death, traffic accidents far exceed the total of all criminal activity combined."

The chief said his department has had difficulty dealing with the problem, because the size of Gresham's police force has not kept pace with the city's rapid growth.

"We had been pretty much limited to enforcing speed laws where we could and picking up after accidents after they had occurred," Lt. Dwight Vicars said.

Unfortunately, Gresham's traffic accident rate has managed to keep pace with the city's growth all too well, most dramatically in a one-year period including 1977 and 1978.

In that period alone, the number of traffic accidents jumped from 242 to 864, the number of injury accidents rose from 184 to 229, and the number of fatalities quadrupled, from two to eight.

Armed with those statistics, Gresham was able to persuade the Traffic Safety Commission that something had to be done.

On May 1, the city was awarded a three-year, renewable grant that provides salaries for three traffic officers and a police assistant II, along with funds for an additional patrol car to be used strictly for traffic control. As a match to the state grant, Gresham is providing salaries for two more traffic officers, plus another traffic patrol car and police motorcycle.

The department is already aware of several "problem areas" in Gresham, according to Vicars.

"Intersections are primarily our worst places," he said, "with problems caused by illegal left turns and people failing to yield the right-of-way, at intersections like Burnside and Main, Powell and Hogan, Division and Main, Burnside and Hogan, and 190th and Powell."

There are a surprising number of injury accidents even at such major, controlled intersections as Division and Burnside, he added, because of problems created by left-turn pockets and no left-turn signals.

OPD hires three officers

Due to the increasing traffic situation throughout the city, Ontario officials have hired three new police officers to enforce traffic regulations. A grant from the Oregon Traffic Safety Commission will pay for 75 percent of the cost of adding the three officers. Local tax money will make up the remainder of the \$90,451 project.

Traffic counters were placed throughout the city during April in an effort to determine the traffic density, most congested time periods, traffic flow and peak accident periods.

Jim Jones, police chief, said over 470 accidents occurred on city streets during 1978, double the number a town the size of Ontario should have.

"The problem boils down to a city of near 10,000 with facilities for 10,000 trying to serve a population of double that," Jones said.

Jones indicated the survey would also attempt to locate possible alternate routes within the city, but with traffic increasing rapidly, many alternate routes are also becoming congested.

The program is expected to begin in mid-June, after the training of the three officers is completed.

ARGUS-
OBSERVER
Ontario
June 7 →

June 6, 1979
GULLETTIN
Bend →

"All of Burnside is a nightmare for that reason," he said, "particularly between 3:30 p.m. and 6:30 or 7. It's just horrendous."

The Police Department supports a number of road projects proposed for the Gresham area in the near future, Vicars said, including the scheduled widening of Burnside planned by Multnomah County for next summer.

"There's no doubt that the realignment of 190th, the realignment of Kane, and the proposed 221st-223rd bypass will help us out," he said. "And the scheduled Burnside improvements should eliminate a lot of injury accidents, particularly rear-end-type collisions caused by the lack of left-turn refuges now."

Some accidents in Gresham are at least partially due to road engineering problems, Vicars feels, especially at such intersections as Hogan and Powell, where a hill prevents southbound drivers from seeing the intersection until they are almost on top of it.

"One of our objectives under this grant will be to try to open the lines of communication with county and state highway engineers, so that we can address these design problem areas at all levels, rather than just at the local level," he said.

The department plans to notify the public when it begins concentrating enforcement at a particular problem area, Vicars said.

But such enforcement efforts probably will not begin in earnest until the first of next year, he said.

"Right now, we are still training our people and trying to identify the priority areas," he said. "We figure we won't really get into the swing of things until about January."

In the second year of the program, Vicars said, the department hopes to concentrate more on public education.

Bend gets okay for police grant

Bend Police have received final approval of a state grant that will add \$74,000 to city coffers each of the next three years and pay for three additional officers.

The grant was not a surprise, as city officials had been assured that chances were good that Bend would be chosen for the Selective Traffic Enforcement Program.

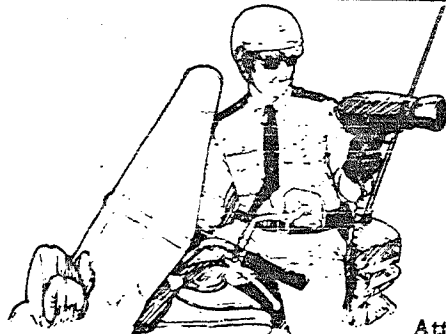
The Oregon Traffic Safety Commission allocated the money to the city.

The money is intended to pay for three veteran officers to research traffic hazards in the city, using that information to step up traffic enforcement at trouble spots. The idea behind the program is that increased enforcement at dangerous locations will lead to a reduction in traffic hazards.

Three new officers will be hired to assume the duties of those officers assigned to the traffic program.

The program also is intended to fund a public information campaign to push traffic safety and to allow more time to be spent on traffic accident investigation. More thorough investigations may reveal causes and possible cures for traffic accidents.

City budget committee members anticipated approval of the grant application and included the money in the 1979-80 budget proposal.



State Police Crack Down On Speeders

HERALD
Hermiston
May 23, 1979

With Oregon facing the possibility of more severe gasoline shortages, Oregon State Police officers around the state have been making a greater effort to enforce the 55 mph speed limit as a means of saving fuel.

The crackdown, as some would call it, has been underway for about a month, and results have been positive, according to Gov. Atiyeh's press secretary, Denny Miles. As more tickets have been handed out, observance of the speed limit has improved significantly. And if the trend continues, the state as a whole will be realizing an "amazing" savings in gas consumption, said Miles.

Although not neglecting their other duties, OSP officers in Hermiston have been sharing in efforts to enforce the speed limit a "little more vigorously," according to Sgt. Amos Rasmussen.

Local efforts have involved spending about 2½ days a week concentrating more heavily on speed control, he explained. Two or three cars have been used at times to work one particular spot. Unmarked cars and radar also have been used.

Attention has been focused on Interstate-80N and Highway 730, two areas of high volume traffic. Hwy. 395 has drawn less attention because road conditions are less conducive to traveling more than 55 mph.

Seeking better compliance with the speed limit was just one of several gas-saving measures Atiyeh's administration began discussing shortly after the November election, said Miles.

The state has managed to strike a "very tenuous balance" between gas supplies and demand for the past month, added Miles. Whether or not the state can continue to walk the tightrope without falling into California-type shortages is anybody's guess. More plentiful supplies aren't expected until September.

"It's kind of a holding-your-breath type situation," he said. "It could be we could be in trouble tomorrow."

Staying within the speed limit is one way motorists can help forestall any severe shortages, Miles emphasized. Although individuals may not notice any great gas savings, the state-wide difference will be significant.

And what of motorists who don't observe the limit?

"They're just using up more than their fair share (of gas), as far as I'm concerned," remarked Miles.

The state also is asking motorists to cut down on non-essential driving, plan vacations and holiday trips as close to home as possible and resist the urge to hoard gas.

Oregonians haven't yet panicked, however, something Miles notes with a certain amount of pride.

Shortages worsened in California when motorists began keeping their tanks almost continually full. The average fill-up, in a week's time, went from 12 gallons to three.

Miles thinks Oregonians are willing to adjust their driving habits rather than have shortages worsen here. The adjustment will be a smaller price to pay than the consequences, he said.

Miles didn't know how long state police will continue placing the heavy concentration of personnel, time and effort on speed control. This may be a decision the OSP command makes itself. But he expects some degree of emphasis to continue indefinitely.

OSP patrols are routinely increased during the summer holiday periods, such as the

approaching Memorial Day weekend.

Sgt. Rasmussen disagrees totally with persons who say most drivers don't observe the speed limit.

"The public likes to think everybody is going over 55, but they're not," he maintains. "A vast majority of people are traveling at an acceptable rate of speed. It is a minority that is speeding, not a majority."

He feels as many as 80 to 90 percent of all drivers obey the limit. Still, the relatively small percentage of speeders adds up to thousands and thousands of vehicles.

Miles sympathizes with the "frustration" drivers feel when passed by car after car traveling at more than 55 mph. But he urges these drivers to realize they never see others who stay within the limit.

Atiyeh admits greater enforcement efforts haven't stopped all speeders, conceded Miles. But the governor thinks motorists who once traveled at 65 may now be going 60, and so on.

Sgt. Rasmussen also disagrees with those who say the 55 mph speed limit doesn't save gas or lives.

In most cases, better mileage is obtained at lower speeds, said Miles. And the state agrees with the life-saving argument, although gas saving remains the primary concern.

"An accident at 70 is far more serious than at 55 — always," according to Sgt. Rasmussen. Cars simply "don't hold together" as well at the higher speeds. Faster speeds also mean less time to avoid accidents.

The number of speeding tickets handed out locally has "definitely increased" during the past month, according to the sergeant. "There's no question about that, but whether it's 60 percent of 50 percent or 30 percent, I couldn't tell you."

The overall purpose is to slow down drivers, not to issue tickets, reminded Miles.

Shortly after taking office, new OSP Superintendent John Williams directed all command officers to carry citation books and issue tickets during their regular travels, said Miles. Previously, these officers had handled administrative and supervisory duties only.

The superintendent's car stopped and ticketed eight speeding motorists on a recent trip from Coos Bay to Salem, noted Miles. The superintendent, however, didn't write the tickets, leaving that paperwork to another officer.

Motorcycle Deaths Rise After Repeal of Helmet Use Laws

EDITORIAL

'Inconsistency'

To the Editor: I admit to being underwhelmed by the inconsistency shown by our Legislature. Fearlessly challenging the lobby of a staggering home-building market, legislators boldly deemed it a must that smoke detectors become a mandatory item because some 64 people died of smoke inhalation last year in Oregon.

We succeed in killing ourselves and each other at a far better batting average on our highways because we are macho, and the same Legislature, in its suburban wisdom, deems seat belts for automobile drivers and passengers, and helmets for Honda horsemen, unnecessary.

Yes, our Legislature is a marvel of inconsistency.

LEE TOWER,
935 S.E. Lexington St.

ARGUS
Hillsboro
March 8, 1979

Invalid struck in wheelchair

A 52-year-old invalid in a wheelchair was struck by a car at 7 p.m. Saturday while crossing SE Baseline at Seventh. William R. (Billy) Manley, 650 SE Oak, was treated and released from Quality Community Hospital.

He was returning to the Oak Villa Care Center after eating his birthday dinner at his parents' house, according to his mother, Idylla Manley.

Manley had been driving his motorized wheelchair south on SE Seventh in the right lane and began to cross the intersection with a green light.

However, the length of time the light stays green does not give Manley enough time to get his wheelchair across the street, Mrs. Manley said.

The light turned yellow and red before he exited the intersection, and a car in the left, westbound lane struck a wheel on the chair and continued driving away from the scene, Hillsboro police said.

The impact spinned the chair, ejecting Manley onto the street.

Mrs. Manley said a replacement wheelchair would cost \$2,250 and federal Medicare would pay part of the cost.

Deaths involving motorcycle accidents have reached record numbers following the repeal of helmet use laws in 22 states, the U.S. Department of Transportation reports.

Figures released by the department's National Highway Traffic Safety Administration (NHTSA) shows that 4,082 motorcyclists were killed in traffic accidents in 1977. This represents an increase of 770 over the number of cyclists killed in 1976 -- a startling 23 percent increase for the period.

"A major factor in the higher motorcycle death toll, said Joan Claybrook, head of NHTSA, "was the repeal of the helmet use laws in eight states in 1976 and an additional 14 states in 1977. We are now beginning to see the dire consequences of these repeal actions.

"Opposition to state helmet use laws comes in the face of overwhelming evidence that motorcycle helmets save lives by reducing the severity of head injuries. The value of helmets has been documented for more than 30 years, not only in this country, but in other nations around the world."

The latest data were compiled by the NHTSA's National Center for Statistics and Analysis and update a special report on motorcycle fatalities issued last January by the Center.

The federal safety agency said a number of other factors may have contributed to the 23 percent climb in motorcycle deaths, including an increase in miles traveled and a boost in the number of motorcycles. However, cycle registrations rose only 1 percent (the vehicle population now totals slightly over 5 million) and sales increased less than 3 percent from 1976 to 1977.

The states which have repealed their helmet laws include Alaska, Arizona, Connecticut, Iowa, Kansas, Louisiana, Oklahoma and Rhode Island in 1976, and Colorado, Hawaii, Indiana, Maine, Minnesota, Montana, New Hampshire, New Mexico, North Dakota, Oregon, South Dakota, Texas, Utah and Washington in 1977. Delaware, Idaho, Ohio and Wisconsin also repealed their laws in 1978.

The NHTSA said four special accident studies are nearing completion in four of these states ... Colorado, Oklahoma, Kansas and South Dakota. Preliminary findings in these studies reconfirm the protective value of helmets. They indicate that the chance of fatal head injury appears to be at least four times greater for the unhelmeted motorcyclists. Head injuries were the most frequent single cause of death for both helmeted and unhelmeted riders, but the incidence of head injury was much lower for the helmeted rider.

Other findings from the Colorado study show:

- A decline in helmet usage from from nearly 100 percent to less than 60 percent.
- A 260 percent increase in the proportion of accidents with severe head injuries.
- An increase in rider fatalities from 14 per 1,000 riders in reported accidents to 2 per 1,000 riders.

Additional data on fatalities and registration compiled by the NHTSA and Federal Highway Administration show that in Colorado there was an increase from 3.4 in 1976 to 6.3 in 1977 in the rate of motorcycle fatalities per 10,000 registered vehicles.

Preliminary results of a University of California study of 970 motorcycle accidents show that the chance of serious or fatal head injuries is five times greater for unhelmeted motorcyclists in the Los Angeles area.

Not one single case in the Los Angeles study found any instance where the helmet caused an accident by impairing hearing or vision (as it sometimes claims by opponents of use laws), nor were helmets responsible for causing any type of injury other than in severe impacts where some minor skin burns resulted from the skin strap.

For more information on these studies and a Fact Sheet entitled "Motorcycle Helmets - they Save Lives and Reduce Injuries," write to the National Center for Statistics and Analysis, NHTSA, 2100 Second Street, S.W., NRD-34, Washington, D.C. 20590.

IT WAS THE L A W

If some of the present day traffic laws seem wild, consider the following regulations that existed in the early years of the twentieth century.

"Ever since the first horseless carriage started sputtering and roaring its way along our streets and highways back before the turn of the century, everyone from the embattled farmer to the indignant city father has been doing his darndest to write some laws that would curb the newfangled monster.

"Perhaps the wildest of these laws, according to the National Automobile Club, were drawn up by the Anti-Automobile Society that was formed back in Pennsylvania when the problem was first coming to the force. There the farmers decided that anyone driving a horseless carriage along the road at night should come to a stop every mile and send up a signal rocket, then wait 10 minutes for the road to clear. If a team of horses should approach along the road, the motorist was obliged to pull off the road and cover his vehicle with a large canvas or painted cloth that would blend with the surrounding landscape. If the horses refused to pass even then, the motorist had to take his vehicle apart piece by piece and hide the pieces under the nearest bush.

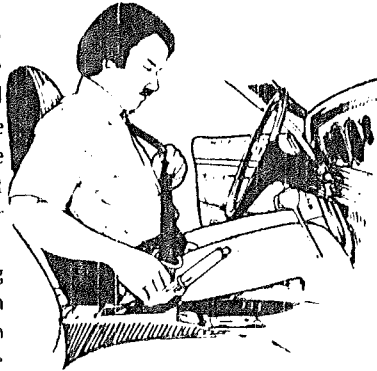
"The city fathers got around to having their little say, too. In Connecticut back in 1901, they passed the first speed law in the United States, setting it down in the book that no driver should drive faster than 12 miles per hour in the cities or faster than 15 miles per hour in the

country. In Cleveland, Ohio they passed a law against driving your car while you had someone on your lap. In Green Bay, Wisconsin, they got the idea that oil dropped from cars would damage their pavements, so they set a fine of \$5 on every drop of oil. In Memphis, Tennessee they made it unlawful for any motorist to drive while he was asleep, and out in Utah they wrote it down in their books of law that birds always have the right of way. And then, of course, there was one enigmatic sheriff who posted the sign

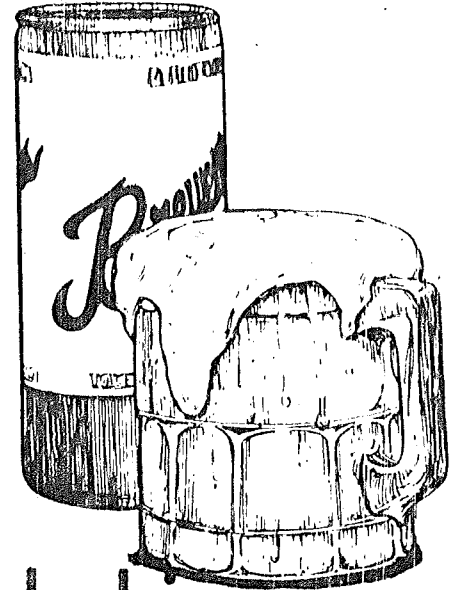
The speed limit is a secret this year. Motorists breaking it will be fined \$10.

"This was the law and the horseless carriage." (Popular Government)

STATESMAN
Salem
June 26, 1979



OREGONIAN
Portland
June 29, 1970



Drunk driving seen as criminal offense

EDITORIAL

Oregon's House of Representatives has correctly concluded that drunk driving is a crime. The Senate should reach the same conclusion.

If House Bill 3048 passes the Senate, Oregon's approach to dealing with drunk drivers will return to the tactics used before the 1975 legislative session. At that session, traffic offenses were decriminalized. The new policy would make drunk driving a crime punishable, after conviction, by up to a year in jail and by a maximum fine of \$1,000.

ALCOHOLISM is a national tragedy. So is the fatality toll on our highways. Nationwide, nearly 50 percent of our fatal injuries on the road involve drinking drivers. This is a problem we simply can't ignore.

Oregon's drunk driving convictions in 1978 increased 10 percent over the previous year. This year another dramatic increase is expected, according to the state Department of Motor Vehicles. This is caused in part by increased population. But another cause is seen as the use of alcohol by young people who have switched from marijuana.

CONVICTIONS represent only a small part of the problem. The number of persons, legally intoxicated, who drive without being apprehended can't even be estimated with any degree of accuracy.

Opponents of the measure to return criminal penalties for drunk driving cite the heavy load on our court system. This is a real concern. But the present lenient approach very obviously has not worked. Whether the possibility of stiff penalties will work any better to prevent the offense is debatable, but conviction at least gives society the authority to remove offenders from the highways.

BECAUSE of the widespread use of alcohol, society in general along with legislative bodies have been reluctant to deal with the problem of drunk driving. The fact that many authorities see alcoholism as a disease also compounds the problem of how to deal with it on the highway.

Nevertheless, Oregon's House has concluded that drastic action is necessary. As the Senate takes up the bill this week, that body must reach the same conclusion if it is to keep faith with its constituency.

Seat belt mandate buried by Senate committee vote

SALEM — A proposed seat belt mandate, which has seen several deaths and resurrections during the 1979 legislative session, underwent final burial Wednesday in the Senate Transportation Committee.

The committee voted 3-2 to table House Bill 2552, which would send to the voters a proposal to require the use of seat belts in vehicles equipped with them. The committee's action, said Rep. Rod Monroe, D-Portland, who sponsored the bill, almost certainly constitutes final death for the measure.

"Naturally, I'm not happy about it," Monroe said. "I think it would have had a good chance if it went to the (Senate) floor, but three senators managed to block it."

Originally, Monroe had sponsored House Bill 2550, a seat belt mandate which would have been activated through legislative action. That mandate would have been subject to voter approval after it had a two-year test run. The House defeated that bill and then resisted efforts by Monroe to reconsider the measure and send it back to committee.

However, Monroe had another seat belt bill, HB2552, which originally called for an election to endorse the legislative seat belt mandate, still in committee. That bill was amended to become a direct referral of the seat belt requirement to the voters and was approved by the House. HB2552 then went to the Senate where it finally died.

Judges on trial; public is jury

EDITORIAL

The District Court in Multnomah County has been slapped by the Oregon Supreme Court, by the County Commission and by the county auditor. It even has become the center of a ticket-fixing scandal. Though it finally appears to be awakening to its responsibilities for improved management, the real test of the judges' sincerity is ahead.

The overcrowded docket that has meant at least eight months between arrest and trial in traffic cases has been costly to the public in dollars as well as delay. A significant, recent rule change by the court has required four days' notice from lawyers as to whether they will go to trial.

In the past, a lawyer fully intending to plead his client guilty would wait until time of trial. If the police and other witnesses appeared and the prosecutor was ready, the client would plead guilty. If not, the defense would move for dismissal of the charge, and usually get it.

By that time, however, the public would be out the travel and time costs of witnesses, police — often overtime — and prosecutor, plus the expense of maintaining jurors for panels that were not needed.

In addition, courtrooms and judges had to be available when they might otherwise have been used to ease the backlog.

It is not for want of help that the court has problems. The rule change was suggested by the

Supreme Court, and extra staff for scheduling was funded by the Oregon Traffic Safety Commission. The district attorney's office also has cooperated with the District Court to ease the docket problems. County commissioners offered the court more than \$125,000 to explore ways to correct its problems.

A state-funded report last summer pointed to lack of innovation and absence of computer technology to improve the court's efficiency and operation. The County Auditor's analysis released Tuesday more clearly described lax management practices that are a result of the court's neglect of that function. The ticket-fixing scandal clearly illustrates the harm of such neglect.

Acceptance as of May 1 of the Supreme Court's four-day notice rule, hiring a management consultant with the county money and innovation of a night court for a trial period, recently extended, suggest the District Court may be shaking off its inertia. The firing of the District Court administrator and election of a new presiding judge also indicate that the District Court may be ready to do its job properly.

The judges must recognize it is they who are on trial. The charges are excessive cost to the taxpayer and justice delayed.

If further innovation and improved management are not forthcoming, the court should be braced for a clear jury expression at the next general election. The verdict will be unfavorable.



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Auto Safety is a Bargain

Government is often charged with being its own worst enemy in fighting inflation. Most of the time, new government regulations simply drive up the cost of production by creating more paper work and therefore more time and labor devoted to producing one more unit. Yet, the government-required safety standards built into the family car are a truly "cost-effective buy", according to Joan Claybrook, administrator of the National Highway Traffic Safety Administration (NHTSA).

Since NHTSA first issued its safety standards in 1966, the motor vehicle fatality rate per 100 million miles of vehicle travel has fallen 40 percent, from 5.7 to 3.3. Traffic accidents are the sixth leading cause of death in the nation, and the leading cause of death for the population under 35. NHTSA estimates that traffic crashes cost society about \$43 billion per year.

However, according to Ms. Claybrook, auto safety standards can be directly credited for preventing at least 50,000 fatalities and hundreds of thousands of serious injuries.

The cost to the motorist is only about \$250 on a 1978 car, or less than half the amount claimed by some auto manufacturers. This low figure amounts to only about 5 percent of the total vehicle price, or less than one-third the amount the car buyer spends on such optional items as air conditioners (\$500), automatic transmissions (\$300) and vinyl roofs (\$120). Ms. Claybrook argues.

While the entire vehicle may depreciate in market value annually, these built in safety requirements continue to hold their value in preventing fatalities and reducing injuries.

Even NHTSA's plans for future safety and fuel economy standards will not mean much added to the cost of the average car, according to Ms. Claybrook. She estimates the new requirements will add

about \$300 to the cost of a 1984 car. Much of the cost will reflect fuel economy requirements, and passive restraints, such as air bags and automatic seatbelts. The cost of this entire package will be more than offset by operating savings in gasoline of nearly \$750. In fact, Ms. Claybrook estimates the \$300 will be recouped through lower operating expenses within two years of purchasing the car.

OREGONIAN, Portland, June 25, 1979

EDITORIAL

Truck safety the real crisis

It has been apparent for a long time that the trucking industry has not been willing to battle as hard for safety as it has for cheaper diesel fuel. The brutal strike of independent truckers and a report released by Sen. Charles Percy, R-Ill., confirms our view.

While some supporters of the truck strike are scattering roofing nails on highways and blasting away at truck tires with rifles, the equipment itself (heavy trucks, mostly 18-wheelers) has been involved in 5,075 deaths, an increase of 53 percent since 1975.

Almost 35 percent of all highway deaths can be placed at the trucking industry's door, Percy's report, supporting legislation that would revamp truck safety laws, indicates.

The drivers themselves, more often than not, have been the victims, there being a frightening 41 percent increase in driver deaths since 1975.

More than 1,000 drivers were killed last year.

There is an obvious direct connection between unsafe equipment and the death toll. The Department of Transportation found that 42 percent of all the 26,000 trucks inspected last year were unsafe.

Sen. Bob Packwood is co-sponsor with Sen. Warren Magnuson and Percy of the Truck Safety Act, which has support of the American Trucking Associations. It would drastically increase fines for safety violations and seek to protect drivers who report unsafe conditions or equipment from employer retaliations.

Percy has pointed out that the number of big trucks on the highways will double in the next 15 years. Unless these giants are made safer, every driver's risk of death or injury will increase at an unacceptable rate. Congress should give a high priority to passage of revised truck safety laws.

Legal Drinking Age?

CATHOLIC SENTINEL, Portland, May 25, 1979
"problem drinkers" at 3.5 million and growing.

Concern about increased teenage drinking and alcoholism and alcohol-related traffic fatalities has moved more and more lawmakers across the nation to put the cap back on teenage drinking — at least legally.

Massachusetts — following in the footsteps of Iowa, Maine, Michigan, Minnesota, and Montana — recently became the sixth state in three years to raise the minimum drinking age.

Similar legislation was pending in mid-April in at least 19 other states from New England to Hawaii.

These moves represent a sharp reversal of the trend from 1970 to 1975, when 27 states lowered the legal drinking age from 21 to 18 or 19.

The Massachusetts statute, which went into effect April 17, raises the commonwealth's legal drinking age from 18 to 20.

"This law," said Gov. Edward J. King, "is the first step toward ending the devastating increase in highway deaths we have witnessed since the drinking age was lowered in 1975. It is also a first step toward halting the shocking rise in teenage alcoholism."

Last December, Michigan raised its drinking age from 18 to 21. The Michigan Law, like similar laws in other states, was advocated as a way of attacking an undisputed rise in teenage drinking and of reducing an also undisputed increase in traffic accidents involving drunken teenagers since the drinking age was lowered at the beginning of the decade.

Federal statistics, in addition, show that the rate of arrest for teenagers on drunken driving charges rose 160 per cent from 1970 to 1975. Federal Bureau of Investigation figures for 1976, the most recent available, show that nearly 113,000 people under 21 were arrested for driving under the influence of alcohol that year.

The Department of Health, Education, and Welfare puts the number of teenage

Passage of the Massachusetts statute left but 14 states where 18-year-olds could legally buy and drink all kinds of alcoholic beverages: Connecticut, Florida, Georgia, Hawaii, Louisiana, New Hampshire, New Jersey, New York, Rhode Island, Tennessee, Texas, Vermont, West Virginia, and Wisconsin.

In nine other states and the District of Columbia, 18-year-olds can buy beer and wine, but not hard liquor.

The patchwork quilt of the legal drinking age around the United States underscores the clash of opinion about the issue.

The former Governor of Massachusetts, Michael S. Dukakis, who twice vetoed bills that would have raised the drinking age to 19, argued that the one-year hike would not cut teen drinking significantly, and in addition did not address the underlying social problems that fuel alcohol abuse among young people.

Officials in states where the drinking age is higher than 18, however, almost unanimously report that they are concerned about the availability of alcohol to the under-18 group. High school parties and dances, which are attended by young people aged 14 or 15 to 18, are frequently "wetted" by 18-year-old seniors in states where they can legally buy alcohol.

Critics of such laws contend that the measures will not reduce appreciably, if at all, either teenage drinking or the liquor-related deaths involving teenage drivers.

Regardless of what any one state does, say the critics, teenage drinking — and drunk driving — are likely to continue, since there are few areas more than a 30-minute drive from another state with an 18-year-old limit.

According to a recent U.S. General Accounting Office (GAO) study, social acceptance of drinking and driving is primarily responsible for an estimated 25,000 traffic fatalities a year — and an economic loss of \$5 billion a year.

The GAO said that lowered drinking ages in states, as well as the serving of drinks to people who are already drunk, are among the reasons that federal and state efforts to combat the problem of drunk driving during the last 13 years have not had a national impact.

Both sides of the drinking-age dispute are agreed that the problem of teenage alcohol abuse will not be "solved" by legislation alone.

Both sides agree that the development of rational, consistent attitudes toward drinking — or not drinking — are desperately needed, and that in this development, parents play a pivotal role.

"Many, many of us assume the drinking patterns of our parents," observes Susan Maloney of the National Institute of Alcohol Abuse and Alcoholism. That is why, she says, parents have a particular responsibility to provide the proper "role model."

For some parents, this role will be one of total abstinence, adopted often for religious reasons.

For others, it will be a model of moderate social drinking.

Alcohol experts are unanimous in their advice to non-abstinent parents:

- Teach your child, by word and example, that a responsible drinker sets limits on his or her drinking as to time, place, and amount; that a responsible drinker never drinks to get drunk; that drinking a large amount of alcohol is not a sign of maturity.

- Teach your child that a responsible drinker does not use alcohol as an escape from reality or a problem-solver.

More Crashes, Higher Costs Trail Small Car Influx

State official praises county road project

The increasing number of small cars on the nation's roadways has sparked an interest in the minds of safety experts as to the relative safety and crash resistance of small cars compared to full size cars.

Some findings of the Highway Loss Data Institute (HLDI), reported in the Insurance Institute for Highway Safety *Status Report*, show that subcompacts had higher collision claim frequencies and higher average loss payments per claim than the cars of the other three size groups. This was true for each model year and for each car-age group studied.

This finding goes along with the conclusion the Highway Safety Research Center (HSRC) in North Carolina came to: small cars show higher crash rates than large cars.

Many people still drive small cars with the idea these cars are less likely to be in a crash since they are more maneuverable, or they are a smaller target.

The HSRC study might discourage some of these drivers. Their results show that smaller cars, especially newer models, are more likely to be involved in a reportable crash than larger cars.

The two year-study in North Carolina, sponsored by the National Highway Traffic Safety Administration (NHTSA), is one of the few in the nation to include calculations of crash rates for specific makes and models, based on vehicle miles of travel.

The crash involvement and injury rates that were compared include a single rate, an overall crash rate, an overall driver injury rate, and a vehicle severity rate (the latter is defined as the most serious injury sustained by an occupant in the vehicle).

The comparisons show that for newer model cars, both overall and single vehicle involvement rates are lower for full-sized cars. This trend is not as noticeable for middle and small sized cars.

Another obvious change in the type of autos on the highways is the increased number of downsize cars produced by some automobile manufacturers.

How will the downsizing of U.S. cars affect motor vehicle fatalities in 1995?

This question was examined by applying crash/injury findings from Highway Safety Research Institute in-depth data files to police-reported Texas accident data for 1975-1976, then projecting those statistics to the 1995 driver and vehicle population.

The purpose of the study was to focus on the safety effects of downsizing per se. That is, the emphasis was on establishing whether the 1995 fleet of smaller and lighter cars would contribute to more or fewer annual fatalities than would a 1995 fleet mix of passenger cars the sizes and weights of those on U.S. roads in 1975.

The analysis showed that downsizing is a slightly negative factor that by itself it will increase by about six percent the total annual motor vehicle fatalities in 1995. But several other factors some more powerful than the car size/weight factor will be contributing to increases or reductions in 1995 fatalities.

These factors will be contributing to increased fatalities in future years:

- 1) A projected 25 percent increase in the number of licensed drivers, and a 27 percent increase in the number of passenger cars;
- 2) A likely increase in the average annual mileage per vehicle, over the 1975 average of 9,635 miles per vehicle;
- 3) A higher percentage of occupants over 35 years of age (such occupants are less able to tolerate impact forces than younger occupants);
- 4) Smaller and lighter cars that decelerate more abruptly in a collision and subject occupants to higher injury-producing forces.

The principle that a lighter car stops more quickly in a collision holds regardless of the weight of the vehicle it collides with. But when a lighter car collides with a heavier car, or a truck, it stops very abruptly, it experiences a much greater change in impact velocity. Therefore, other things equal, occupants of the lighter car face a higher probability of being fatally injured.

State Traffic Safety Administrator Gil Bellamy has praised Washington County's "Traffic Safety and Roadway Management Plan," indicating the document is serving as a prototype for similar studies in other areas of the state.

Bellamy was part of the negotiations in 1977 which led to a \$91,000 safety grant from the OTSC for a road needs study for the county.

The year-long study was performed by Corvallis consultant, Len Schoolcraft, and his Transportation Planning and Management firm. Activities included field investigations, analysis of traffic volumes and accident data, public meetings and use of a citizen input form, climaxed by the preparation of a plan document with recommendations for future maintenance and capital improvement projects.

The Schoolcraft study is expected to form the basis for road repair and improvement programs to be initiated if Washington County voters approve an \$85 million bond program at an election, June 26.

When County Commissioners officially adopted the ballot title that will go before voters next month at the conclusion of a public hearing May 15 at Hillsboro, Commissioner Jim Fisher made it clear that the Schoolcraft report will be a guide to scheduling and conducting the road work.

"These projects are not cast in stone," said Fisher. "There will be opportunities for public discussion of all aspects of each road project before engineering designs are completed."

According to Fisher, designs, as an example, will be coordinated with utility companies and all sources of possible funding.

The plan does recommend and list major improvements at 66 intersections, 67 roadway sections covering a total of 90 miles, and replacement of 86 bridges in various locations throughout the 1,125-mile county road system.

Procedures for minor improvement projects related to the regular maintenance programs are also included.

Fisher noted the board of commissioners is committed to utilize private contractors for all major improvements and to give first priority to repairing all county roads which developed potholes and rough surfaces as the result of winter weather.