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Traffic Safety Section

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DeBERRY GRADUATES TRAFFIC SAFETY SPECIALISTS

By ELLEN BATT

Eighty hours of instruction would seem to provide an individual with all he needed to know about a particular subject.

But when the subject is traffic safety, eighty hours of instruction just scratches the surface. Or at least that's what the 25 Traffic Safety Specialists (TSSs) for the State Department of Highways and Public Transportation (SDHPT) recently found out.

The TSSs attended two weeks of training in Austin with members of the staff of the Traffic Safety Section of SDHPT, the Texas Transportation Institute, the Fort Worth office of the Federal Highway Administration, and private traffic safety associations.

The naming of the TSSs is the integral part of the state traffic safety program's reorganization, which began

had a high incidence of automobile accidents, and that they should exercise extra caution at these intersections, Breech said.

"The council emphasizes that in all instances the city has made every effort to move traffic safely by employing different types of traffic control, and/or by installing left-turn lanes or rerouting traffic where feasible," Breech continued, "and the only practical way left to decrease accidents must come from the efforts of individual drivers."

and keeping them properly inflated is worth another 5¢. Figures are supplied by the U.S. Department of Energy. You can get a free booklet on other ways to save energy and money by writing to: Energy, Box 62, Oak Ridge, Tenn. 37830.

last September. Each SDHPT District Engineer hand-picked a TSS, who officially assumed new responsibilities January 1st.

session on the utilization of traffic data, program development, and program evaluation; a discussion on special programs with law enforcement officials,

Selected as a TSS for District 1 (Paris) is Cecile Roberts, District 2 (Fort Worth) is Jim Smith, District 3 (Wichita Falls) Bobby Myers, District 4



Governor Bill Clements and S.D.H.P.T. Engineer-Director B.L. DeBerry congratulate the 25 Traffic Safety Specialists gathered in Austin for training sessions.

Training topics included a history of the traffic safety program as it is carried out on all levels of government—city, county, state, and national; a

traffic safety engineers, and private traffic safety associations; and an explanation of the function of public education in traffic safety.

(Amarillo) Leon Wood, District 5 (Lubbock) W.C. Powell, District 6 (Odessa) Carl Trim, District 7 (San Angelo) Gene
(See SPECIALISTS, page 3)

STATE TRAFFIC SAFETY FUNDS BOLSTER PATROL EFFORTS

By JOHN BURNETT

Garland Daily News Staff

For the sixth year the city of Garland has received a state grant that helps local police enforce traffic laws. The money will be used to pay officers who volunteer to work overtime to arrest traffic violators on accident-prone streets and intersections.

The Traffic Safety Section of the Texas Department of Highways and Public Transportation through El Centro College's Office of Traffic Safety makes the extra patrols possible each year by giving police departments in Texas funds for increased traffic enforcement.

The expanded enforcement program, which lasts for 11

months each year, was kicked off in 1973 to help maintain traffic enforcement, but leave patrol officers time to answer regular calls, according to S.N. Wilson, director of El Centro's traffic safety program.

Last year, Wilson said the program paid for increased enforcement grants to Garland, Dallas, Carrollton, Mesquite, Grand Prairie and Balch Springs.

Sgt. L. G. Arnold, head of the Garland traffic division, said the program helps normal traffic enforcement in Garland enormously.

"The workload on patrol officers has increased a lot over the years. They spend most of

their time answering calls. Traffic enforcement wouldn't be as good without this grant because it really supplements our enforcement."

Locally, some 2,160 hours of police overtime will be paid for by the grant.

(Ed. Note: The program described in this story is one example of community traffic enforcement funded through the Selective Traffic Enforcement Program (STEP).)

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The most valuable gift you can give another is a good example.

VICTORIA CHOOSES INTERSECTION OF THE MONTH

The Victoria Safety Council has inaugurated a new traffic safety program called "Intersection of the Month," designed to make Victoria motorists aware of locations where the greatest number of traffic accidents have been logged by the police department.

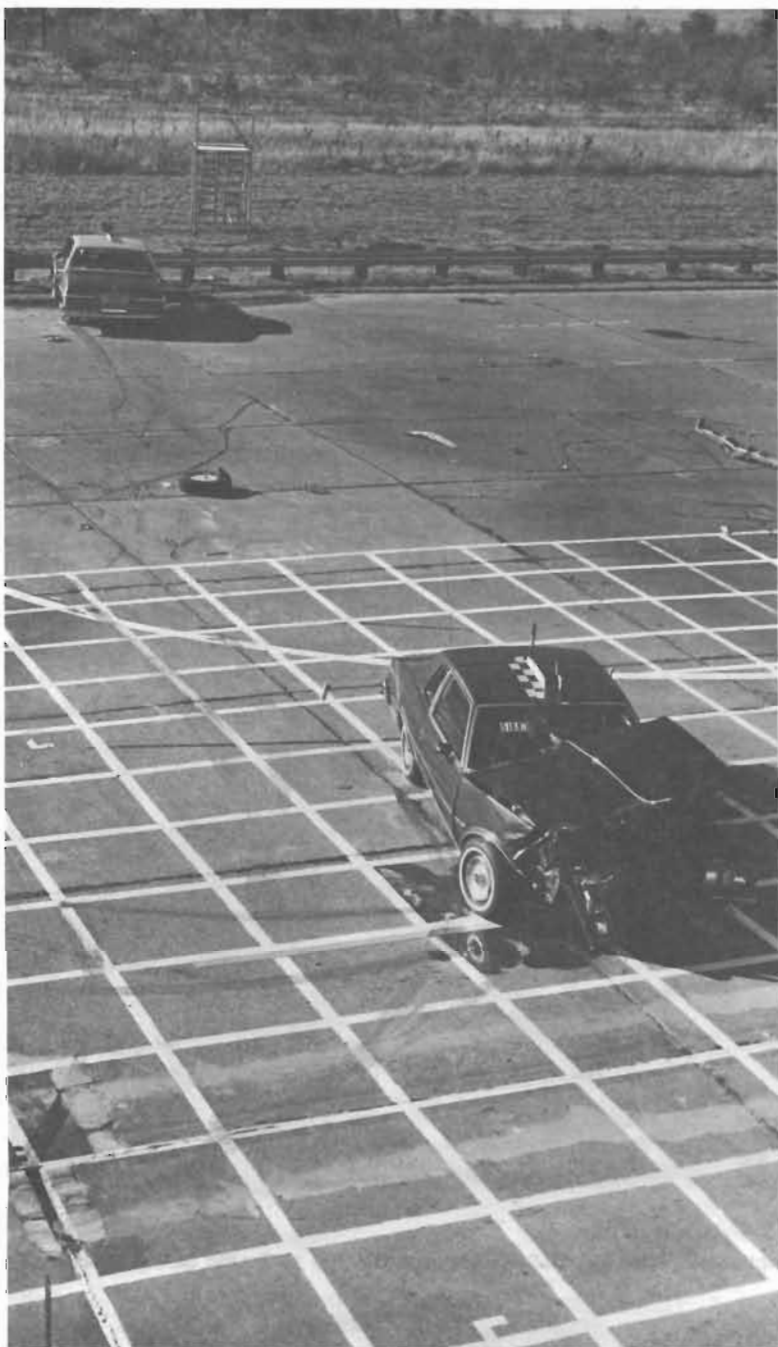
"This is part of the council's continuing effort to promote safety in all fields," said Don Breech, project chairman.

The "Intersection of the Month" will be publicized to make the driving public aware that the named intersection has



(Courtesy of the National Safety Council)

Expert drivers say that doing four simple things can save motorists up to 15¢ on each gallon of gasoline they use. Slowing down from 70 to 55 miles per hour on the highway can save 6¢ a gallon. Keeping the car tuned saves another 4¢. Using radial tires



CRASH!

Nothing haphazard about this!

Pictured are the results of a crash test recently conducted at the Texas Transportation Institute in College Station/Bryan. What you don't see are the hours of work necessary for that final moment.

However, the impact of the two 1979-model vehicles was **not** the final moment.

The results of the mock accident will be used to calibrate and validate computer programs now designed to simulate motor vehicle accident reconstruction. Accident data collected will be used as a case study and practice exercises in the Advanced Accident Investigation Schools that are conducted three times a year at Texas A & M University, under contract to the Traffic Safety Section of the Texas Department of Highways and Public Transportation.

The two vehicles were traveling at 45 mph, and were fully instrumented and equipped with anthropomorphic dummies when they collided. Video and still cameras captured the speed of the vehicles, the drivers' actions, the path of the vehicles after impact, and the extent of the damage to each vehicle.



OGG PROPOSES SAFETY LEGISLATION

By DOT LEACH
Public Education Specialist
Houston

State Senator Jack Ogg, of Houston, recently outlined several pieces of legislation he hopes to see passed during the next session of the Texas legislature including rules for tarpaulin use on loaded trucks and new, but limited re-

quirements for helmet use by motorcyclists. administration with the Texas Railroad Commission. According to Ogg, the loose tarps and sometimes the lack of tarps is costing motorists a substantial amount of money because of debris flying off the trucks. Pointing out the problem, Ogg said that in Houston especially, there are two types of windshields, "them that has (cracks) and them that's going to have."

By delegating authority to the Texas Railroad Commission, Ogg said better guidelines could be made and compliance better regulated.

Concerning the use of helmets for motorcyclists, Ogg said he knows that there is little hope for the revival of the mandatory helmet law, but he believes the next legislature should consider and pass limited requirements for riders. As to those limitations, Ogg said he believes that it should be mandatory for passengers 18 and younger to wear the protective headgear.



SENATOR JACK OGG

quirements for helmet use by motorcyclists.

In remarks to the Harris County Traffic Safety Advisory Committee, Ogg said he favors legislation which would put the authority of tarpaulin rules and

LONG LIVE PEDAL POWER

Governments trying to lure people out of their automobiles ought to consider promoting bicycles and mopeds as energy-conserving yet convenient alternatives, according to a recently released book.

This is a major conclusion of "Running on Empty: The Future of the Automobile in an

Oil-Short World." Worldwatch Institute researchers Lester R. Brown, Christopher Flavin and Colin Norman, says that bicycles and mopeds are well suited to urban and suburban areas where short commuting and shopping trips represent the main transport needs.

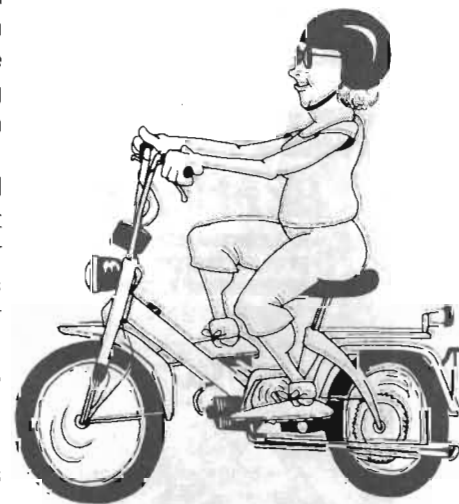
It says that in the United States as a whole, 80 percent of automobile trips are shorter than 10 miles, "quite a reasonable trip by bicycle or moped."

For those who lack the stamina to pedal long distances, the moped, which travels at 30 mph and averages 135 miles per gallon, is a feasible alternative.



Oil-Short World."

The book, written by



To discourage use of the automobile, the book says governments everywhere are raising gasoline prices. The \$3-a-gallon mark has been exceeded in Bulgaria, East Germany, Greece, Singapore, and Turkey. Czechoslovakia, France, India, Japan, South

Africa and Yugoslavia are rapidly approaching the \$3 mark, the study says.

It predicts gas prices in the United States probably will reach the \$3-per-gallon mark within the lifetime of the current generation of new cars.

AROUND THE STATE

NACOGDOCHES--A traffic safety program at Raguet Elementary was held for almost 500 students.
KINGSVILLE--Average attendance at each of the 44 DWI classes was more than 30 individuals.
FREER--A Sign Replacement Program was completed.
EULESS--The Motorcycle Safety Program sponsored 44 classes and graduated 407 students.
PAMPA--One officer completed the Breathalyzer Test Course at San Antonio College.

PAMPA POLICE REWARD SAFE DRIVING TEENAGERS

Driving safely is paying off for teenagers in Pampa.

The Pampa Police Department, along with McDonalds Hamburgers, has initiated a program called Safe Teenage Driver. Each week the police, under the direction of Lt. P.E. Bailey, select a Teenage Safe Driver Of The Week. Out of the weekly choices, a Safe Driver Of The Month is chosen; and eventually, out of the twelve Safe Drivers Of The Month, a

1980 is automatically disqualified. Point systems are allowed for warning summons; the length of driving time is also taken into consideration. If a tie occurs, the drivers' past driving records are also examined.

The same system is used in the selection of the Driver Of The Year with additional input from the high school's driver education instructors.

According to Pampa Chief of Police J.J. Ryzman, the pro-



The January Teenage Safe Driver, Mary Bridwell, is presented with a plaque from Lt. P.E. Bailey and McDonald's Manager Joey Fazioli.

Safe Teenage Driver Of The Year will be chosen.

McDonalds is presenting coupons to the weekly winners and a plaque to the monthly winners. The Safe Teenage Driver Of The Year will be presented with a trophy from McDonalds.

In selecting the Drivers Of The Month, a point system is being used by the police department. Anyone receiving a traffic summons for a moving violation between December 31, 1979 and December 31,

gram has been very successful so far.

"We are establishing better contact with the teenagers," said Ryzman, "and we hope other law enforcement agencies might benefit, as we have, from this type of program."

Not only has the police department established a more positive contact with the teenagers said Ryzman; the community is now more aware of the fact that teenagers can be responsible drivers.

A DIFFERENT TOUCH IN COLLEGE STATION

By MIKE WEST
 Traffic Safety Specialist
 District 19--Atlanta

"3-50 to College Station, I'll be at Texas and Jersey on Robert Young Young 874." And so begins another traffic violator contact by the College Station Traffic Division.

This contact is a little different. It is being made by Sgt. Linda Andrews, the first female traffic sergeant in Texas.

Andrews is also the first policewoman in College Station, where she has served over three years. She was recently promoted to supervisor of the traffic division after working as an officer in traffic over a year. According to Andrews there was never any doubt that she would choose a career in law enforcement--both of her grandfathers were sheriffs and her father was a county judge. She remembers spending hours riding with her grandfathers and always being interested in police work.

"I got a lot of support from my family about going into law enforcement," said Andrews, "and I got a lot of support from the men I work with...that's the thing I attribute my success to."

In addition to traffic enforcement and accident investigation, Andrews' duties include monitoring reports and schedules of the officers she supervises under an Increased Traffic Law Enforcement contract from the Traffic Safety Section of the Texas Department of Highways and Public Transportation.

"I'm proud to have this job...this is a good program that has a lot of support and therefore, it's very successful. Everyone has shown confidence in me...not just because I'm a woman, but because I'm good for the job," said Andrews.

Linda Andrews would make her grandfathers proud.

Most Texas traffic fatalities occur on Friday, Saturday and Sunday between 11:00 p.m. and 3:00 a.m.



It's all in a day's work for Sgt. Linda Andrews, as she issues a traffic violation citation to a driver in College Station.

GROWING, GROWING, GROWING

Big is going to get bigger in the 1980s, according to a study by the Houston Chamber of Commerce.

Much of the growth will come from the search for energy said Nat Rogers, chairman of the Chamber.

Rogers said the study shows that in the 1980s the Houston area will grow by 32 percent--965,000 people--bringing the population to 9.9 million by 1990.

A jump is also predicted in the number of households in Houston (with 461,000 added by 1990), as well as the number of people working in the city (2.1 million by 1990).

Explaining that the number of passenger cars on Houston streets and roads will increase 47 percent in the coming decade, Rogers said, "...that means 792,000 more cars in our area...or a total of 2.4 million cars in 1990."

SPECIALISTS, Continued from Page 1

Hirschfelt, District 8 (Abilene) Ray Green, District 9 (Waco) Ed Smith, District 10 (Tyler) Robert Ratcliff, District 11 (Lufkin) Ron Wesch, District 12 (Houston) Jim Freeman, District 13 (Yoakum) Maynard Wagner, District 14 (Austin) Tom Word, District 15 (San Antonio) Roland Klar, District 16 (Corpus Christi) John Stringer, District 17 (Bryan) D.D. Williamson, District 18 (Dallas) Leroy Wallen, District 19 (Atlanta) Mike West, District 20 (Beaumont) Bud Collier, District 21 (Pharr) Selma Decker, District 22 (Del Rio) Victor Bolner, District 23 (Brownwood) Johnny Duncan, District 24 (El Paso) William McMillan, and District 25 (Childress) Thomas Shelton.

putting those eighty hours of instruction to work.

"We all have a difficult job to do," said John Stringer, TSS in Corpus Christi, "and this training has helped all of us...at least we know where to go for answers to our many questions."



S.D.H.P.T. Engineer-Director B.L. DeBerry awards a certificate of successful completion in traffic safety training to T.S.S. Cecile Roberts of District 1 (Paris).

With their initial training behind them, the Traffic Safety Specialists are ready to begin

NEWS

FROM

WASHINGTON

CLAYBROOK REAFFIRMS DOT'S COMMITMENT TO AUTOMATIC CRASH STANDARD

DOT remains firmly committed to its automatic crash protection standard for future new cars, National Highway Traffic Safety Administrator Joan Claybrook said recently. She announced formation of a special task force to address any remaining issues involving air bag performance and occupants who may be "out of position" during crashes.

Claybrook also voiced dismay at a General Motors decision to delay its promised, voluntary introduction of passenger-side air bag protection in its 1981-model cars. She noted that this is the latest in a series of delays by the auto industry to voluntarily make air bags available as options on certain new cars.

"GM has made important improvements in the new generation of its Air Cushion Restraining Systems (ACRS)," Claybrook said, "and we are excited with the work they have done. Thus, it is especially disappointing that on the basis of such conjectural conclusion, GM now has decided to withhold from the market in 1981 a safety system that has been convincingly proven to save many lives and significantly reduce injuries in auto crashes."

GM said its decision was based on indications that ACRS design may have the "potential for risk of injury to unrestrained small children" in car crashes. Children who are out of position might face a risk of injury when the air bag deployed, the automaker claimed.

MANDATORY SEAT BELT USAGE RECOMMENDED

By a vote of 73 to nine, the National Committee on Uniform Traffic Laws and Ordinances has recommended that motorists be required by law to wear available lap and shoulder belts.

Located in Washington, D.C., the National Committee is responsible for the Uniform Vehicle Code and Model Traffic Ordinance. For more than 50 years, these documents have served as the basis for state and local traffic laws.

The National Committee's recommendation would have drivers and passengers wear belts if their seating position is equipped with them. Exceptions are provided for persons with medical or physical conditions which make it inadvisable to wear belts and for drivers who must frequently stop and leave the vehicle.

Older provisions in the Uniform Vehicle Code require most motor vehicles to be equipped with safety belts and require owners to maintain them in usable condition.

It is anticipated that laws requiring the use of safety belts will increase the number of drivers using belts from 20 percent to 80 percent, save 13,500 lives and avoid 1,200,000 injuries per year, and reduce the cost of auto insurance.

The American Automobile Association called upon state and local authorities to provide comprehensive alcohol education programs for elementary, junior and senior high school students and adults to help alleviate the problem of alcohol-related traffic accidents.

In a resolution adopted by delegates at the closing

general session of its 77th annual meeting, the motoring federation reiterated its belief that alcohol education programs should be made available by state and local authorities for people of all ages.

Some 1,200 delegates and club officials were present for the three-day policy-making meeting.

SPEED LIMIT DOWN—SPEEDING TICKETS UP

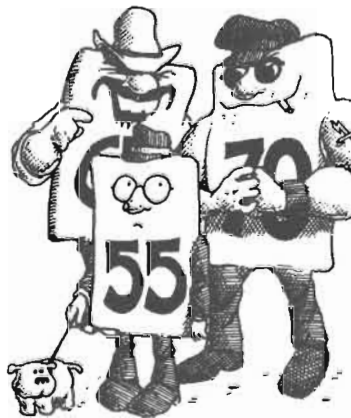
Contrary to the general impression of some, the 55 mph speed limit is being enforced in Texas.

Motorists accustomed to seeing lead-footed speeders zoom by them ten or fifteen miles faster than 55 mph often get the impression that casual

BUT ONE BIG SPEED LIMIT KEPT CRACKING UP IN ACCIDENTS, AND ANOTHER WENT BROKE BUYING GAS, AND SO IT WENT.



ONCE THERE WAS A LITTLE SPEED LIMIT WHO WASN'T NEARLY AS MACHO AS THE BIG SPEED LIMITS. THEY LAUGHED AT HIM AND CALLED HIM A MILKTOAST, AND WORSE.



AND THE LITTLE SPEED LIMIT WENT PUTTERING RIGHT ALONG, SAVING GAS, SAVING MONEY, SAVING LIVES.



speeding is winked at by law enforcement authorities. Nothing could be further from the truth.

DPS records show that speeding arrests in Texas have more than doubled in the last five years—from 306,668 in 1973 to 830,186 in 1978.

BEAL SARGENT

IT COSTS \$\$

The Transportation Department estimates it will cost \$42.4 billion to finish the 42,500-mile interstate highway system—which is more than the original projected cost of the entire network, now 94 percent complete.

When work began in 1957, the total cost was forecast at \$37.5 billion. To date, \$70.5 billion has been spent, and the latest estimate raises the overall price tag to \$112.9 billion.

The department said inflation is the principal reason for the increased cost, but it also cited major system adjustments, upgrading of roadway and bridge design and improved safety features.

Delays also have contributed to the rising cost. The system originally was to have been finished in 1972, and no one is certain now when it will be completed. But Transportation Secretary Neil Goldschmidt is pushing to have it done as soon as possible.

EDITOR'S NOTE:

If you are among those who have been wondering about the missing line in the story on efficient driving in our January Issue, here it is:

"Don't idle that engine, cars waste about a quart of gas for every 15 minutes of idling."



This newsletter is an official publication of the Traffic Safety Section of the Safety and Maintenance Division—and is intended to inform the public on the traffic safety programs in Texas. Contributing articles from outside sources are the reflected opinions of the author and not necessarily those of the Traffic Safety Section. Permission is granted for reproduction of articles or photographs, except where the publication has obtained permission from other sources and provided credit. The Texas Traffic Safety Report is published monthly. Comments or contributions should be sent to:



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