

## EXPRESSWAY DRIVING IS DIFFERENT

### Beware the Serpent In Driver's Paradise

No traffic lights, easy curves and grades, no cross traffic, higher speed limits, wide lanes, no U-turns, center dividing strip — a driver's paradise?

So modern expressways would seem to the driver of 20 years ago. There is no doubt about it: expressway driving is faster, more economical, more comfortable — and it should be safer.

But in this Garden of Eden there is a serpent. That straight ribbon of concrete snaking across the country-side tempts the driver to speed, hypnotizes him into thinking all he need do is hold the wheel.

Not so. Expressways have reduced the number of small-size accidents: crumpled fenders and everyone shaken up a bit. But when an accident comes, it's likely to be a big one: three or more cars telescoped in a rear-end collision; drivers and riders injured or killed in a head-on smashup.

New highways call for new driving techniques which take advantage of their swiftness and guard against their dangers. Following are some tips for the expressway driver.

### Highway Hypnosis

The expressway's greatest blessing is also its greatest curse. Expressway travel is so swift, comfortable and unhindered, it becomes monotonous and produces a false sense of security.

Its free-wheeling monotony can relax you too much, lull you into inattention, drowsiness and a state of dulled reflexes. This dangerous calm called "highway hypnosis," can lure you into a deadly smashup. Break the spell in the following ways.

--At the first sign of blurred vision or heavy eyelids, stop at a rest area. You've just been introduced to highway hypnosis.

--Change your speed level by five or ten miles every 15 or 20 minutes. Keeping the same speed dulls your reactions.

--Make a habit of looking near, far and to both sides. Don't focus sharply on any object unless necessary. Move head and eyes constantly.

--Stop at least every two hours whether you feel tired or not. Take time to refresh yourself by getting out of the car.

--Instead of eating a big meal just before or during a long trip, you should stop frequently and eat small amounts.

--Try not to drive long distances at night; the monotony is even greater and the darkness sleep-inducing. Also keep instrument panel lights low to reduce hypnotic glare.

--Start a trip well-rested. Fatigue deteriorates your entire driving ability. Do not use wake-up medication of any kind.

--Wear loose-fitting clothes and change your body or seat position frequently.

--Keep fresh air circulating in the car. In the winter, open windows for a blast of cold air.

--Play the radio, but avoid slow dreamy music and change stations frequently. Talk with passengers. If alone, whistle or sing (even badly).

--Don't follow the same car too long. If you find yourself staring or if your eyes begin to glaze pull off the pavement. Run the windshield wipers a few minutes or walk around outside.

--If your right foot goes to sleep, stop from the pavement and remove your shoe. Vibrations from the gas pedal will have a stimulating effect on the foot.

--Try to avoid sun glare. Prolonged exposure to glare is a major factor in eyestrain which in turn causes fatigue.

--Keep thinking of emergency situations. Concentrate on gauging a safe stopping distance ahead. Search for an escape route to one side.

### Before You Go

Limited access on expressways means faster travel, but it also means the motorist must begin his journey before he actually sets out.

Missing an exit, running out of gas, or having engine trouble on an expressway can cause the driver to lose the time he meant to save. Follow-

ing are some "ounces of prevention" which will save you a pound of care and needlessly lost time.

--Study highway maps and decide which entrance and exits you will use — then watch for them.

--Know your gas mileage and where you will stop for food and fuel. Service stations, restaurants and motels will be available only by leaving the highway.

--Know your route to the freeway, the interchange where you leave, and the route from that interchange to your destination.

--Make sure your brakes, exhaust system, windshield wipers and lights are operating properly and that your tires are properly inflated for continuous high speed travel, (more expressway accidents result from tire failure than any other one factor). Have water, fan belt, oil and battery checked. (And after you are on the road, stop every two hours to have fuel, water, oil and tire condition checked.)

--If some of your passengers will be children, keep from having your trip punctuated by cries of "I'm thirsty — I'm hungry!" by taking a jug of cold beverage and non-goopy snack items. Also take along "surprise books, games, toys to hand out as you travel — but avoid cap pistols and blowguns, which often have a bad effect on the driver.

### Entering Expressways

Acceleration lanes (usually an additional lane curving in from the entry road and running along the right edge of the expressway lanes) make entering expressway traffic smoother and faster. To make it safe as well, observe the following precautions.

--Slow down and observe the guide signs before turning into an expressway approach. When you enter from the "southbound" approach you can't go north. If you make a mistake you must proceed with traffic until the next interchange. Only then can you leave the expressway and re-enter by the proper approach.

--Never attempt to cross the center median. It's illegal — and suicidal. Never use a maintenance cross-over, you will be entering a fast lane at 15 MPH.

--Remember that expressway drivers are traveling a lot faster than you will be at first. A car going sixty can run you down. Keep in the acceleration lane while you are getting up to the average speed of traffic.

### Driving on an Expressway

Remember that yours is not the only car on the highway; be predictable yourself but don't depend on the other drivers to be the same way. Use the following guidelines:

--Pick your lane — and stay with it. Weaving and lane wandering are especially dangerous on a high-speed expressway. In general, keep to right. However, if you see a car in the acceleration lane, move over to the next lane to let him enter the stream of traffic.

--Leave plenty of room between you and the car ahead. Not only does following at a close distance reduce visibility, but it can also result in a fatal accident. Follow no closer than one car length for every 10 miles of speed. At 60 miles an hour, you need half a city block to stop.

--Drive smoothly at a steady speed. Give the man behind a chance to follow or pass you safely. You're a highway hazard if you indulge in spurts of speeding and dawdling.

--Drive within a 25 per cent range of the speed of traffic. If most cars are doing 60, you should not drop below 45. If traffic is moving at 40, maintain a minimum of 30 MPH. Keep right when you want to go slower than average.

--Watch for signs noting changes in speed limits. A 40-mile zone on a 60-mile highway signals a danger area. Drop your speed promptly and stay alert for the upcoming hazard.

### Passing

You don't have to worry about cars coming in the opposite direction when passing on a freeway, but you are still moving in two lanes of traffic.

Take the following precautions before passing.

--Stay in right-hand lane (unless otherwise marked) until ready to pass.

--Don't pass cars going over speed limit or trying to prevent you from passing.

--Check in side and rear view mirrors to see if drivers ahead or behind are going to pass.

--Signal well in advance. Make sure no one is in your blind spot (that area behind left rear fender).

--Stay in passing lane until you see the car you've passed in your rear view mirror, or you may take his left front fender with you.

### Meeting a Crisis

Protect yourself against "unforeseen difficulties" by seeing them in time and behaving sensibly when they occur.

--Look ahead for signs of trouble. A knot of cars in the distance means reduce your speed now. Prepare for slow moving traffic or a complete stop.

--Look behind for signs of trouble. Your rear view mirror will forewarn you of a speeder, a passer, a car out of control.

--Watch the pavement for signs of trouble. A rough patch that would cause mild bumping at moderate speed can throw your car off the road at high speed.

--If your right wheels go off the pavement, do not brake. Stay in gear as you reduce speed to about 10 miles an hour. Look behind for a clear field. Turn left sharply and you're back on the road again.

--When you have a blowout, keep control of yourself. Grip steering wheel and try to keep your car in a straight direction. When car is under control, then brake smoothly.

--When a car is coming at you in the wrong lane, honk and blink your lights.

--If you must stop for an emergency, signal for a right-hand turn as you decelerate. Drive completely off the right side of the road — all four wheels and fenders. If you need assistance, tie handkerchiefs on the radio aerial and left door handle and raise the hood. At night use flares or reflector, or leave car lights on.

Do not hitchhike; stay with your car until help arrives. Freeways are patrolled regularly. Don't stand close to the roadway, and never stand on the roadway to flag down another vehicle. (Don't stop if you observe a disabled auto on the freeway. Instead, report it to the authorities at your first opportunity, pinpointing the location as exactly as possible).

### Driving at Night

--Don't trust on-coming headlights as road guides. The traffic streams may be widely separated. Instead, utilize the road-side reflectors. Silver or white reflectors mark the main line, while amber markers delineate the exit ramps.

--Dim your lights for on-coming cars.

--Keep windshield, headlights and tail-lights clean, and in working order (A dirty windshield can cut your vision by 30 per cent).

--Turn headlights on one-half hour after sunset.

### Driving in Bad Weather

--On ice or packed snow, get the "feel" of the road. Turn steering wheel carefully. Pump your brakes; don't slam them.

--If you skid, turn in direction of the skid and keep car in gear or in "drive" position.

--Watch for ice patches on bridges, overpasses, underpasses, elevated roadways, shaded areas, curves. Drive over them in a straight line without braking or accelerating.

### Leaving the Expressway

--Look for advance signs for your proper turn-off. Move to the correct turn-off lane.

--Decrease your speed. Begin signaling your intention of turning off the expressway as soon as you slow down.

--Read the interchange signs carefully to choose the proper turn-off lane.

--Drive slowly, or stop if necessary, before you enter traffic on the cross highway. And remember—you're back in slow-driving territory, with side-streets, traffic lights and pedestrians.

## ANSWERS TO DRIVERS TEST

- (a). At 30 miles per hour you travel more than 30 feet during the three-fourths of a second before you start to brake. It will take you 80 feet to come to a full stop. (b.) is incorrect because braking distance is a matter of speed, not place. Better not depend on your reflexes to be better than average; if you react unusually slowly to situations, give yourself more braking distance.
- (b.) is correct. If a car coming from a side street has made a full stop and has allowed ample time to enter the through street, you do not have any special right of way. (This is not true of a car entering traffic from a private drive.) Entering main-line traffic from a side-street is often difficult and calls for consideration from the through-street driver.
- (b.) is the correct answer. You must bring your car to a complete stop, no matter from what direction you are coming. (This requirement does not apply if you are proceeding in the opposite direction on a multi-lane roadway separated by a median.)
- (c.) is correct. If the speed limit is not posted on an open highway, do not go faster than 60 MPH in the daytime, 50 MPH at night. You can be held legally responsible for these established speed limits, even though they are not posted.
- (a.) is correct (See story on financial responsibility, page 9).
- All are correct, but (c.) is the exact answer.

Public Safety officials use the point system, in which point values are assigned to various driving offenses, to determine who is a highway hazard. (See story on the point system, Page 4). However, your license may be suspended at the discretion of the Department if, at any time, evidence shows that you are an unsafe and irresponsible driver.

- (c.) is correct. If you are the stranded motorist, you should tie white handkerchiefs to the left door handle and radio antenna and lift the hood. Then wait for help. Expressways are patrolled regularly. Never stand on the road to flag down motorists.
- (a.) is correct. A double yellow line means "no passing" in either direction. Yellow lines are used where the driver's view of approaching vehicles is blocked by hills or curves.
- (a.) is correct. If a car is approaching you from the opposite direction too rapidly for you to exercise this precaution, you probably should not have passed at the time you did. Hazardous passing is second only to speeding as a cause of traffic accidents.
- (b.) is correct. A flashing yellow light means slow down and proceed with caution.
- False - It is just as unlawful to drive at a faster rate than weather, road, and traffic conditions safely permit as it is to exceed the posted speed limit. Speed limit signs cannot be changed every time it snows.
- True - Keep them on until one-half hour before sunrise and whenever weather conditions

(fog, rain) lower visibility to the level of twilight or dawn.

- False - You would only be doubling the chances for an accident by turning on your bright lights — both of you would be driving "blind." Instead, slow down and do not look directly at the oncoming lights. After he has passed, exercise extreme caution; your eyes will need time to adjust from the glare.
- False - Grip the steering wheel firmly and keep the car pointed straight ahead until speed is reduced and car is under control. Then brake lightly.
- True - (Be sure you know the hand signals, even if you have signal lights — they may stop working right in the middle of a city.)
- True - Exercise caution even where there is a stop sign or light — someone else may be looking at the scenery instead of the signals.
- False - Never back into a main highway. Stop, back into a driveway, and pull into the main highway.
- False - Even if you speed up, he will probably try to pass anyway. You won't care what he thinks if you die in a crash caused by your competitive spirit. Slow down when a car is trying to pass you, and let him go on his way.
- False - They expire in the driver's birth month every two years. If you renew your license within six months after it expires, you will not have to take the test — but you cannot drive during that time.
- False - Never cross the median; it is unlawful and unsafe. Get off at the next exit. (See story on expressway driving, page 6).

## New Uniform Traffic Court Manual Aims At Uniformity In Case Treatment



A Uniform Traffic Court Manual, written by a Kentucky Lawyer for use by police judges, county trial commissioners and county judges throughout the State, is scheduled for distribution by the Department of Public Safety early in 1966. The State plans to introduce the manual during a state-wide conference early next year. The traffic court program drafted by the American Bar Association will be featured at the conference, according to Governor Edward T. Breathitt.

"The manual is an organized effort on the part of State and national safety officials to get uniformity in the treatment of traffic cases throughout the Commonwealth," according to Glenn Lovem, commissioner of the Kentucky Department of Public Safety.

The Department of Public Safety is sponsoring the manual, and the national Insurance Institute for Highway Safety is underwriting the cost, he continued.

"The idea for the development of the Traffic Court Manual came about as a result of surveys conducted by the Insurance Institute for Highway Safety on Kentucky's accident cases and the records kept by the Department," Lovem said. According to these surveys, many traffic court judges were awarding substantially varying judgments involving identical offenses. Both law enforcement officers and drivers did not know what to expect when they took a case into court.

"We hope that the manual will provide the precedents needed for equal and fair treatment for traffic violators throughout the state."

Dr. J. R. Richardson, professor at the University of Kentucky School of Law, Lexington, prepared the manual. A former practicing attorney, Richardson delved into case studies from both

his personal and the University law libraries in writing the book.

"We found that there was a definite need for a clarification of the laws concerning traffic violations and the ensuing penalties in this state," said Professor Richardson.

"Whereas, in the past, the traffic court judge has had to rely on his personal experience in rendering judgments, he will now be able to turn to the manual for help," Richardson continued.

The manual deals with the violations most occurring in traffic court. These include such problems as drunken driving, reckless driving, speeding, illegal parking, and the rights of the parties in court.

The contents of the manual are divided into those sections with which a traffic court judge is involved daily. These include the right to trial by jury; court procedure; required vehicle equipment; regulations; witnesses, and due process of law.

It is possible, according to Lovem, that this manual will be issued to individuals, upon re-

quest, from the Department of Public Safety. Many of the issues covered in the manual pertain to the rights of the violator in court or requirements which he must meet to be driving legally.

Set for completion in late September, Professor Richardson finished the manual a month ahead of schedule. The 378-page book is now in the hands of a committee, composed of county and city judges and prosecutors from all over the Commonwealth. It is their responsibility to check the contents of the manual to determine its useful application to the courts.

After these legal authorities have checked, and approved, the contents of the manual, it will be sent to an advisory committee, composed of city, county, and State officials, and appointed by the State. These men will write the preface to the manual, urging its usage by traffic court judges.

"The concept of a Uniform Traffic Court Manual is relatively new in the United States," commented Commissioner Lovem. "Perhaps four or five other states have compiled such an aid in an attempt to obtain uniform judgment in traffic cases. The manuals have proven valuable in each instance."

"The Department of Public Safety and the Insurance Institute for Highway Safety hope that court officials here in Kentucky will wholly back our effort to promote better driving and more adequate court treatment of these problems," Lovem continued.

"As courts present uniform justice to drivers, and law enforcement officers, we anticipate a decrease in the number of traffic violations and accidents in Kentucky. This should then lead to a decrease in the number of traffic fatalities in the State," said Commissioner Lovem.