

SNEER AT CITY SNARL

Urban Driving Is No Dream But Don't Make It A Nightmare

Kentucky is largely a rural state, and because of this, city driving can be a big problem to Kentucky drivers. To the non-city resident, driving in a metropolis can be a nightmare — often because city folks make it that way.

Here are some "dreamed up" city driving situations to help both urban and non-urban drivers sleep more soundly the night before they toggle with the city snarl.

Wagon-Lane Wories

You are driving on a three-lane one-way street. You want to turn right, but there is a long line of traffic in the right lane — and you are in it. What should you do?

Keep driving until you can safely get into the right lane and turn at the next opportunity (make sure you're not turning into a one-way street going the wrong way). Do not turn from the center or left lane.

Ideally, you should be in the right lane at least a block before you plan to turn. If heavy traffic or your unfamiliarity with the streets prevents you from doing so, don't panic — driving a few extra blocks is less time-consuming than a smashup.

Wait for Walker

You want to turn right. The light is green and you begin the turn — but a pedestrian steps on

to the crosswalk in front of you. What should you do?

Wait for him. The pedestrian has the right of way at all marked crosswalks and at all intersections. (Never pass any vehicle which has stopped to permit a pedestrian to cross the roadway.)

Left Turn Only

You approach an intersection in a lane marked "Left Turn Only" — and you want to go straight. What should you do?

You must turn left, unless you see the sign far enough ahead of time to get into a center lane safely. (Greater traffic regulation is necessary in the cities — if you break the rules you will soon see why.) A general rule to follow is "Stay in a center lane unless you plan to turn."

Four-Way Stop

You stop at a four-way stop. So does a car on a street at a right angle to you — at the same time. You sit and look at each other. Who has the right-of-way?

He does, since he was on your right. However, if you were there before he was, you may go first. (Don't zoom into the intersection too rapidly, though — he may not know you were there first.)

Lane Lights

You are driving down a four-lane two-way street. You are looking up and there are red, green, and amber lights dangling in front of you, right in the middle of the block. "What do they mean," you wonder.

Lane lights are used in cities to regulate the flow of traffic during rush hours. For example, in the morning, cars going in the direction of town can travel on the two right lanes, which are marked with green arrow lights. The third

lane, marked with an amber light, is for passing and turning and can be used by cars going in either direction. The fourth — the left — lane has a red light facing it, and the two-lane traffic — it is for the use of cars going away from town.

During the afternoon rush hours, the situation is reversed, with two lanes available for the use of cars leaving town, and one for town-bound traffic.

Follow the directions of the lights: "go" in the green lanes, "pass" or turn in the amber lanes. (But watch out for cars coming from the opposite direction passing on that lane, and "stop" in the red lanes — that is, stop driving in it before you have a head-on crash.)

Parking Problems

You have finally found a parking place on the right side of a city street. You get ready to back into it, and discover the front bumper of the car behind you is two inches away from your bumper. "Why?" you groan to yourself.

You either neglected to give a right turn signal in time, or the car behind you did not see it. If he can back up and let you park, he should do so: if you may cars have accumulated behind you, you will just have to look for another parking space.

(Remember that you should give the appropriate signal before you pull out of a parking place, as well as before you stop to park.)

Green Arrows

You are stopped at a red light; a green arrow pointing in the direction in which you wish to turn comes on — that is, the other light is still red. What should you do?

Proceed cautiously in the direction indicated by the arrow, giving right of way to pedestrians and other vehicles within the intersection.

VOLUME NO NUMBER 44

ESTABLISHED 1957

CARLSLE, KENTUCKY 40311 NOVEMBER 4, 1965

12 PAGES

PRICE 10c

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Rotary Club Foundation Week

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The two new ones to take their place in January are, Richard J. Hunt and Gayle B. Brown.

An unofficial precinct votes tabulation will be followed by a news paper.

THE ECONOMIC COST OF TRAFFIC ACCIDENTS

By Russell I. Brown, President Insurance Institute for Highway Safety, Washington, D. C.

A Partial Reprint from THE POLICE CHIEF, Official Publication, International Association of Chiefs of Police, Inc. July 1965

NATURALLY, we usually think of traffic accidents in terms of their human costs: Death, Suffering, Grief.

Certainly these factors, alone, are sufficient to require our best efforts to prevent accidents — and the stepping up of those efforts.

There is also another factor that's not reviewed often enough: the economic burden.

To cite a couple of examples —

Leaders of the Florida Traffic Safety Council wanted to show business and industry what the state was paying for street and highway accidents.

In a widely distributed folder, they pointed to the heavy and growing death and injury toll. They also noted:

The economic cost of last year's traffic accidents was more than \$200 million — a cost equal to \$40 for every man, woman and child in Florida.

The North Carolina Traffic Safety Council published a booklet for the same purpose.

"In North Carolina," the booklet reported, "the estimable direct loss from traffic accidents every year almost equals the state's annual investment in the public school system for one million students."

Both publications give evidence of the growing awareness of the huge economic losses that traffic accidents are imposing. Both of them also give recognition to a basic fact: to save dollars, you have to spend dollars.

Everybody engaged in traffic accident prevention has one thing in common: money. The lack of money, that is.

It's true whether he's a police administrator or other public official, asking for an adequate appropriation; or a private safety organization representative, seeking enough financing.

One reason, of course, is the growing competition among all agencies — public and private — for a greater share of the pot. The other reason is that the pot isn't big enough.

Can it be that a new approach is needed — that emphasis on the death-and-injury aspect of accidents is not getting through to the purse-string holders? Maybe people are becoming too stingy and suffering-involving other people. People are simply getting callous to death re-

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HELP US, DEER!

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For the past seven years, Mrs. Brown has been teaching zoology and biology in the Fayette County School system.

From 1960 to 1962 she was president of the National Alumni Association of MJC. While a student at the college she was valedictorian of her class, was named "Spirit of Midway Junior College," served as president of the Student Council and as editor of the yearbook.

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