ANNUAL TRAFFIC REPORT

Traffic Division - Lincoln Police - Lincoln, Nebr.

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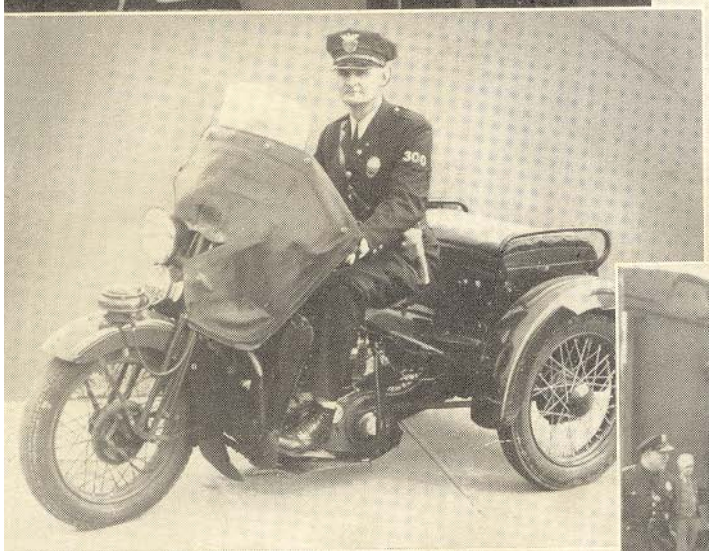
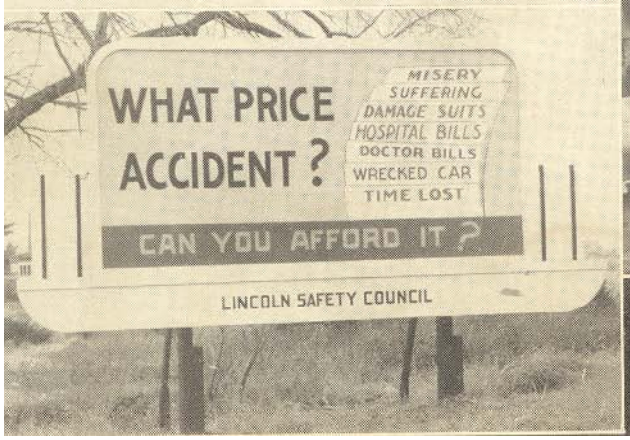
UNIVERSAL SAFETY

Lincoln HAS GONE

205 DAYS WITHOUT A **TRAFFIC FATALITY**

HELP US ADD ANOTHER DAY





Submitted by

Captain Paul Shively

JANUARY 27, 1942

FOREWORD

In this book we have compiled data pertaining to the activities of the Traffic Division and the accidents, both fatal and otherwise, for the year of 1941. To those of you who chance to read it, we ask that you note carefully its contents and lend thought to the analysis in each case. Where the figures tend to confuse, we have added charts which tell the story quite clearly. Particular interest should be placed in the chart showing the time of day during which the larger portion of the accidents are occurring. We believe this should be used as an enforcement guide. A General once said that if we were to fight a war in Texas we certainly would not send our Army to Iowa. Naturally the enforcement agencies should be placed WHERE the accidents are happening and WHEN they are happening.

In another chart we have attempted to depict the effect enforcement has on the trend of accidents. It shows without doubt that, in every case where particular emphasis has been placed on arrests for violations which cause accidents, the accidents have taken a downward swing. And when enforcement slacks off, the accidents in turn slide upward. In this respect a police department with sufficient mounted officers, properly placed, should be able to hold the accident line much below the arrest line.

Lincoln is endowed with many careful drivers who seldom become involved in an automobile accident. But they also have many drivers who fail to realize their responsibility to society. They fail, also, to realize that they must be on the alert for the "other fellow" who frequently drives in such a manner so as to endanger life, limb and property but seldom is involved directly in collisions.

If we all would tend to make it our business to see that the accidents are brought to a minimum, we would immediately see a drastic reduction in their number. The coming year, more than ever, it is important that we take this interest. This country needs its man and woman-power to sustain its way of living...The Free Way. We must conserve our tires, and the working parts of our cars, so that more emphasis can be placed on the manufacture of tanks, guns and other materials needed in war time.

LINCOLN'S DEATHLESS DAY PERIOD

When a city of 80,000 can pass 205 days without killing a single person in traffic accidents, it certainly is considered news.

Day in and day out, we engaged in some new activity to create more public interest in the safety program. The first idea, which by no means is new, was the erection of a large sign-board on the City Hall lawn, located in the heart of the city; on this was a message of safety which was changed daily.

Next we used the scheme of decorating our uniformed officers with an armband on the left arm which had on it only the number "300". Naturally, every person seeing this display on the officer's arm asked, "What's the idea? What does it mean?" This stunt was two-fold -- it created in the officer a desire to "know" how many days we had passed without a traffic fatality and, secondly, it accomplished the job of putting over to the public by "word of mouth" the advertising the ultimate goal of our program.

Not until we had surpassed the 1940 record, which was 125 days, did the project gain any great amount of momentum or public interest.

The Lincoln Safety Council had been interested in the program from the start but, because of the lack of funds, were unable to contribute to any great extent toward publicizing its efforts.

When we reached our 180th day, a number of the leading firms began using on all their correspondence our slogan "Lincoln has gone ____ days without a traffic fatality. Help us add another day." The police department had used this in the form of a rubber stamp since the 100th day, stamping all correspondence and literature on out-going mail.

As each week passed, we searched our brains for some new activity which would again stimulate public interest. This suggestion was made and later followed: Because of the fact that Lincoln has an "anti-sticker" law prohibiting anything on the glass of an automobile, it was necessary to place a safety message elsewhere on the car. A cardboard about 5 inches by 28 inches, on which was placed this message,"Let's get 300 deathless days," was used. These cardboards were issued to various drivers who placed them on the front bumper of their automobiles.

There was one other plan to "punch" up interest, but we were unable to use it as Fate had overtaken us in our program. We had planned to use "movie trailers" in five of the leading picture theaters with a brief message about our 300-day goal.

Lincoln's Deathless Day Period (Cont.)

Lincoln's record had been attained at 205 days--nearly seven months without a fatal traffic accident within the city limits. Then, in one brief moment, stark tragedy snuffed out three lives in a train-automobile collision.

The driver of this death-destined car was a stranger in Lincoln and, after having been directed to the point where he wished to go, drove his car into the path of a fast-moving passenger train. Lincoln people knew of this crossing; they knew that trains frequently passed this point at high speeds, but the stranger was unaware of the danger.

While every man, woman and child was saddened by this accident, which so tragically wiped out three lives, they are also aware that eternal vigilance is the watchword and that there is need for greater efforts for safety records.

Lincoln will rise again to recognition in their splendid safety efforts.

REVIEW OF 1941 TRAFFIC FATALITIES

No. 1

Oakie Lee, 924 Belmont, age 52. Location: 7th at South, 9:17 a.m., February 7, 1941. Lee, a pedestrian, was walking alongside rock trailer, which was being pulled by a truck, to get warm. In attempting to climb onto the truck as it was moving, as was the practice of the men on the job, he fell and was wedged under the trailer, crushed to his armpits, and dragged 33 feet. This accident can be attributed to the dangerous practice of the men -- "hitching" on to a vehicle while in motion. The foreman of the job should have eliminated this sort of careless action.

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No. 2

Mrs. Louise Winter, 1144 Stillwater, age 76. Location: 13th at South, 7:06 p.m., February 16, 1941. Mrs. Winter, a pedestrian, was crossing the street at an intersection not governed by a traffic control and was struck by a car driven by 18-year old Willard Ress. Mrs. Winter was wearing a black coat, which may have contributed somewhat to the fact that the driver did not see her until the time of impact. The driver stated that his speed was 25 miles per hour, which is the legal rate of speed at that locality; it is, however, the opinion of the investigators that Mr. Ress was exceeding the lawful speed, a violation conducive to the resulting fatal accident.

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No. 3

L. Crandell, 931 So. 14, age 31. Location: 16th at Que, 3:00 p.m., February 23, 1941. Crandell, driver, collided with another car driven by B. E. Ellsworth, in a right angle collision in the intersection. After the impact, Crandell's car careened over into a car stopped at the other side of the intersection, his car turning over, pinning him between car and door. Three other passengers were injured. In the opinion of the investigators, the contributing factor in this accident was Crandell's excessive speed. The speed limit in this locality is 15 m.p.h., and Crandell was admittedly traveling at a rate of 20 m.p.h.

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Review of 1941 Traffic Fatalities (Cont.)

No. 4

Larry Howard Spath, 6802 Dudley, age 6 weeks. Location: Cotner at Vine, Mo. P. RR tracks, 1:58 p.m., April 9, 1941. A car driven by the baby's grandmother, Minnie C. Spath, was struck by a motor-train at railroad tracks; the railroad signals were in operation. The engineer of the train said he was going 50 m.p.h.; the fireman said he saw car and yelled at the engineer, and also that the passengers in the car appeared not to see the train. Driver of car said she did not see train and didn't remember about the signals. There is an embankment on either side of this particular railroad crossing, which merits extreme alertness on the part of drivers approaching and crossing the tracks. Apparently, since there was no evidence of excessive speed on the part of the driver of the car, the accident can be attributed to negligent driving. The baby, who was lying in a basket in the rear seat of the car, was thrown approximately 100 feet by the impact, and was found lying in a ditch. All four occupants of the car were thrown from car by impact, and the car was completely demolished. Three injuries and one fatality were chalked up as a result of this accident.

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No. 5

Frank Buss, Pilger, Nebraska, age 36. Location: 17th at the CB&Q Railroad tracks, 9:41 a.m., November 1, 1941. Buss, the driver of the death car, and his two passengers, wife and son, were strangers in Lincoln. They stopped to ask the way of a citizen, whom they picked up and took to 17th and Holdrege, where the Lincoln man got out and pointed out their destination, the Fairgrounds. Buss turned north on 17th and proceeded across the tracks and was struck by a passenger train which was traveling southwest into town at a speed of about 50 m.p.h. Evidently neither the driver nor his passengers were aware of the train's approach. The automobile, completely demolished by the impact, was carried about 40 feet by the train. All three occupants of the car were killed instantly. The streets were snowy and icy, and the railroad tracks partially covered with snow. In the investigators opinion, the driver of the car was guilty of extreme inattention and carelessness in observation. However, this crossing has no signals whatsoever.

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No. 6

Donovan Buss, Pilger, Nebraska, age 10 years. This boy was a passenger in the car involved in the auto-train collision described in No. 5.

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Review of 1941 Traffic Fatalities (Cont.)

No. 7

Mrs. Frank Buss, Pilger, Nebraska, age 36. Mrs. Buss was a passenger in the car involved in the auto-train collision described in No. 5.

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No. 8

Paul E. Murray, Friend, Nebraska, and Wichita, Kansas, age 26. Location: 12th at Washington, 1:00 a.m., November 16, 1941. The car Murray was driving collided with another driven by E. R. McAtee in a right angle collision at intersection. Murray's car traveled 45 feet after impact, coming to rest on its side, after going over curb onto terrace. There was no doubt that the driver, Murray, was traveling at a high rate of speed and violated the stop-sign controlling the intersection.

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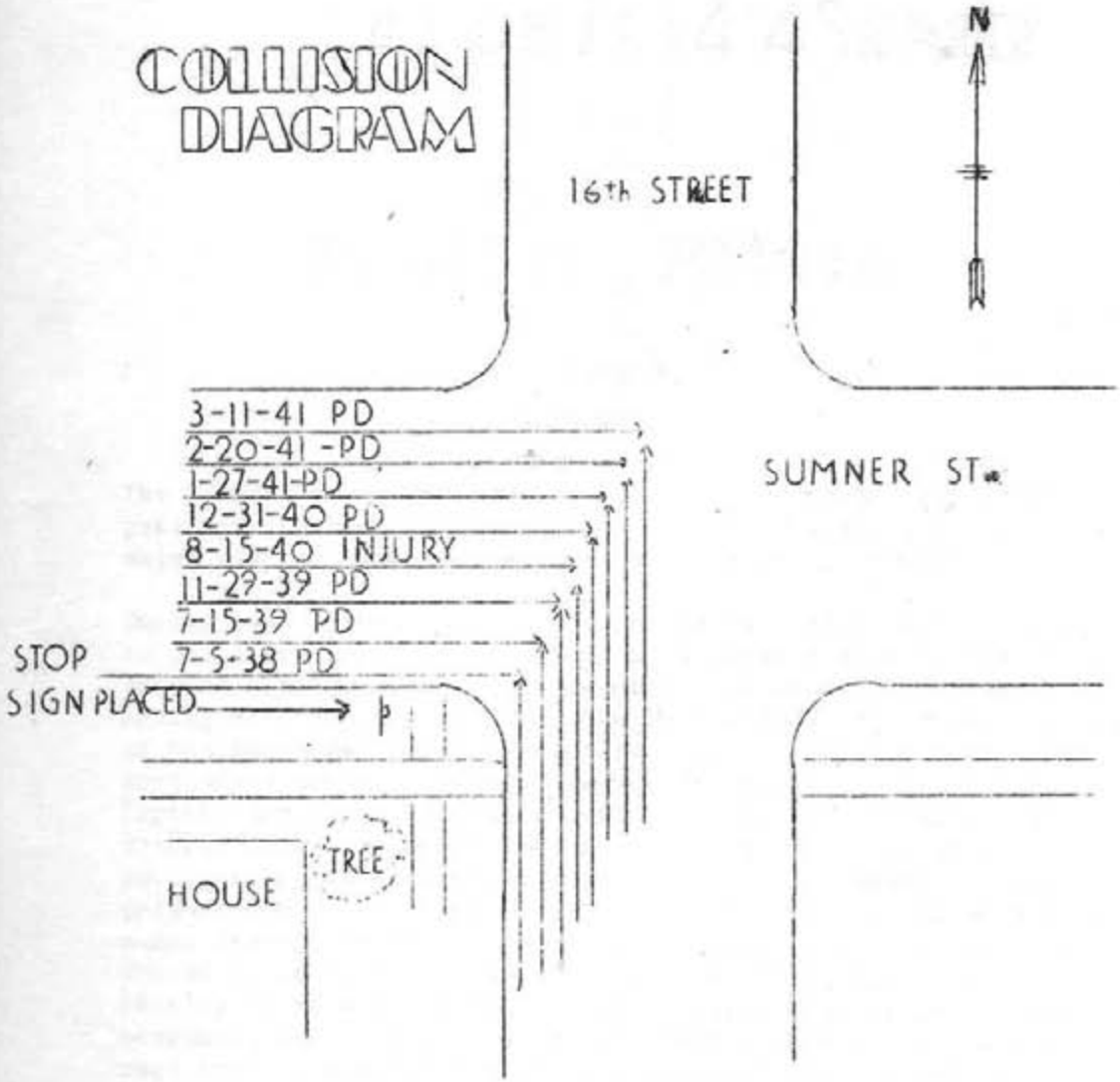
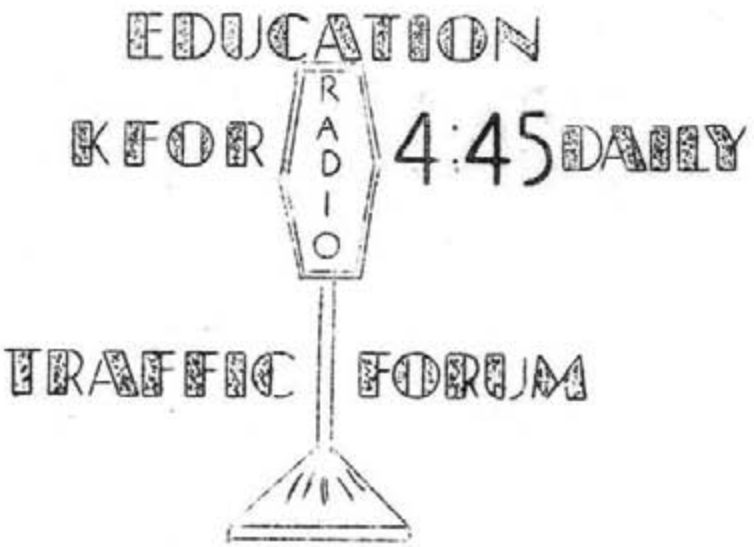
ENGINEERING



The above diagram is typical of the many which have been made in Lincoln in the past year. This indicates the value of the accident reports which are filed by location. As the reports grow in a given location, the engineer or the person in charge of the engineering work takes these reports and makes a collision and condition diagram to show the accident experience and the exact physical condition of the intersection.

In this particular intersection it was obvious that a great majority of the accidents were occurring to north-bound and east-bound vehicles. The east side of the intersection was open to the view of the drivers; for this reason, no control was placed at this point. Because of the fact that 16th street carried the bulk of the traffic it was decided to stop all east-bound traffic crossing 16th street. This control was installed in June, 1941, and to date no accidents have occurred at this point.

This, we believe, is an interesting study of simple application of the methods where proper accident reporting is carried on and where all accident reports are filed by "location" rather than on a monthly basis. Without proper reporting and filing of the reports by location, the engineer would have nothing with which to work.



The Traffic Forum has been heard daily over KFOR for the past year and has been on the air for more than seventy hours during which time we have presented many interesting programs.

During each fifteen-minute program we have attempted to bring to our listeners programs which will benefit them in their driving habits. For a considerable time we were fortunate in having with us on this Forum the Honorable Edward Fisher, judge of the Municipal Court, Frederick Wagener, City Attorney, and many other notable persons. Judge Fisher, Mr. Wagener and Captain Shively conducted a daily program dealing with the City Traffic Code. In these presentations they brought to light many sections of the code which were practically unknown to many drivers and pedestrians in our city. These programs were in a sense special events inasmuch as the regular program was conducted by Captain Shively with Sergeant Clint Hurd assisting. Usually there was a daily message dealing with traffic which consumed about ten minutes of the time with a review of the most serious accidents which had occurred the day before.

TRAFFIC SCHOOL

This school was set up as a deterrent to violators who had erred in traffic in a minor manner. Prior to the time this type of a violator was seldom bothered by the officers inasmuch as they felt merely stopping the individual and acting as an educator on the street did not have sufficient effect. At this time with this type of a school the officer makes the recommendation that the violator be sent to the Traffic School during which time he is taught all the city traffic code along with the general application of safe driving and walking habits. The school consists of four sessions, one each week with an examination on the fourth session. More than eight hundred persons attended this school during the year of 1941.

Table I. TOTAL TRAFFIC ACCIDENTS FOR YEAR OF 1941

TYPE OF ACCIDENT	NUMBER OF ACCIDENTS			
Collision of Motor Vehicle with --	Total	Fatal	Non-Fatal	Property Damage
Pedestrian	96	1	41	54
Other Motor Vehicle	2375	2	66	2307
Railroad Train	6	2	0	4
Street Car	11	0	1	10
Animal-drawn Vehicle	1	0	0	1
Bicycle	91	0	10	81
Fixed Object	50	0	12	38
Overturned in Roadway	5	0	4	1
Ran off Roadway	3	0	2	1
Other Non-collision	3	1	0	2
Miscellaneous	6	0	1	5
MOTOR VEHICLE TRAFFIC --TOTAL--	2647	6	137	2504
OTHER -- Not with Motor Vehicle	3	0	1	2
TOTAL TRAFFIC ACCIDENTS	2650	6	138	2506

Table II. PERSONS KILLED

TYPE	TOTAL	AGE						SEX		**LOCATION	
		0-4	5-14	15-24	25-44	45-64	65 & Over	Male	Female	Drv'r.	Pass.
M-P *	1	0	0	0	0	0	1	0	1	0	0
M-M	2	0	0	0	2	0	0	2	0	2	0
M-RR	4	1	1	0	2	0	0	3	1	1	3
N-Col.	1	0	0	0	0	1	0	1	0	0	0
TOTAL	8	1	1	0	4	1	1	6	2	3	3

* M-P -- Motor Vehicle with pedestrian.

M-M -- Motor Vehicle with other motor vehicle.

M-RR - Motor Vehicle with railroad train.

N-Col- Non-collision.

** The two fatalities not tabulated under "location" as either driver or passenger were pedestrians.

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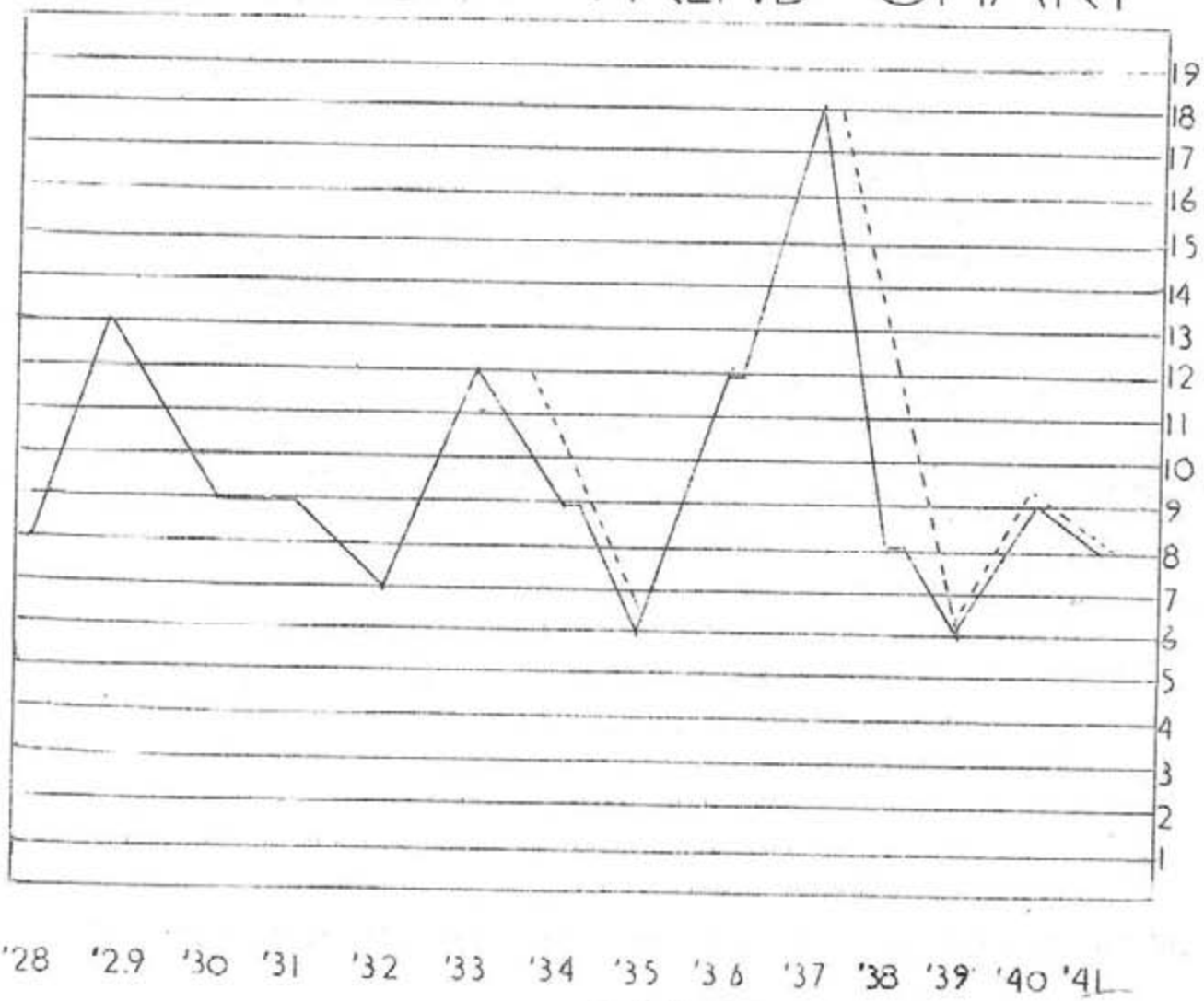
COMPARISON OF FATALITIES

1928 -- 8	1935 -- 6
1929 -- 13	1936 -- 12
1930 -- 9	1937 -- 18
1931 -- 9	1938 -- 8
1932 -- 7	1939 -- 6
1933 -- 12	1940 -- 9
1934 -- 9	1941 -- 8
	1942 - 5 205 consecutive days
	1943 - 3 217 " "
	1944 - 3 198 " "

FATALITY TREND CHART



LEGEND

——————— NO ACCIDENT INV.

- - - - - - - - ACTIVE ACCIDENT INVESTIGATION-PLUS AN EDUCATIONAL PROGRAM

ACCIDENTS-HELP-THE-ARMS

This chart tends to prove that active accident investigation plus an educational program definitely reduces the number of fatalities.

Table III. PERSONS INJURED

TYPE	TOTAL	AGE						
		0-4	5-14	15-24	25-44	45-64	65 & Over	Not Stated
M-P *	41	1	11	2	7	11	9	0
M-M	101	1	3	37	3	20	7	1
M-RR	3	1	0	1	0	1	0	0
M-SC	1	0	0	1	0	0	0	0
M-B	10	0	6	1	1	1	1	0
M-FO	13	0	1	6	4	2	0	0
O-R	4	0	0	3	1	0	0	0
R-O-R	1	0	0	0	1	0	0	0
Misc.	1	0	0	0	0	1	0	0
M-Traffic Total	175	3	21	51	46	36	17	1
Other	1	0	1	0	0	0	0	0
TOTAL TRAFFIC	176	3	22	51	46	36	17	1

* M-P ---- Motor Vehicle-Pedestrian.
M-M ---- Motor Vehicle-Motor Vehicle.
M-RR --- Motor Vehicle-Railroad Train.
M-SC --- Motor Vehicle-Street Car.
M-B ---- Motor Vehicle-Bicycle.
M-FO --- Motor Vehicle-Fixed Object.
O-R ---- Overturned in Roadway.
R-O-R -- Ran off Roadway.
Misc. -- Miscellaneous.
Other -- Other Traffic not with Motor Vehicle.

Table IV. PERSONS INJURED (Cont.)

TYPE	TOTAL	SEX		LOCATION				SEVERITY	
		Male	Female	Driver	Pass.	Ped.	Other	Major	Minor
M-P *	41	20	21	0	0	41	0	12	29
M-M	101	43	58	37	64	0	0	27	74
M-RR	3	1	2	1	2	0	0	3	0
M-SC	1	1	0	1	0	0	0	0	1
M-B	10	9	1	0	0	0	10	4	6
M-FO	13	8	5	7	6	0	0	6	7
O-R	4	3	1	3	1	0	0	1	3
R-O-R	1	0	1	0	1	0	0	0	1
Misc.	1	1	0	1	0	0	0	1	0
M-Traffic Total	175	86	89	50	74	41	10	54	121
Other	1	1	0	0	0	1	0	0	1
TOTAL TRAFFIC	176	87	89	50	74	42	10	54	122

* M-P --- Motor Vehicle-Pedestrian.
M-M --- Motor Vehicle-Motor Vehicle.
M-RR --- Motor Vehicle-Railroad Train.
M-SC --- Motor Vehicle-Street Car.
M-B --- Motor Vehicle-Bicycle.
M-FO --- Motor Vehicle-Fixed Object.
O-R --- Overturned in Roadway.
R-O-R --- Ran Off Roadway.
Misc. --- Miscellaneous.
Other --- Other Traffic not with Motor Vehicle.

Table V.

SEX OF DRIVER	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Male.....	4023	7	172	3844
Female.....	773	2	33	738
Not Stated.....	27	0	0	27
TOTAL DRIVERS	4823	9	205	4607

Table VI.

AGE OF DRIVER	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
16 years or under	109	0	6	103
17-20.....	650	1	40	609
21-24.....	666	0	31	635
25-44.....	2178	4	67	2102
45-64.....	1018	3	44	971
65 and over.....	178	1	17	160
Not stated.....	29	0	0	29
TOTAL DRIVERS	4823	9	205	4609

Table VII.

RESIDENCE OF DRIVER	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Resident of city.....	4022	7	171	3844
Resident of Metro*.....	142	0	7	135
Resident elsewhere.....	628	2	27	599
Not stated.....	31	0	0	31
TOTAL DRIVERS	4823	9	205	4609

* Resident of Metropolitan district.

Table VIII.

VIOLATIONS INDICATED	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Exceeding stated speed limit.....	205	3	25	177
Exceeding safe speed.....	156	0	4	152
Did not have right of way.....	43	0	3	40
Following too closely.....	152	0	2	150
Cutting in.....	116	0	0	116
Other improper passing.....	57	0	5	52
On wrong side of road.....	111	0	6	105
Failure to signal, improper signal.....	206	0	0	206
Wide right turn.....	32	0	0	32
Cut corner on left turn.....	60	0	4	56
Turned from wrong lane.....	52	0	0	52
Other improper turning.....	50	0	1	49
Disregarded Stop-Go light.....	23	0	1	22
Disregarded Stop sign or signal.....	52	0	5	47
Disregarded Warning sign.....	2	1	1	0
Improper starting from parked position..	184	0	0	184
Improper parking location.....	18	0	0	18
Failed to turn on lights.....	14	0	0	14
Inattention, Insufficient Observation...	1446	3	69	1374
Reckless driving.....	28	0	4	24
Other violations.....	279	0	12	267
TOTAL VIOLATIONS	3286	7	142	3137
Drivers in violation.....	3286	7	142	3137
Drivers not in violation.....	1537	2	63	1472
TOTAL DRIVERS	4823	9	205	4609
Accidents involving a violation.....	2636	6	133	2497
Accidents not involving a violation.....	11	0	4	7
TOTAL ACCIDENTS	2647	6	137	2504

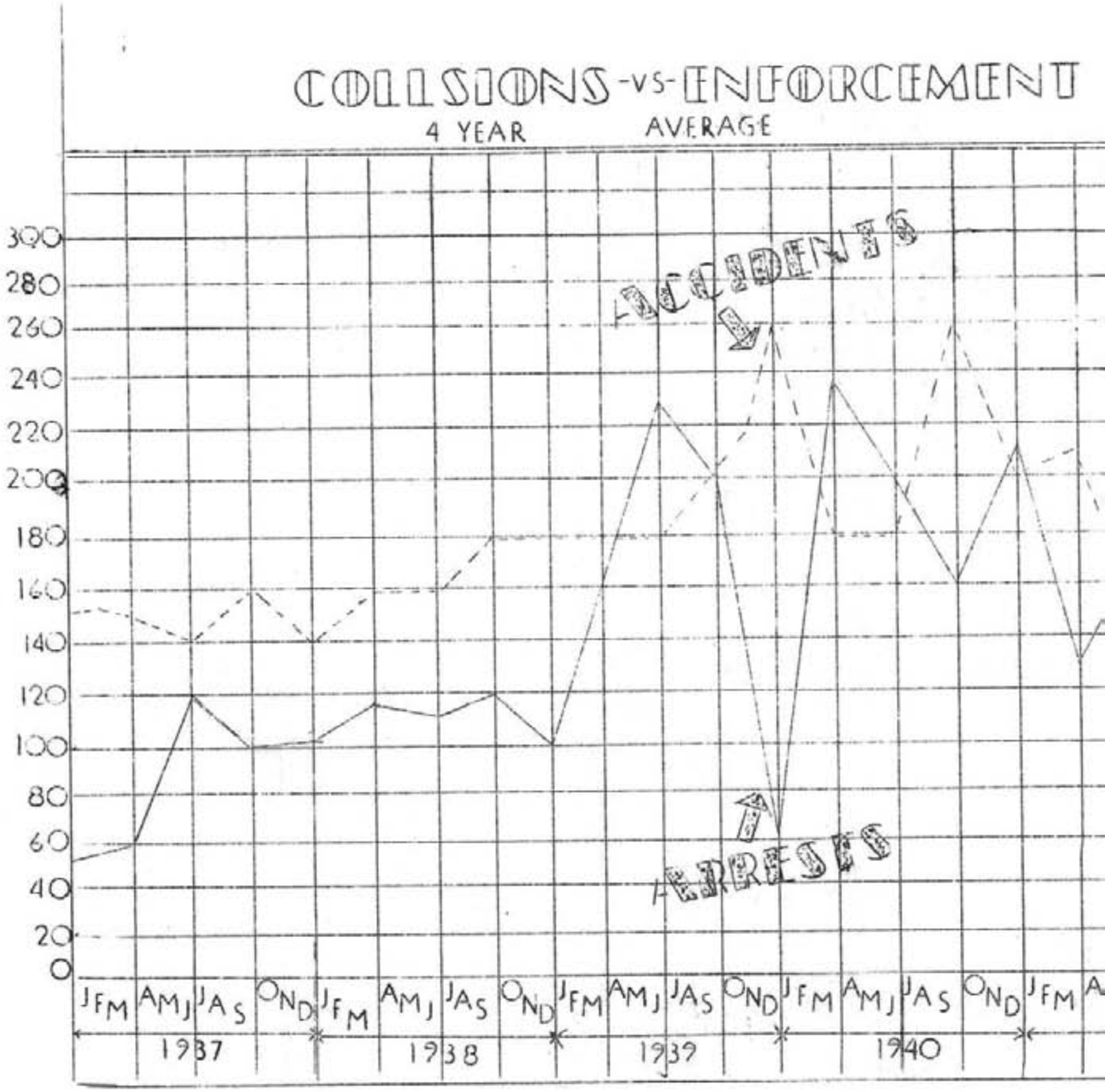

COLLISIONS-VS-ENFORCEMENT
4 YEAR AVERAGE
ACCIDENTS
ARRESTS
300
280
260
240
220
200
180
160
140
120
100
80
60
40
20
0
JFM AMJ JAS OND JFM AMJ JAS OND JFM AMJ JAS OND JFM AMJ JAS OND JFM A
1937
1938
1939
1940

Table IX.

CONDITION OF DRIVER	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Had been drinking --				
Obviously drunk.....	57	0	3	54
Ability impaired.....	15	0	3	12
Ability not impaired.....	28	0	0	28
Not known whether impaired.....	38	0	5	33
Physical defects (eyesight, etc.).....	14	0	2	12
Sleepy, fatigued, etc.....	2	0	0	2
Apparently asleep.....	1	0	1	0
Other handicaps.....	3	0	1	2
TOTAL DRINK AND DEFECTS	158	0	15	143

Table X.

MISCELLANEOUS CIRCUMSTANCES	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Avoiding vehicle, object, or ped.....	7	0	1	6
Vehicle skidded.....	114	0	5	109
Hit and run accidents.....	41	0	0	41

Table XI.

PEDESTRIAN ACTION	TOTAL	SEVERITY		SEX		LIGHT	
		Killed	Injured	Male	Female	Day	Nite
Crossing at intersection --							
With signal.....	8	0	8	3	5	4	4
Against signal.....	4	0	4	3	1	0	4
No signal.....	15	1	14	4	11	7	8
Crossing not at intersection..	4	0	4	4	0	2	2
From behind parked cars.....	6	0	6	2	4	5	1
Walking in roadway.....	1	0	1	1	0	1	0
Working in roadway.....	2	0	2	2	0	0	2
Playing in roadway.....	1	0	1	1	0	1	0
Hitching on vehicle.....	1	1	0	1	0	1	0
Not in roadway.....	1	0	1	0	1	1	0
TOTAL PEDESTRIANS	43	2	41	21	22	22	21

Table XII.

PEDESTRIAN ACTION	TOTAL	AGE					
		0-4	5-14	15-24	25-44	45-64	65 & Over
Crossing at intersection --							
With signal.....	8	0	0	1	2	3	2
Against signal.....	4	0	1	0	1	1	1
No signal.....	15	0	2	1	3	4	5
Crossing not at intersection..	4	0	3	0	0	1	0
From behind parked cars.....	6	1	4	0	0	1	0
Walking in roadway.....	1	0	0	0	0	0	1
Working in roadway.....	2	0	0	0	1	1	0
Playing in roadway.....	1	0	1	0	0	0	0
Hitching on vehicle.....	1	0	0	0	0	1	0
Not in roadway.....	1	0	0	0	0	0	1
TOTAL PEDESTRIANS	43	1	11	2	7	12	10

Table XIII.

PEDESTRIAN CONDITION	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Had been drinking --				
Obviously drunk.....	2	0	1	1
Ability impaired.....	1	0	1	0
Ability not impaired.....	0	0	0	0
Not known whether imp.....	3	0	1	2
Physical defects.....	1	0	0	1
Other handicaps.....	0	0	0	0
TOTAL DRINKING AND DEFECTS	7	0	3	4

Table XIV.

RESIDENCE OF PEDESTRIAN	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Resident of city.....	90	2	36	52
Resident of metro. dist....	0	0	0	0
Resident elsewhere.....	7	0	5	2
Not stated.....	2	0	0	2
TOTAL PEDESTRIANS	99	1	41	56

Table XV.

TYPE OF MOTOR VEHICLE	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Passenger car.....	4562	8	190	4364
Same--and trailer.....	5	0	0	5
Truck or truck tractor.....	398	0	6	392
Same--and trailer.....	17	1	0	16
Taxicab.....	21	0	1	20
Bus.....	42	0	1	41
Motorcycle.....	25	0	5	20
Others.....	17	0	3	14
Not stated.....	3	0	0	3
TOTAL VEHICLES	5090	9	206	4875
Emergency vehicles included above.	4	0	2	2

Table XVI.

MOTOR VEHICLE DEFECTS	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Defective brakes.....	96	0	10	86
Both headlights out.....	4	0	0	4
Lights insuff. or one out.....	4	0	0	4
Rear light insuff. or out.....	2	0	0	2
Steering mechanism defective.....	6	0	1	5
Puncture or blowout.....	1	0	0	1
Other defects.....	10	0	0	10
TOTAL DEFECTS...	123	0	11	112

Table XVII.

VISION OBSCUREMENTS	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Rain, snow, etc. on windshield...	145	0	6	139
Windshield otherwise obscured....	18	0	1	17
Vis. obscured by load on veh.....	2	0	0	2
Trees, bushes, etc.....	35	0	5	30
Building.....	8	0	0	8
Embankment.....	15	1	2	12
Parked Cars.....	90	0	5	85
Others.....	41	0	2	39
TOTAL VISION OBSCUREMENTS	354	1	21	332

Table XVIII.

ROAD CONDITION AND WEATHER	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Poor surface.....	1	0	1	0
Total Road Defects	1	0	1	0
Road under construction.....	3	0	0	3
Road not under construction.....	2644	6	137	2501
Total Accidents	2647	6	137	2504
Road -- Wet, muddy.....	362	1	14	347
Road -- Snowy, icy.....	451	1	10	440
Weather -- Cloudy, rain, snow, fog.	802	2	29	771

Table XIX.

APPROXIMATE SPEED (Preceding) (Accident)	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Standing still.....	384	1	1	382
0-10 miles per hour.....	1524	1	29	1494
11-20 miles per hour.....	2224	5	102	2117
21-30 miles per hour.....	619	1	61	557
31-40 miles per hour.....	50	0	11	39
41-50 miles per hour.....	9	1	0	8
51 miles per hour and over..	1	0	0	1
Not stated.....	12	0	1	11
TOTAL DRIVERS	4823	9	205	4609

Table XX.

CHARACTER OF LOCATION	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Street intersection.....	1217	3	99	1115
Alley intersection.....	39	0	0	39
Driveway intersection.....	78	0	0	78
Railroad crossing.....	9	2	1	6
Bridge, overpass, underpass...	19	0	1	18
In alley.....	16	0	1	15
All others.....	1269	1	35	1233
TOTAL ACCIDENTS	2647	6	137	2504

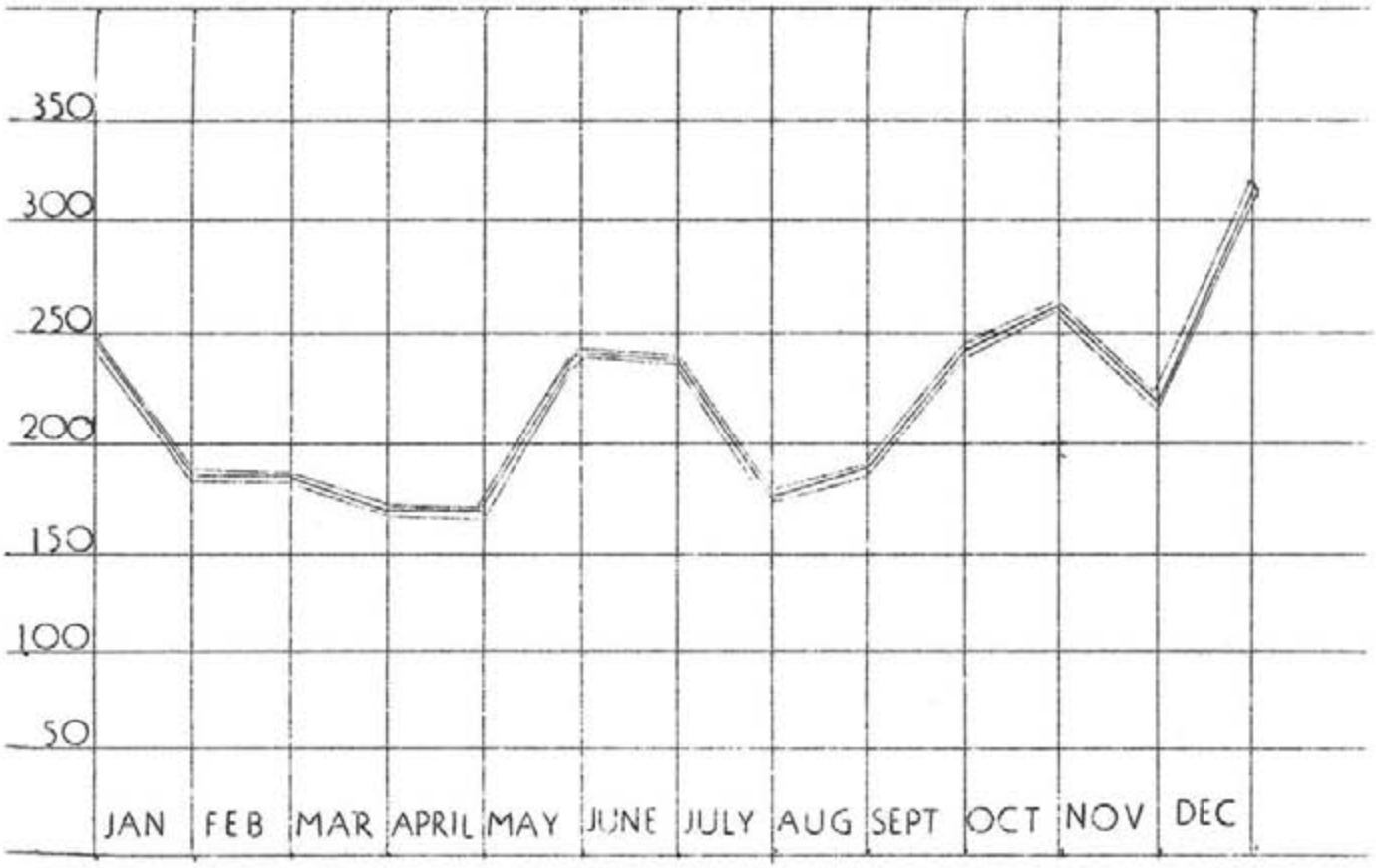
Table XXI.

ACCIDENTS BY MONTH	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
January.....	249	0	14	235
February.....	193	3	5	185
March.....	175	0	11	164
April.....	175	1	6	168
May.....	235	0	15	220
June.....	231	0	12	219
July.....	166	0	8	158
August.....	185	0	11	174
September.....	239	0	16	223
October.....	259	0	12	247
November.....	223	2	12	209
December.....	317	0	15	302
TOTAL ACCIDENTS	2647	6	137	2504

Table XXII.

ACCIDENTS BY DAY OF WEEK	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Monday.....	409	0	20	389
Tuesday.....	330	0	20	310
Wednesday.....	387	1	19	367
Thursday.....	378	0	14	364
Friday.....	385	1	16	368
Saturday.....	486	1	29	456
Sunday.....	272	3	19	250
TOTAL ACCIDENTS	2647	6	137	2504

ACCIDENTS BY MONTH



With a peak of accidents in the month of December, we have a general slump in the month of January. February, March and April show a steady decline with a sharp rise in the month of May. June seems to be about the same with a complete change in July. August comes in for a few more accidents than the previous month with a sharp rise in September and a steady increase in October. November slides off a little and December brings about our peak.

In the analysis we find that during the month of January we have motorcycle officers riding in cars due to bad weather. Usually these men refrain from making many arrests because of the condition of the streets. February, March and April, the men are usually riding their motors and we have a stricter enforcement. May and June bring out a greater number of vehicles on the streets, thereby causing the increase in accidents. During the months of July and August, we have many vehicles leaving the streets, being used on vacations. September, the State Fair crowd adds materially to the accident total. November, the weather begins to have its effect on the accidents and in December, of course, comes the all-time peak. Many of the accidents occurring in the months which carry slippery streets are of the more minor nature but are counted in the total regardless.

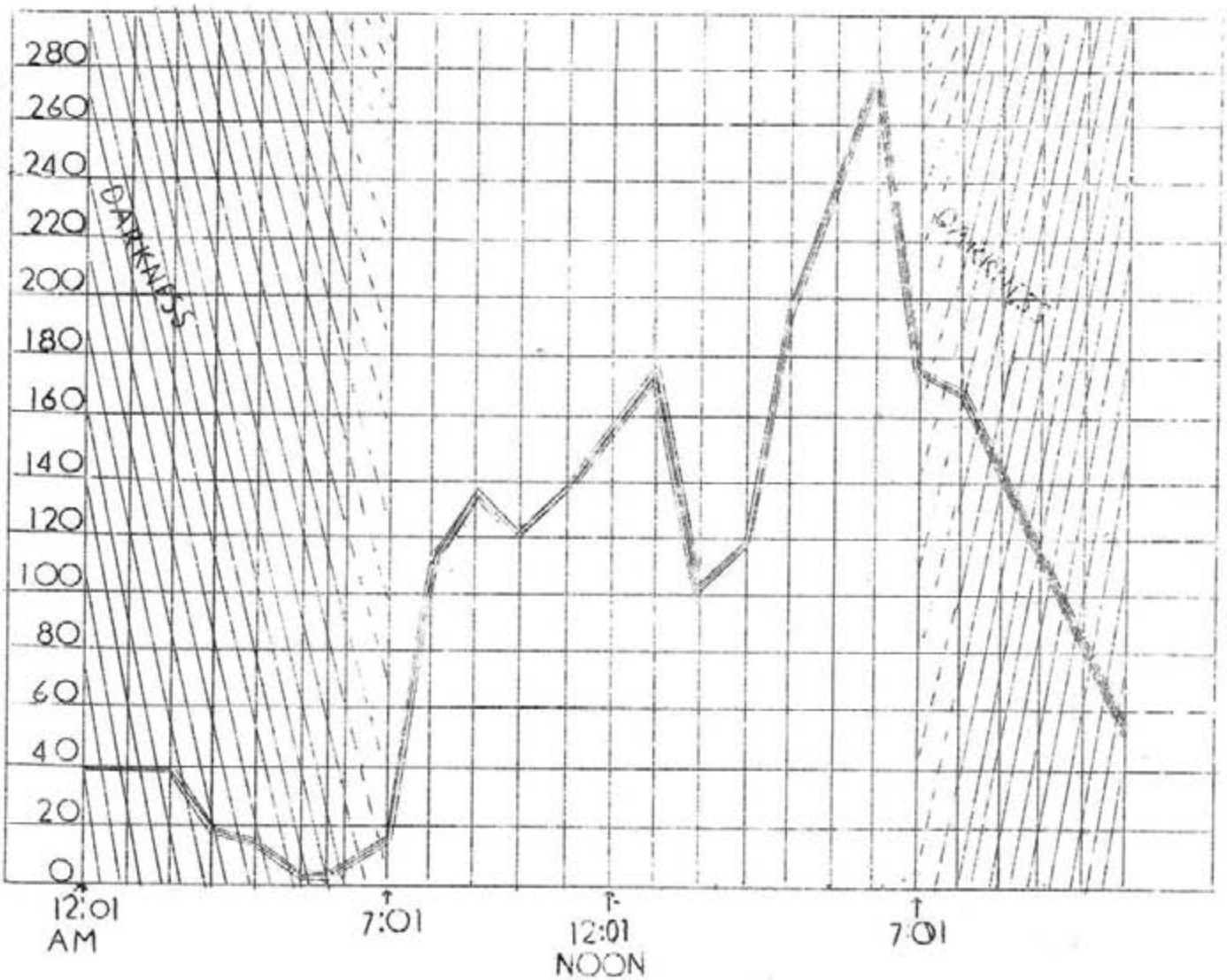
In another chart, you will find that enforcement generally has a tremendous effect on the total number of accidents.

Table XXIII.

HOUR OF DAY	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
12:00 midnight to 12:59 a.m....	41	0	3	38
1:00 a.m. to 1:59 a.m.....	42	1	4	37
2:00 a.m. to 2:59 a.m.....	16	0	2	14
3:00 a.m. to 3:59 a.m.....	14	0	2	12
4:00 a.m. to 4:59 a.m.....	6	0	0	6
5:00 a.m. to 5:59 a.m.....	11	0	0	11
6:00 a.m. to 6:59 a.m.....	19	0	3	16
7:00 a.m. to 7:59 a.m.....	108	0	4	104
8:00 a.m. to 8:59 a.m.....	137	1	6	136
9:00 a.m. to 9:59 a.m.....	120	1	2	117
10:00 a.m. to 10:59 a.m.....	137	0	4	133
11:00 a.m. to 11:59 a.m.....	159	0	9	150
12:00 noon to 12:59 p.m.....	175	0	9	166
1:00 p.m. to 1:59 p.m.....	103	1	5	97
2:00 p.m. to 2:59 p.m.....	118	0	4	114
3:00 p.m. to 3:59 p.m.....	199	1	13	185
4:00 p.m. to 4:59 p.m.....	233	0	4	229
5:00 p.m. to 5:59 p.m.....	279	0	10	269
6:00 p.m. to 6:59 p.m.....	170	0	11	159
7:00 p.m. to 7:59 p.m.....	167	1	12	154
8:00 p.m. to 8:59 p.m.....	140	0	12	128
9:00 p.m. to 9:59 p.m.....	107	0	5	102
10:00 p.m. to 10:59 p.m.....	82	0	5	77
11:00 p.m. to 11:59 p.m.....	54	0	8	46
Not stated.....	10	0	0	10
TOTAL ACCIDENTS	2647	6	137	2504

ACCIDENT CHART

24 HOUR PERIOD 1941



This chart can well be used as an enforcement guide relative to the need. Primarily, traffic men are used for the enforcement of traffic laws. We know, also, that in every accident there are violations of the traffic laws or of safety rules.

Starting with the hour of seven in the morning the accident trend rises sharply within the next hour. From eight to nine there is a slight increase followed in the next hour by a slight decrease. From 10 A.M. until 1 P.M. there is again a sharp rise in accidents followed by a sharp decrease which ends at 2 P.M. From 2 P.M. until 6 P.M. there is again a sharp rise at which time we reach our peak. From 6 P.M. until 7 P.M. there is a sharp decline of the accident trend and continues to slump off until 7 A.M. the following morning.

From the standpoint of applying effort where it is most needed and being guided by this chart, the bulk of the enforcement (traffic) should be used from 7 A.M. to 7 P.M.

Table XXIV.

LIGHT CONDITION	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Daylight.....	1823	4	77	1742
Dusk or dawn.....	92	0	0	92
Darkness-street lights.....	689	2	56	631
Darkness-no street lights.....	42	0	4	38
Darkness-lighting not stated....	1	0	0	1
TOTAL ACCIDENTS	2647	6	137	2504

Table XXV.

KIND OF LOCALITY	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Manf., industrial district.....	86	0	3	83
Shopping, business district.....	1171	0	36	1135
Residential district.....	1273	4	86	1183
School, playground district.....	45	0	2	43
Open or other.....	72	2	10	60
TOTAL ACCIDENTS	2647	6	137	2504

Table XXVI.

TRAFFIC CONTROL	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE
Police officer.....	6	0	0	6
Stop-Go light functioning.....	402	0	17	385
Same--not functioning.....	11	0	0	11
Stop sign functioning.....	374	1	25	348
Same--not functioning.....	2	0	0	2
Warning sign--functioning.....	10	0	0	10
Same--not functioning.....	1	0	0	1
R.R. watchman, gates, funct*.....	6	1	1	4
No traffic control.....	1835	4	94	1737
TOTAL ACCIDENTS	2647	6	137	2504

* Includes railroad signals.

Table XXVII. MOVING VIOLATIONS SUMMARY

Type	Total	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
Speeding.....	822	101	85	67	41	27	59	65	47	101	96	83	50
Arterial Stop.....	229	28	34	28	13	7	11	8	26	15	21	21	17
School Stop.....	108	17	28	18	3	18	0	0	0	7	8	3	6
Auto. Signal.....	87	15	10	4	4	7	4	3	2	5	16	9	8
Reck. Drv'g.....	125	10	5	8	10	9	13	16	11	12	10	10	11
Drunk & Drv'g.....	101	15	4	13	13	7	9	7	6	12	3	7	5
Imp. Dr. Lic.....	174	7	14	11	9	11	15	14	16	23	33	12	9
Imp. Reg.....	43	4	1	6	2	2	0	7	4	5	8	3	1
Imp. Turn.....	115	18	14	11	8	10	5	2	4	8	14	13	8
Lv'g. Sc. Acc.....	37	2	2	1	0	1	6	2	3	7	3	4	6
Imp. Brakes.....	50	1	3	5	1	8	8	3	5	6	3	3	4
Bicycle Vio's.....	142	10	7	7	10	10	4	8	18	19	15	19	15
All others.....	151	5	8	8	2	13	7	11	6	21	18	27	25
TOTAL	2184	233	215	187	116	130	141	146	148	241	248	214	165

Table XXVIII. DISPOSITION OF MOVING VIOLATIONS

Type	Total	Fined	Jail	Tr. Sch	Bike Imp.	Dis.	Susp Sent	Cont Agr.	Deft Left	Pending
Speeding.....	822	776	4	3	0	11	2	8	14	4
Arterial Stop....	229	175	0	40	0	5	1	6	2	0
School Stop.....	108	85	0	18	0	4	0	1	0	0
Auto. Signal	87	62	0	11	0	11	0	2	0	1
Reck. Drv'g.....	125	98	2	10	0	9	2	3	0	1
Drk. & Drv'g.....	101	82	15	0	0	0	0	1	0	3
Imp. Dr. Lic.*....	174	74	1	13	0	80	2	1	2	1
Imp. Reg.*.....	43	15	0	4	0	20	0	1	2	1
Imp. Turn.....	115	74	0	27	0	12	0	1	0	1
Lv'g Sc. Acc.....	37	26	1	1	0	8	1	0	0	0
Imp. Brakes.....	50	32	3	3	0	8	1	1	1	1
Bicycle Vio's...	142	4	0	14	117	7	0	0	0	0
All others.....	151	89	0	40	0	17	1	1	3	0
TOTAL	2184	1592	26	184	117	192	10	26	24	13

* Note: The number of dismissals on driver's license and improper registration charges can be attributed to the fact that the violators appeared in the Traffic Division and produced the proper credentials, thereby warranting dismissals.

Table XXIX. PARKING VIOLATIONS SUMMARY

Violation	Total	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
One hour.....	3376	340	360	439	262	343	383	361	205	152	166	208	157
Two hour.....	2696	233	213	332	211	304	341	329	131	294	172	152	84
Parking Meter.	1442	124	134	146	74	100	91	138	132	134	123	116	130
15 minute.....	50	4	0	0	2	4	5	4	9	10	2	4	6
All other.....	2011	128	179	403	284	245	118	102	71	140	109	118	114
TOTAL	9575	729	886	1320	833	996	938	934	548	730	572	598	491

Table XXX. SUMMARY OF PARKING METER WARNING TAGS*

Month	Total
January.....	517
February.....	617
March.....	695
April.....	608
May.....	772
June.....	918
July.....	778
August.....	787
September.....	856
October.....	697
November.....	687
December.....	966
TOTAL	8898

* This warning tag is issued to out-of-town cars only on parking meter violations.

Table XXXII. SUMMARY OF BRAKE & LIGHT STICKER VIOLATIONS *

Month	Total
January.....	390
February.....	337
March.....	472
April.....	366
May.....	49
Total	1614

* The Brake and Light Inspection Station was abolished in a general election in May, 1941.

Table XXXIII. DISPOSITION OF B&L VIOLATIONS

Disposition	Total
Paid.....	654
Dismissed.....	883
Cont-Agr.*....	77
Total	1614

* Continued to agreement -- this disposition was made in those cases when owner or driver of car could not be located by letter or warrant.

Table XXXI. DISPOSITION OF PARKING VIOLATIONS

Violation	Total	Fined	Dismissed	Pending	Cont.-Agree*
One hour.....	3376	2475	740	1	160
Two hour.....	2696	2099	472	1	124
Parking meter...	1442	1245	175	2	20
15 minute.....	50	39	11	0	0
All other.....	2011	1212	597	2	200
TOTAL	9575	7070**	1995***	6	504

* Continued to agreement -- these violations were given such a disposition when the owner or driver of car in violation could not be located by letter or warrant.

** A total of 45 of the parking violations were found guilty and fined in Municipal Court, a fine of one dollar plus court costs. 7025 violators plead guilty and paid the penalty of one dollar in the Parking and Inspections Violations Bureau.

*** Most of the dismissals can be accounted for by out-of-town drivers who are unacquainted with the parking rules and regulations; these drivers are granted a dismissal if there has been no previous offense recorded against them.

Table XXXIV. SUMMARY OF WARNING TAGS

Violation	Total	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
Del. B&L*.....	1452	715	191	251	131	164	0	0	0	0	0	0	0
One light.....	689	79	83	39	20	41	140	87	27	64	48	38	23
No rear light.	262	22	11	18	2	7	29	10	25	58	49	16	15
Imp. parked...	2741	131	67	207	260	317	269	159	158	565	269	207	132
Other vio's...	1594	94	129	127	70	55	164	85	155	236	204	136	139
Total	6738	1041	481	642	483	584	602	341	365	923	570	397	309

* Municipal Inspection station ordinance was repealed in May election.

Table XXXV. SUMMARY OF BICYCLE VIOLATIONS

Violation	Total	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
Imp. License...	107	0	0	0	0	26	18	14	22	10	7	4	6
Riding double..	270	3	13	16	14	20	22	37	34	25	35	17	34
No light.....	414	52	39	50	50	25	19	46	21	29	28	26	29
Cl'g to M.V....	9	0	0	4	2	1	0	1	0	0	1	0	0
Vio Art. Stop..	160	2	13	23	16	21	4	7	11	24	18	6	15
Vio Auto. Sig..	27	0	8	5	0	1	0	7	1	1	2	2	0
Rd'g on S-Walk.	117	8	2	8	4	10	7	22	35	8	8	1	4
More-2 abrst**.	15	7	0	4	0	0	0	4	0	0	0	0	0
Other Vio's....	16	0	3	2	0	1	1	2	0	3	0	3	1
Total	1135	72	78	112	86	105	71	140	124	100	99	59	89

* Clinging to a moving vehicle, such as a street car or passenger car, etc. in motion.

** Riding more than two abreast.

Activities

of the

Bicycle Department, Year of 1941

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Table XXXVI.

Month	No. Plates Issued	Cash taken in
January.....	887	$ 221.75
February.....	1093	273.75
March.....	741	182.75
April.....	599	149.75
May.....	484	121.00
June.....	355	88.75
July.....	279	69.75
August.....	301	75.25
September.....	331	82.75
October.....	94	23.50
November.....	33	8.25
December.....	52	13.00
TOTAL	5249	$1310.25

PARKING AND INSPECTIONS

VIOLATIONS BUREAU

****

Table XXXVII.

Month	Total Cash Received
January.....	$ 757.00
February.....	797.00
March.....	1056.00
April.....	828.00
May.....	692.00
June.....	645.00
July.....	650.00
August.....	405.00
September.....	500.00
October.....	439.00
November.....	476.00
December.....	434.00
TOTAL	$7679.00

MONTHLY CASH AVERAGE -- $639.92

DAILY CASH AVERAGE -- 21.04

OPERATING DAILY AVERAGE -- 24.46