

(v) Sound enforcement energetically carried out and made known to the public has an important disciplinary effect

(w) The importance of elimination of unfair influence and "fixing" is paramount to real improvement

10. The achievement of satisfactory enforcement in a large proportion of municipalities will be brought about only when some powerful, organized group interests and informs itself thoroughly as to the enforcement situation, upon the major problems involved and upon their remedies. This group must then take aggressive action to bring about and maintain good conditions

Considering our elective political system and the steady pressure for leniency, it is usually too much to expect that a municipal administration will of its own accord bring about and maintain satisfactory traffic enforcement conditions. Organized and strong support from recognized representatives of the public, keeping the searchlight focused upon the enforcement situation is generally needed to counteract the multitudinous demands for leniency and to foster general public sanction of sound enforcement

11. A few cities are securing good results. What they are accomplishing, other cities can accomplish

12. Further study of this major traffic problem is much needed. It should be carried on by competent staff research

## REPORT ON STATE CONTROL OF TRAFFIC

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### SYNOPSIS

Report of compilation of information concerning status of motor vehicle traffic control in the various states, giving type and scope of controlling agencies

From the reports submitted from thirty-eight states and the District of Columbia it seems that the tendency toward centralized control of traffic is spreading rapidly in widely scattered sections of the country and that the few states that do have rather definite control over traffic in the municipalities appear to find satisfaction in the conditions, the disadvantages in a few instances being in division of authority and in lack of adequate power centralized in one body or group. The tendency is apparently to place this authority in the hands of the engineering department of the already organized and functioning highway department.

We believe that the reports from the thirty-six states give a pretty true cross section of the tendency toward centralized control

While the east has more states with this centralized control there is no question but that the western part of the country is making decided and definite steps toward this end

The information received in replies to the inquiries sent to all of the states by the committee is summarized as follows

Question No 1 Has there been any recent legislation regarding the standardization of traffic signs or signals, with respect to such items as design, location, operation?

Twenty-nine states replied in the negative, four states replied that laws relating to the adoption of the American Association of State Highway Officials signs had been adopted, and six—Massachusetts, Michigan, New Jersey, Oregon, Washington and Wisconsin—reported that definite laws relating to the standardization of signs and signals had recently been passed; the District of Columbia reported that no laws were necessary

Question No 2 Do you have state control in any form? Massachusetts, New Hampshire, Minnesota, New Jersey, Washington and Wisconsin, Oregon, Michigan and the District of Columbia, apparently have complete control of all signs and signals throughout those states including municipalities California answers in the affirmative but qualifies it by the statement "through permits" Eight states replied that they have no control, and 22 states that they have control on state highways outside of municipalities

Question No 3 What is the form of organization, commission, existing department, or executive officer?

Thirty-three states handle the matter of signs through their state highway departments Massachusetts has a subdivision of the maintenance department known as the traffic section in charge of a Traffic Engineer New Jersey has a State Traffic Commission and a State Traffic Engineer Tennessee, while having no control within municipalities, handles traffic through the Department of Public Works and has a Traffic Engineer Washington handles traffic through the Department of Highways and the Director of Highways The District of Columbia handles traffic through the office of the Director of Vehicles and Traffic In Michigan joint control is exercised by the Commissioner of Public Safety and the State Highway Commissioner on state roads and by the Commissioner of Public Safety and the county road commissions on county roads

Question No 4 Is there a division of authority between departments what ones?

Thirteen states replied in the negative. However, all of them have authority only over signs and signals on state highways outside of municipalities The District of Columbia has complete authority without division as does Massachusetts Washington has no division

of authority, but the laws direct that the state, county and townships shall follow the standards adopted by the State Highway Department. The remaining states report division of authority between state, county, city and town and between the engineering and motor vehicle divisions of the state government, and in some cases between the highway departments and the public service commissions as well as the state police in the cases of New York and South Dakota

Question No 5 What is the extent of authority?

California reports that the state has practically final authority The District of Columbia has complete authority Oregon has supervision as to type and location within municipalities Iowa has partial authority in villages and towns under 4,000 in population Massachusetts has complete authority on state highways and the power of approval in cities and towns New Jersey has complete authority throughout the state Minnesota and Wisconsin may set up standards of design and location of signs and signals, and cause the removal of those not complying Washington has practically complete authority throughout the state In the remainder of cases, the power of the state is limited to state highways outside of incorporated municipalities In Michigan the state has final authority over signs on state roads including those within municipalities, and partial authority on county roads

Question No 6 What is the direction of sentiment or tendency?

This question was answered by only a few of the states, but a surprising spread of the tendency toward centralization is revealed New York and California report no sentiment Indiana reports none noticeable Maine reports little sentiment, but suggests that the state should have control of all signs Delaware, District of Columbia, Florida, Iowa, Kentucky and Tennessee report sentiment favoring standardization and centralized control of traffic Massachusetts reports moderate approval, almost no opposition, and a great amount of willing cooperation Minnesota reports tendency toward further centralization of authority in the Commissioner of Highways for increased uniformity Mississippi reports sentiment "good" Montana reports sentiment in favor of the state having full control of state highways and right of approval of signals in cities and towns South Carolina reports sentiment favoring state control on state highways and in villages under 2,500 population Wisconsin reports sentiment very good, a few illegal signs not removed

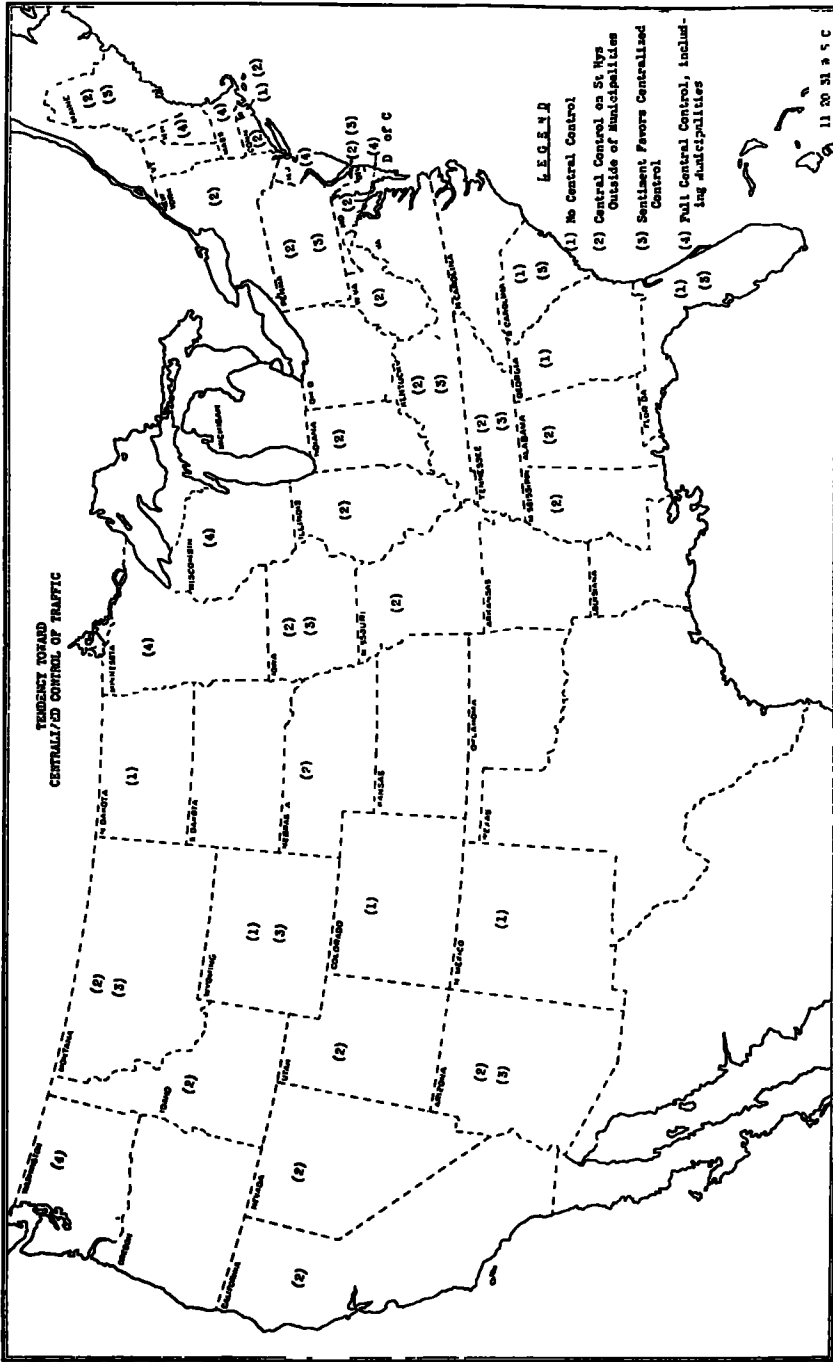


Figure 1