

# Interstate Highway Project Seen As Outstanding Safety Move



**LOS ANGELES FREEWAY**—This four-level interchange freeway is the product of the Federal-State highway program, now seven years old and nearing the mid-point of its race to accommodate an increasingly mobile citizenry. (UPI)

By **JOSEPH D. HUTNYAN**  
United Press International  
Washington — (UPI) — The nation gradually is being swathed in bands of concrete and asphalt which some experts believe already have saved thousands of lives and exerted a lasting influence on American social customs.

The new look is the product of the federal-state highway program, now seven years old and nearing the mid-point of its race to accommodate an increasingly mobile citizenry.

It is an event that is stirring up new debate about old concepts, not only among engineers and highway administrators but among psychologists and sociologists.

The planned 41,000-mile network of so-called defense highways is scheduled for completion by 1972. The Bureau of Public Roads reported today that by the end of last June, 14,800 miles were open to traffic. Another 5,300 miles were under construction. About 77 per cent of the total either was handling traffic, under construction or in some phase of the planning process.

The federal government is paying 90 per cent of the approximate \$41 billion dollar cost.

**Work on Schedule**  
Meanwhile, assessments of the interstate program's progress are coming in almost as fast as the concrete or asphalt is being poured.

Federal highway officials are satisfied the mileage is being ticked off on schedule and that the nationwide network will be a reality by 1972.

But the automotive lobbies argue that the pace will have to be speeded up in the next nine years if that rosy prediction is to come true.

Avoid mass transportation advocates say the whole thing is a multi-billion dollar monument to misplaced emphasis. They contend that rails, not

rubber tires, offer the best promise for moving growing America.

And transportation experts feel the new accent on freeway travel already has left its imprint on the American scene even though still in its early years. Some of the observations include:

—Higher safety standards on the new roads have saved an estimated 6,000 lives in the past three years.

—The capacity to travel longer distances in shorter periods has opened up new regions to the touring American and broadened his perspective and range of interest.

—Communities near the freeways fanning out in the 50 states have felt their presence in their economic lives.

**Aids Construction**  
—The knowledge gleaned from the new spurge of road building has aided highway construction technology and safety research.

—The new emphasis on high-sustained speeds has influenced the kinds of vehicles that are rolling off today's automotive assembly lines.

—Even those closest to the project concede that it is not easy to write a progress report on the interstate program because of its size and many facets. (It often has been called the biggest public works project ever conceived by man.)

For instance, the states getting most of the attention are those emphasizing construction. However, others, while opening few new miles of roadway, are spending their time and money snapping up rights-of-way which they consider a more pressing problem.

In several states, the program has been tarnished by scandal but the bureau does not expect this to affect the time schedule.

"We are on the lookout for waste and irregularities," one official told UPI. "However, we think there have been remarkably few proven cases when you consider the mammoth size of this enterprise."

**Fear Congestion**  
Mass transportation adherents feel that federal planners are going out of their way to dump more automobiles into already congested urban areas.

They argue that the nation's transportation pattern must put more stress on moving numbers of persons by rail, especially those day-to-day commuters from suburbia.

The most heated opposition has been of a localized nature — from neighborhood groups who are enthusiastic about new highways but would like them built somewhere else. Or from citizen organizations incensed over potential destruction of an historical shrine or some other cherished landmark.

Generally, the interstate program seems to have public endorsement — for at least one obvious reason. There are few voters who at some time dur-

ing a week don't find themselves in the family car, its tires singing along on a vast new expanse of roadway sprinkled with red-white-and-blue Interstate markers.

Economists feel the new expressways pep up business not only in those communities they touch but in some that they miss.

The Bureau of Public Roads recently released a survey reporting that construction of highway by-passes around a city generally helped business and increased real estate values in the community. It accomplished this by freeing city streets of through traffic, opening up more parking spaces and making it attractive to shop again in the downtown area.

**Post-War Fever**  
The crisp new highways spanning the nation's heartlands are considered by many sociologists as symbolic of a fever of the post-war years — the yen to get out and go places. Americans are making more money than ever before. They also have more time to spend it because they are

working fewer hours. Thus, the average family is roaming farther from home across the new expressways in cars especially designed to absorb the punishingly high speeds permitted.

As for the safety aspects of the new Interstate roads, authorities say the new limited access roads save lives mainly by eliminating the stop-and-go character of traffic and by including wide medial strips to avoid deadly head-on crashes.

One estimate placed the fatality rates on the new roads 50 to 75 per cent lower than on the highways they replaced.

The Bureau of Public Roads is preparing more refined safety studies but its preliminary data indicates the Interstate system saved 2,000 lives in 1960 and at least that many in the following two years.

"In my opinion," one highway official said, "you will find that when the evidence is in, the Interstate program will be the greatest single thing that has ever been done in the name of safety."

## Seven Criteria of Education Discussed At Kiwanis Lunch

"Don't rest on your laurels. Strive to improve your quality education."

That is what Mrs. Betty Lou Dunlop, Southern Oregon college associate professor of education, advised yesterday at the noon luncheon of Medford Kiwanis club.

She spoke on "Philosophy of Education" at a meeting which also noted the 40th anniversary of the club. A birthday cake was the gift of Rogue Valley Country club. Bill Warner, first Medford Kiwanis president, was presented a life membership by Curtis Nesheim, incumbent president of the service club.

The Medford club dates from Aug. 22, 1923.

**Repeats Talk**  
Mrs. Dunlop, repeating a talk she gave recently before the Medford school district's citizens advisory committee on education, listed seven criteria or cardinal principals of education and outlined how Medford schools have met them.

The criteria are making sure students command fundamental processes, good health, worthy home membership, vocational efficiency, civic efficiency, worthy use of leisure time and ethical character. Outlining the traditional, essentialist and progressive views on education, Mrs. Dunlop said that public schools reflect the voters and their diversity of thought so they have all three philosophies.

She pointed out that Medford has a "democratic" approach to education and declared, "You try for quality."

On the matter of fundamental process, Mrs. Dunlop told of the well rounded program for academically and non-academically inclined and for the slow learner. On the criteria of health she mentioned the "tremendous" physical education program, meeting needs of children of almost every age. She spoke of the growth study which, she said, may become one of the most famous studies in the United States. She pointed to the counseling program.

On the matter of worthy home membership, she reported that Medford schools stress individual responsibility, present group living situations and have excellent homemaking studies. She cited advance placement, the distributive education program and trade and business courses as examples of vocational efficiency.

**Civic Efficiency**  
Leading toward civic efficiency, she stated, are student body government, state conference, the program bringing foreign exchange students and city government day. She mentioned the ability of present day students to get up before a group and talk.

On worthy use of leisure time, Mrs. Dunlop spoke of Medford's ever-growing library facility and the driver training, music, speech, dramatic and fine arts and crafts programs.

Regarding ethical character, she said that Medford has a staff of administrators with fine precepts and stressed the need for a strong administrative staff and outstanding teachers for their influence upon the students.

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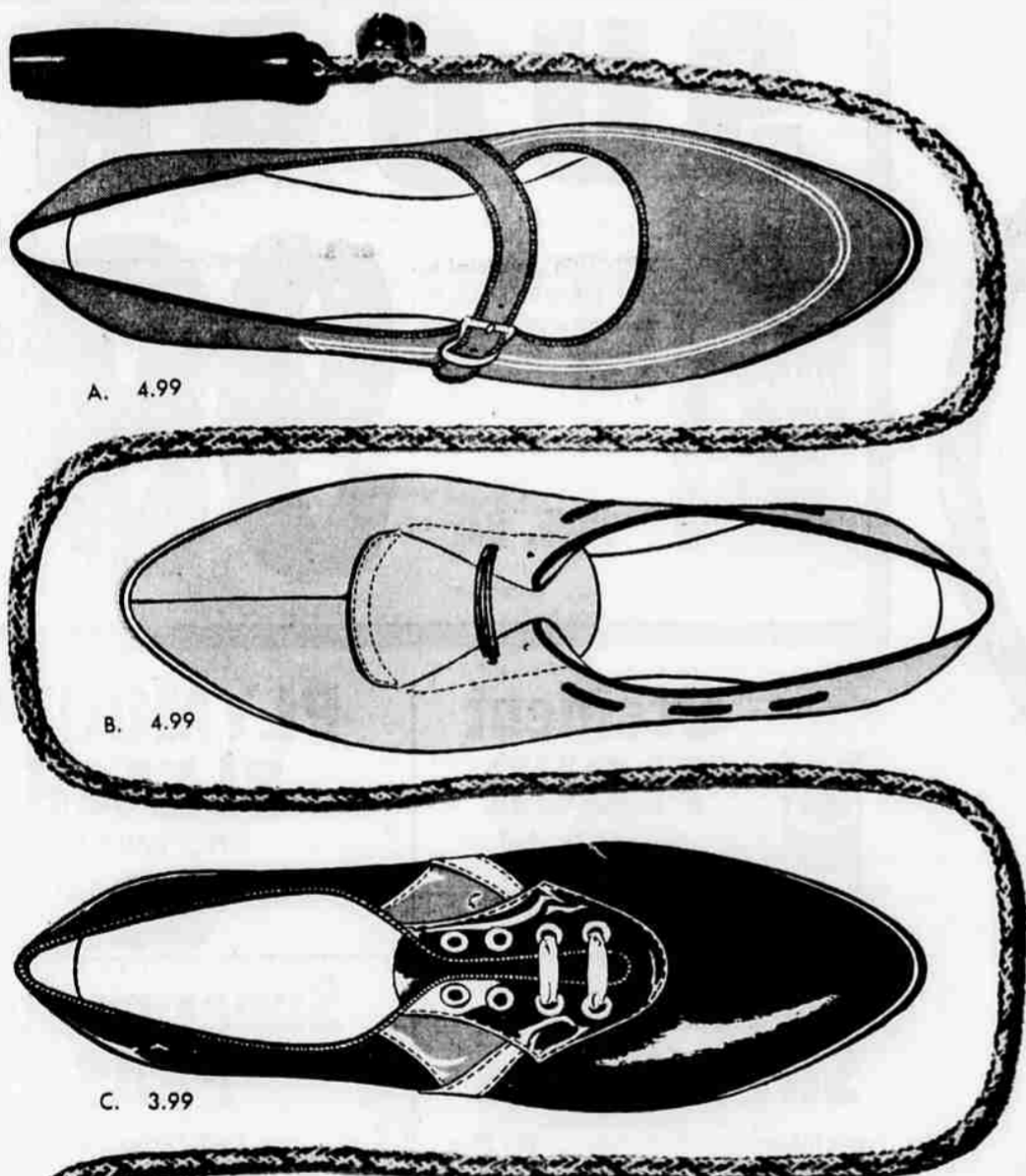
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