

Hahn Praises New Grid System of RTD Routes

Initiation of a new concept in bus service based on a semi-grid system of major streets has been hailed by Supervisor Kenneth Hahn.

Hahn suggested that such a grid system to the Southern California Rapid Transit District more than two years ago.

He called it a "practical and logical approach" to solving Los Angeles County's surface transit problems.

THE PLAN, when carried to its ultimate, would replace the present confusing and illogical bus routes. It is particularly important since Proposition A — the rapid transit bond issue — was defeated by the voters Nov. 5.

Hahn said improved bus service was essential to build public confidence in the SCRDT to lead to the eventual establishment of rapid transit.

Hahn was present last week at the inauguration of the "straightline" service of Line 46 at Slauson and Vermont Avenues. It extends

Line 46 along a much longer length of Slauson, from Huntington Park to La Brea Avenue in View Park.

HE HOPES to see major bus lines established on key east-west and north-south routes.

For example, Hahn suggested that major lines also be established on the full length of streets such as Santa Monica Boulevard, Manchester Avenue, Century Boulevard, Western Avenue, and Crenshaw Boulevard throughout the county. Buses would stay on these streets for their entire run, rather than weaving from one street to another, from one community to another.

Hahn suggested such a grid system would enable the establishment of a one-fare zone within a 30-mile radius of the Los Angeles Civic Center, with transfers for 5 cents.

HAPPINESS IS . . .

Barbra Streisand is quoted as saying "the only happiness I know is real is the happiness I get from eating coffee ice cream."

Actual Deaths Up

Mileage Death Rate Drops, CHP Reports

The statewide traffic death rate in California fell below five deaths per 100 million miles of travel in 1967 for the first time since the rate has been calculated, the California Highway Patrol announced today.

Highlight of the Patrol's 78-page statistical report of fatal and injury motor vehicle traffic accidents in 1967, released this week, was the good news about the continuing downward trend in the mileage death rate, to a new low of 4.9 per 100 million vehicle miles.

If the death rate had been as high as it was 20 years ago, an additional 4,367 traffic deaths would have occurred this year. In 1947, the mileage death rate was 9.3. By 1957 it had dropped to 6.0. In 1966 the rate was 5.0, and in 1967 it reached the new low of 4.9.

THE RECORD low rate occurred despite the fact that the number of people killed increased by 53 (from 4,830 to 4,883). An increase in statewide travel of 3.62

per cent was sufficient to counteract the increase in fatalities.

The rate of deaths per fatal accident was higher in 1967 than in 1966. The

rates were 1.158 and 1.148, respectively.

In compiling the occurrences of various types of fatal accidents, it was noted that the largest change oc-

curred in the single vehicle accident categories of ran-off-road. In fact, it was the ran-off-road type of accident which caused the increase in fatalities in 1967.

IN 1966, 1,248 fatal accidents involved a vehicle which ran off the road. In 1967, the number increased to 1,288.

In 1966, 1,395 people were killed when vehicles

ran off the road. In 1967, that type of accident took 1,475 lives, an increase of 80.

Injury accidents increased by 1.2 per cent over 1966, and the number of injured victims increased by 1.7 per cent.

The greatest number of fatalities on any single day occurred on Friday, Dec. 22, when 40 persons were killed. Runners-up were Sun-

day, Nov. 19, and Sunday, Aug. 20, with 35 people killed each day. On 12 other days of the year, all of them Friday, Saturday or Sunday, 25 or more fatalities occurred.

NO DAY of 1967 was free of traffic fatalities, but on three (Wednesday, Feb. 1; Tuesday, June 20; and Thursday, March 9) only one fatality occurred.

Reports Required When Auto Damages Property

"When property is damaged in a vehicle accident in which no one is hurt, the driver must then and there either locate and notify the person in charge of the damaged property or the name and address of the driver and owner of the vehicle involved or leave a note with that information in a conspicuous place on the vehicle or property damaged," Capt. P. J. Ford of the South Los Angeles Area office of the California Highway Patrol has warned.

"This requirement applies on private property such as parking lots the same as on

the highway," Ford said. "More than 170,000 property damage accidents were reported to the CHP last year.

If a "runaway" vehicle is involved in an accident resulting in property damage the driver who parked the vehicle must comply with the same requirements for notifying the owner of the damaged property.

If a note is left on property damaged in an accident, it must contain a statement of the circumstances of the collision. The driver must also "without unnecessary delay" notify the CHP or the police department having jurisdiction, Ford said.

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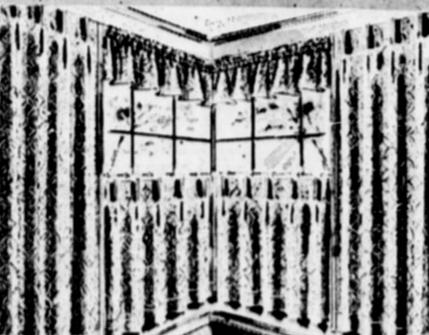
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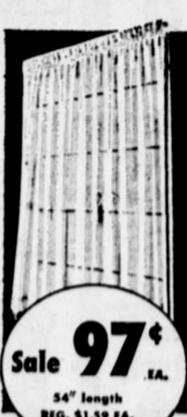


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