La réforme en route.
Virage institutionnel dans l'Amérique des Sixties

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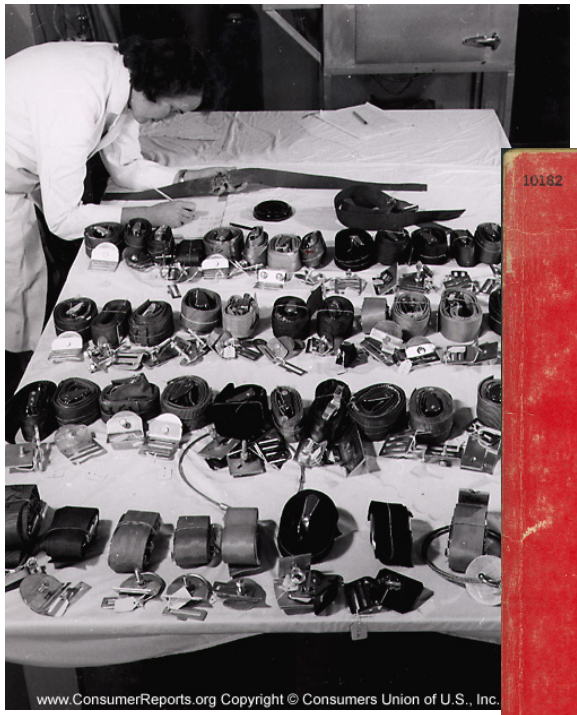
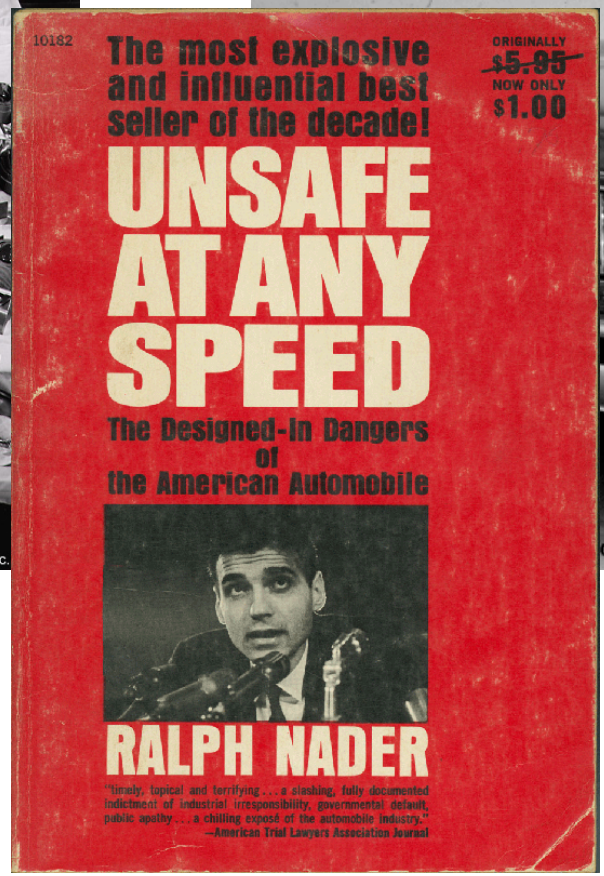
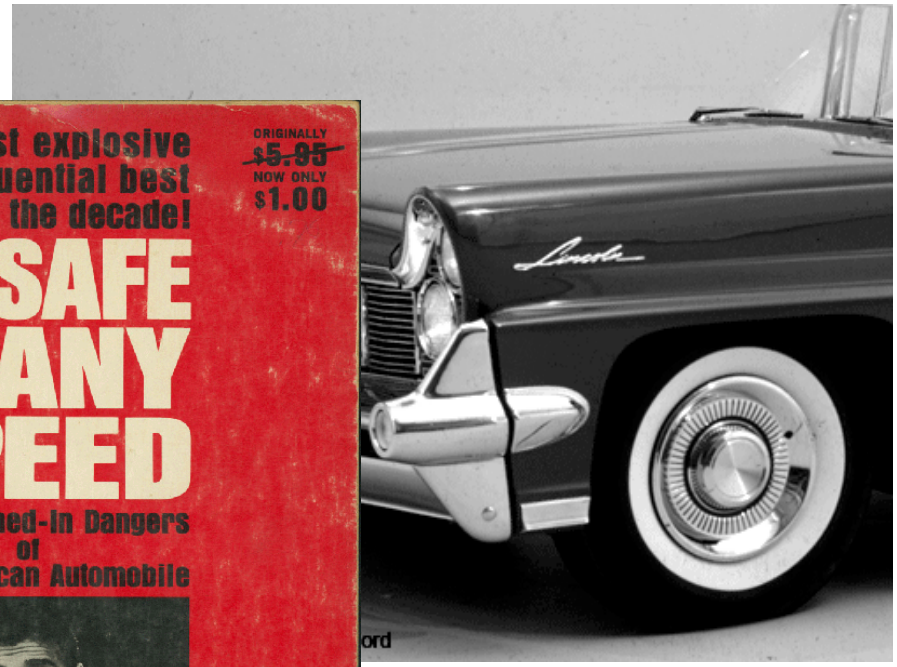
ENTPE

L’automobile des Sixties aux Etats-Unis







Introduction

- La « mise en administration » de la réforme (Offerlé 1997)
- Des techniciens engagés (Seely 1987, Picon 1992) ?
- Archives et témoignages

Plan

La route sans l'automobile

1. De l'université vers l'administration
2. La transparence comme contrainte

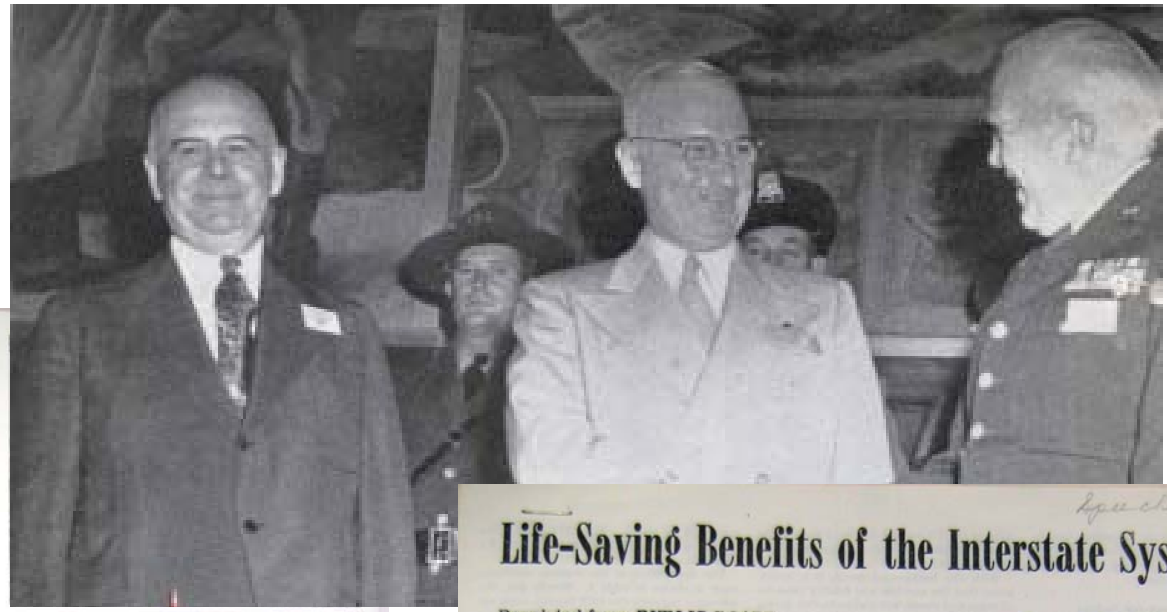
L'automobile sans la route

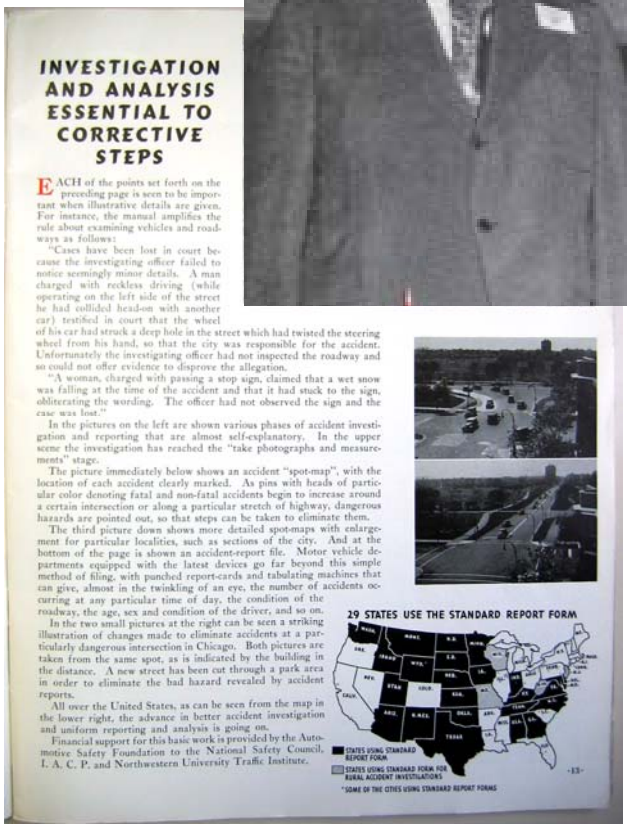
3. La transparence comme opportunité
4. De l'administration vers l'université

1. De l'université vers l'administration

- Le *National Highway Safety Bureau* du Dr. Haddon, expert et profane
- Une tutelle des ingénieurs civils : le *Bureau of Public Roads* omniprésent
- Une impossible réforme scientifique ?

2. La transparence comme contrainte





INVESTIGATION AND ANALYSIS ESSENTIAL TO CORRECTIVE STEPS

EACH of the points set forth on the preceding page is seen to be important when illustrative details are given. For instance, the manual amplifies the rule about examining vehicles and roadways as follows:

"Cases have been lost in court because the investigating officer failed to notice seemingly minor details. A man charged with reckless driving (while operating on the left side of the street he had collided head-on with another car) testified in court that the wheel of his car had struck a deep hole in the street which had twisted the steering wheel from his hand, so that the city was responsible for the accident. Unfortunately the investigating officer had not inspected the roadway and so could not offer evidence to disprove the allegation.

"A woman, charged with passing a stop sign, claimed that a wet snow was falling at the time of the accident and that it had stuck to the sign, obliterating the wording. The officer had not observed the sign and the case was lost."

In the pictures on the left are shown various phases of accident investigation and reporting that are almost self-explanatory. In the upper scene the investigation has reached the "take photographs and measurements" stage.

The picture immediately below shows an accident "spot-map", with the location of each accident clearly marked. As pins with heads of particular color denoting fatal and non-fatal accidents begin to increase around a certain intersection or along a particular stretch of highway, dangerous hazards are pointed out, so that steps can be taken to eliminate them.

The third picture down shows more detailed spot-maps with enlargement for particular localities, such as sections of the city. And at the bottom of the page is shown an accident-report file. Motor vehicle departments equipped with the latest devices go far beyond this simple method of filing, with punched report-cards and tabulating machines that can give, almost in the twinkling of an eye, the number of accidents occurring at any particular time of day, the condition of the roadway, the age, sex and condition of the driver, and so on.

In the two small pictures at the right can be seen a striking illustration of changes made to eliminate accidents at a particularly dangerous intersection in Chicago. Both pictures are taken from the same spot, as is indicated by the building in the distance. A new street has been cut through a park area in order to eliminate the bad hazard revealed by accident reports.

All over the United States, as can be seen from the map in the lower right, the advance in better accident investigation and uniform reporting and analysis is going on.

Financial support for this basic work is provided by the Automotive Safety Foundation to the National Safety Council, I. A. C. P. and Northwestern University Traffic Institute.

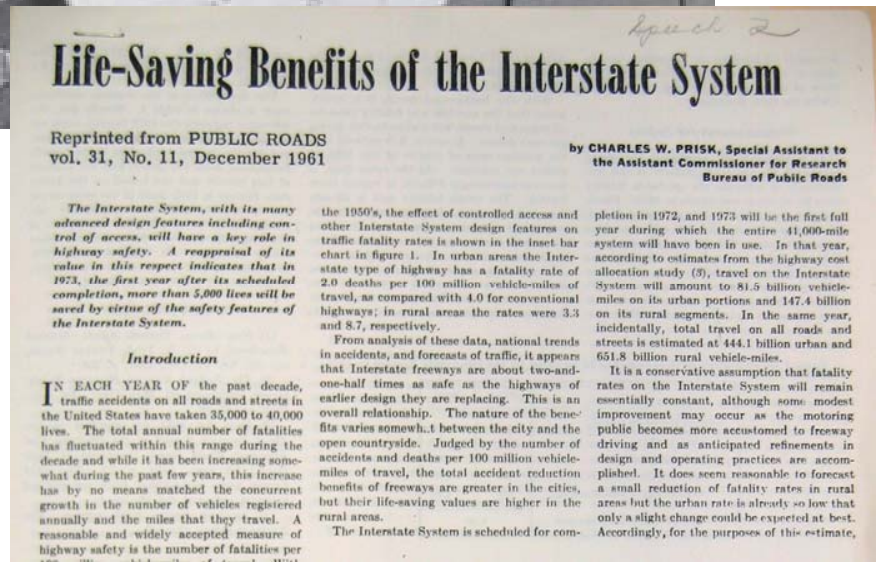
29 STATES USE THE STANDARD REPORT FORM

STATES USING STANDARD REPORT FORM

STATES USING STANDARD FORM FOR RURAL ACCIDENT INVESTIGATIONS

*SOME OF THE CITIES USING STANDARD REPORT FORMS

-13-



Speech 2

Life-Saving Benefits of the Interstate System

Reprinted from PUBLIC ROADS
vol. 31, No. 11, December 1961

by CHARLES W. PRISK, Special Assistant to the Assistant Commissioner for Research
Bureau of Public Roads

The Interstate System, with its many advanced design features including control of access, will have a key role in highway safety. A reappraisal of its value in this respect indicates that in 1973, the first year after its scheduled completion, more than 5,000 lives will be saved by virtue of the safety features of the Interstate System.

Introduction

IN EACH YEAR OF the past decade, traffic accidents on all roads and streets in the United States have taken 35,000 to 40,000 lives. The total annual number of fatalities has fluctuated within this range during the decade and while it has been increasing somewhat during the past few years, this increase has by no means matched the concurrent growth in the number of vehicles registered annually and the miles that they travel. A reasonable and widely accepted measure of highway safety is the number of fatalities per

the 1950's, the effect of controlled access and other Interstate System design features on traffic fatality rates is shown in the inset bar chart in figure 1. In urban areas the Interstate type of highway has a fatality rate of 2.0 deaths per 100 million vehicle-miles of travel, as compared with 4.0 for conventional highways; in rural areas the rates were 3.3 and 8.7, respectively.

From analysis of these data, national trends in accidents, and forecasts of traffic, it appears that Interstate freeways are about two-and-one-half times as safe as the highways of earlier design they are replacing. This is an overall relationship. The nature of the benefits varies somewh..t between the city and the open countryside. Judged by the number of accidents and deaths per 100 million vehicle-miles of travel, the total accident reduction benefits of freeways are greater in the cities, but their life-saving values are higher in the rural areas.

The Interstate System is scheduled for completion in 1972, and 1973 will be the first full year during which the entire 41,000-mile system will have been in use. In that year, according to estimates from the highway cost allocation study (3), travel on the Interstate System will amount to 81.5 billion vehicle-miles on its urban portions and 147.4 billion on its rural segments. In the same year, incidentally, total travel on all roads and streets is estimated at 444.1 billion urban and 651.8 billion rural vehicle-miles.

It is a conservative assumption that fatality rates on the Interstate System will remain essentially constant, although some modest improvement may occur as the motoring public becomes more accustomed to freeway driving and as anticipated refinements in design and operating practices are accomplished. It does seem reasonable to forecast a small reduction of fatality rates in rural areas but the urban rate is already so low that only a slight change could be expected at best. Accordingly, for the purposes of this estimate,

3. La transparence comme opportunité

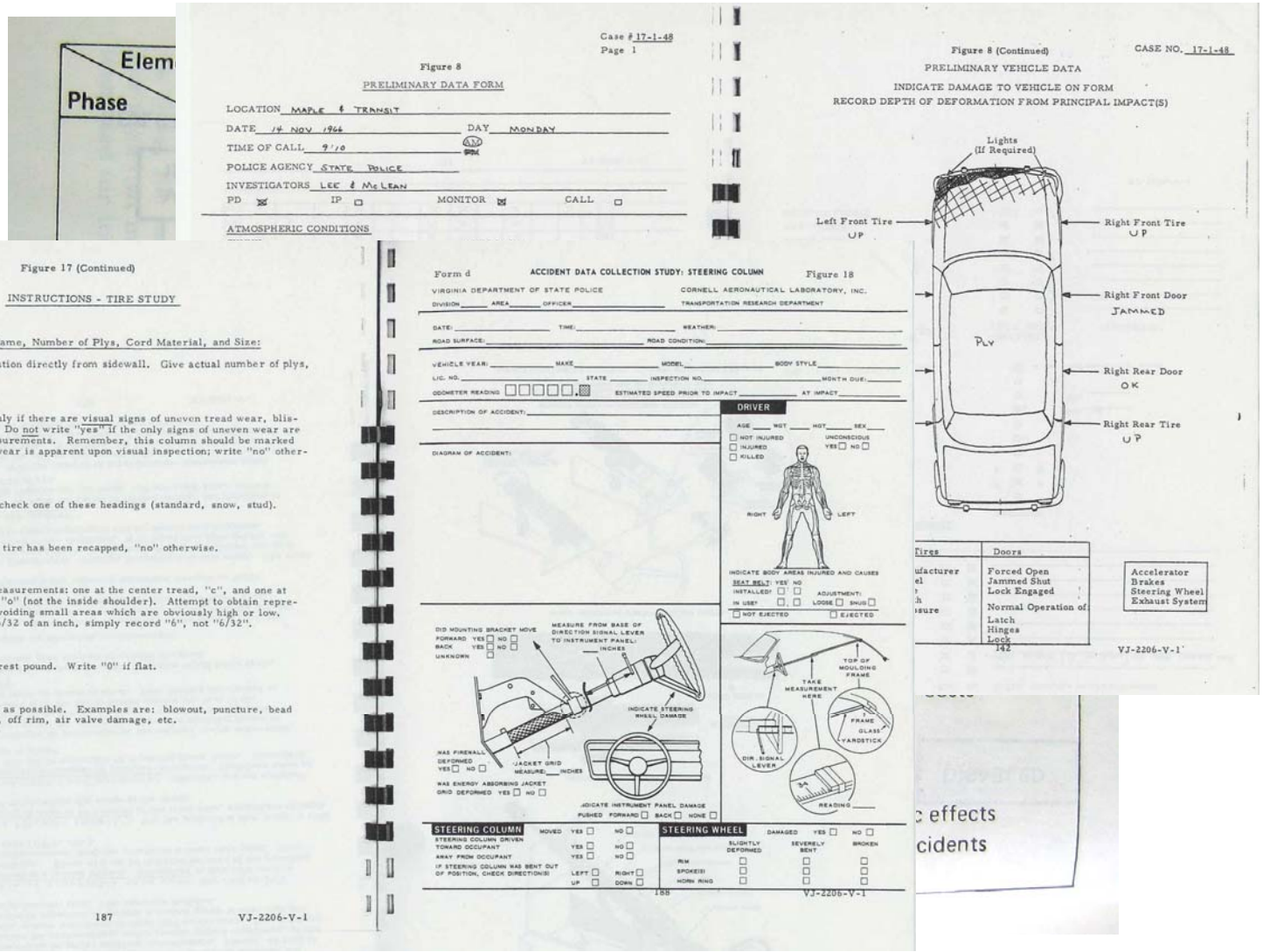
Un retour aux frontières de l'administration

- → L'impossible dialogue scientifique
- → Une posture de « tireurs d'alarme »

La menace d'un nouveau scandale

- → Une dénonciation de l'administration des routes
- → Changée en rationalisation des choix budgétaires

4. De l'administration vers l'université



Discussion

Une réforme au sein de l'administration ?

- → De l'usager des routes au consommateur
- → Par la construction d'une science 'légitime'

Des questions en suspens…

- → L'historien vers de nouvelles sources ?
- → Le praticien en quête de mémoires techniques…