



La réforme en route.

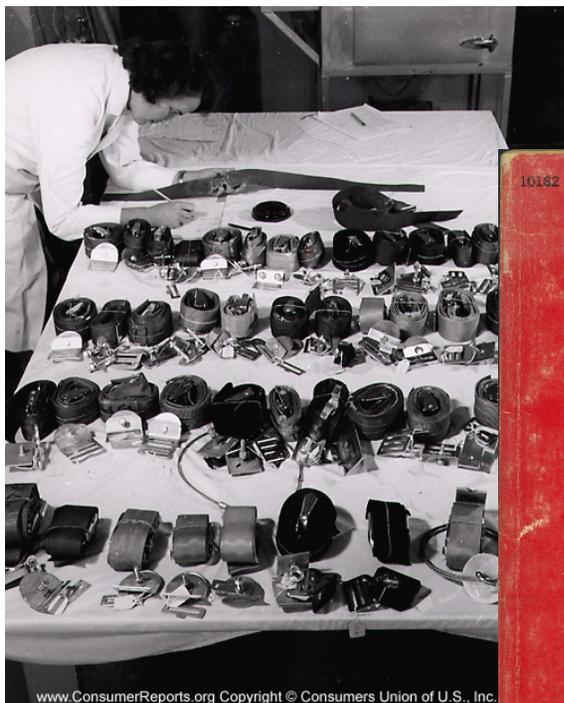
Virage institutionnel dans l'Amérique des Sixties

Stève Bernardin

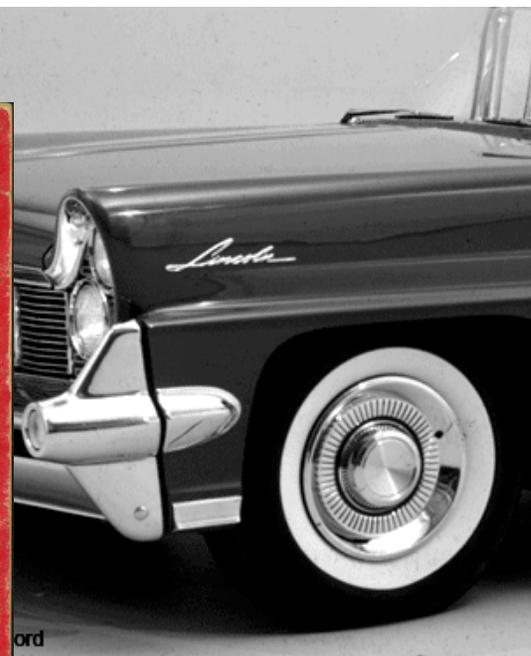
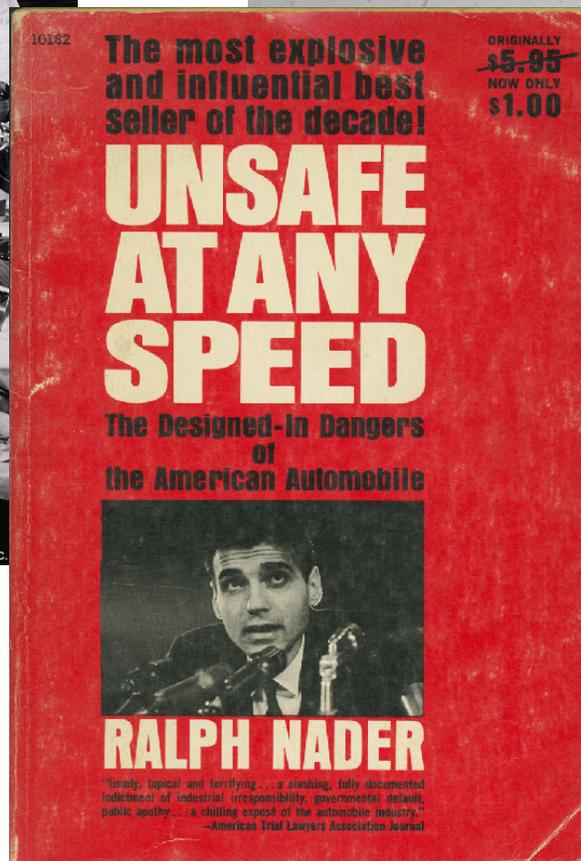
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L'automobile des Sixties aux Etats-Unis



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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

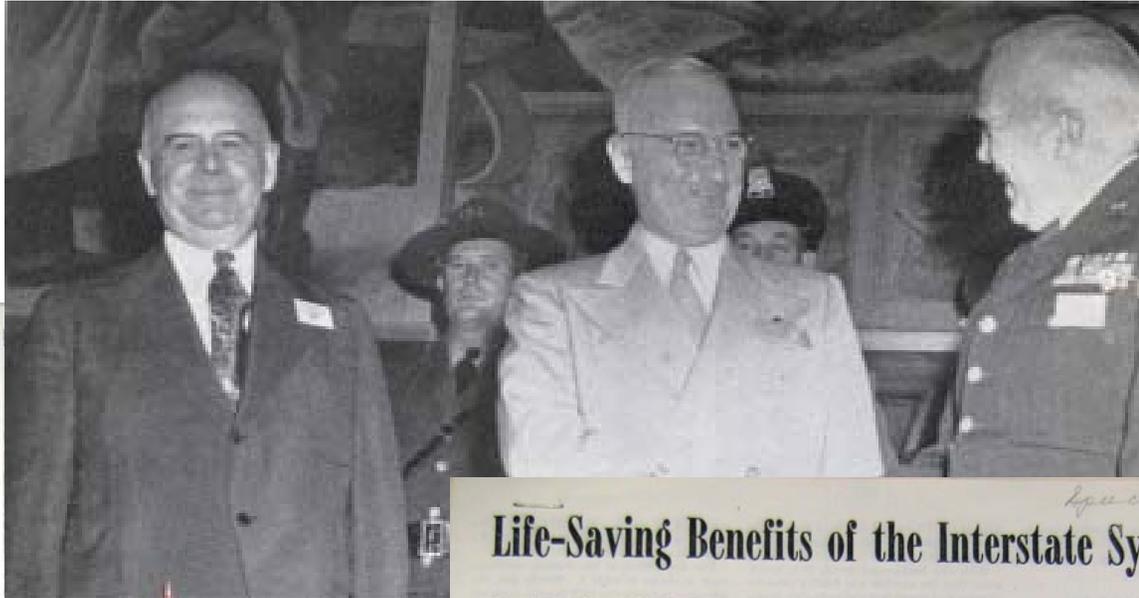
3. La transparence comme opportunité
4. De l'administration vers l'université

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 smudged 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 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.



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 somewhat 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 com-

pletion 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

Elem
Phase

Case # 17-1-48
Page 1

Figure 8
PRELIMINARY DATA FORM

LOCATION MAPLE & TRANSIT

DATE 14 NOV 1966 DAY MONDAY

TIME OF CALL 9:10

POLICE AGENCY STATE POLICE

INVESTIGATORS LEE & McLEAN

PD IP MONITOR CALL

ATMOSPHERIC CONDITIONS

Figure 8 (Continued)
PRELIMINARY VEHICLE DATA
INDICATE DAMAGE TO VEHICLE ON FORM
RECORD DEPTH OF DEFORMATION FROM PRINCIPAL IMPACT(S)

CASE NO. 17-1-48

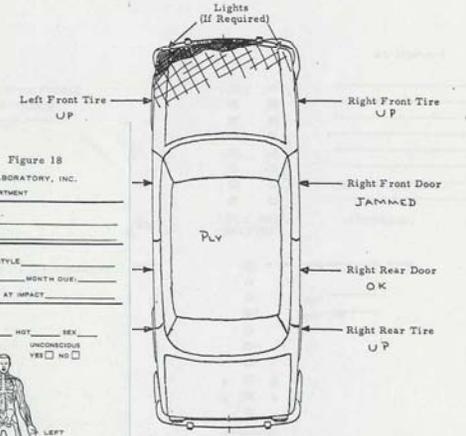


Figure 17 (Continued)
INSTRUCTIONS - TIRE STUDY

Manufacturer, Tire Name, Number of Plys, Cord Material, and Size:
Obtain information directly from sidewall. Give actual number of plys, not rating.

Uneven wear:
Write "yes" only if there are visual signs of uneven tread wear, blistering, cupping, etc. Do not write "yes" if the only signs of uneven wear are your tread depth measurements. Remember, this column should be marked "yes" only if uneven wear is apparent upon visual inspection; write "no" otherwise.

Check:
For each tire check one of these headings (standard, snow, stud).

Recap:
Write "yes" if tire has been recapped, "no" otherwise.

Tread depth:
Record two measurements: one at the center tread, "c", and one at the outside shoulder, "o" (not the inside shoulder). Attempt to obtain representative measures avoiding small areas which are obviously high or low. If a measurement is 6/32 of an inch, simply record "6", not "6/32".

Air pressure:
Record to nearest pound. Write "0" if flat.

If flat, why:
Be as specific as possible. Examples are: blowout, puncture, bead separation, cut, torn, off rim, air valve damage, etc.

Form d ACCIDENT DATA COLLECTION STUDY: STEERING COLUMN Figure 18

VIRGINIA DEPARTMENT OF STATE POLICE CORNELL AERONAUTICAL LABORATORY, INC.
DIVISION _____ AREA _____ OFFICER _____ TRANSPORTATION RESEARCH DEPARTMENT

DATE: _____ TIME: _____ WEATHER: _____

ROAD SURFACE: _____ ROAD CONDITION: _____

VEHICLE YEAR: _____ MAKE: _____ MODEL: _____ BODY STYLE: _____

LIC. NO. _____ STATE: _____ INSPECTION NO. _____ MONTH OF: _____

ODOMETER READING: ESTIMATED SPEED PRIOR TO IMPACT _____ AT IMPACT _____

DESCRIPTION OF ACCIDENT: _____

DIAGRAM OF ACCIDENT: _____

DRIVER

AGE: _____ NOT _____ HOT _____ SEX: _____

NOT INJURED UNCONSCIOUS YES NO

INJURED YES NO

KILLED YES NO

INDICATE BODY AREAS INJURED AND CAUSES

SEAT BELT: YES NO

ADJUSTMENT: IN LOCK LOOSE SHIRT

NOT EJECTED EJECTED

MEASURE FROM BASE OF DIRECTION SIGNAL LEVER TO INSTRUMENT PANEL: _____ INCHES

DID MOUNTING BRACKET MOVE FORWARD YES NO BACK YES NO UNDERDOWN _____

HAS FIREBALL DEFORMED YES NO JACKET GRID MEASURE _____ INCHES

WAS ENERGY ABSORBING JACKET GRID DEFORMED YES NO

INDICATE STEERING WHEEL DAMAGE

INDICATE INSTRUMENT PANEL DAMAGE PUSHED FORWARD BACK NONE

STEERING COLUMN

STEERING COLUMN MOVED YES NO

STEERING COLUMN DRIVEN TOWARD OCCUPANT YES NO

AWAY FROM OCCUPANT YES NO

IF STEERING COLUMN HAS BENT OUT OF POSITION, CHECK DIRECTION: LEFT RIGHT

UP DOWN

STEERING WHEEL

DAMAGED YES NO

SLIGHTLY DEFORMED YES NO

RUN SPINDLES YES NO

HORN RING YES NO

TOP OF MOULDING FRAME TAKE MEASUREMENT HERE

FRAME GLASS YARDSTICK

DIR SIGNAL LEVER

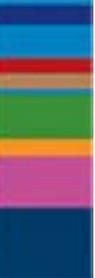
READING

Accelerator Brakes Steering Wheel Exhaust System

VJ-2206-V-1

Tires	Doors
Manufacturer	Forced Open
el	Jammed Shut
h	Lock Engaged
sure	Normal Operation of Latch Hinges Lock
	142

Effects of accidents



Discussion

Une réforme au sein de l'administration ?

- De l'utilisateur 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...