

It strikes the pole ((Texas) slides) continuing through the impact. (Slide.) This is what happens. (Slides.) Breakaway occurs. (Slides.) The pole is completely in the air, over the top of the car. (Slides.)

Mr. CONSTANDY. Very good.

Mr. HUFF. The vehicle was traveling in the neighborhood of 60 miles an hour for that test.

Mr. CONSTANDY. Thank you, Mr. Huff.

That would conclude the presentation we had on lighting.

I would like to ask the members of the panel to comment on what they have seen.

Would you begin, Mr. Wilson?

Mr. WILSON. I do not see how this can be a controversial item at all. I think it is just plain commonsense that there are a couple of things you can do to lights and you do not have to specify the type of pole, providing they use some kind of frangible or breakaway base.

Largely through the work, testing work of other States and General Motors, we have adopted a frangible base for our steel light poles that we now use. We are doing this on new contract work and are going back on the existing installations that we have.

To give you an idea of what the magnitude of the problem would be in California, we have in past years lost about 20 lives by people hitting light standards.

Mr. CONSTANDY. Each year?

Mr. WILSON. Each year. We think this is so serious that we have taken the steps that I have just mentioned, largely through the research efforts of others.

We have also moved our light standards back from a position that you saw in some of these slides back to 18 feet from the traveled way. We have done this by going to a higher light pole and using a longer mast arm. This has given us probably better lighting and with the new developments in the lighting itself, we are able to get, in the gore area particularly, a single light doing the job that we normally had two lights doing. So this right off the bat cuts out one fixed object which formerly was beyond the gore area and in a very vulnerable position.

One thing I would like to mention in connection with lighting is its interference with signs but in just a little bit different light than Mr. Ricker previously mentioned. That is that improperly placed luminaires can place glares on existing signs and prevent their being read properly.

When I first saw these slides, I felt—

Mr. CONSTANDY. Which is right now?

Mr. WILSON. Yes. That is correct. I thought that we had conquered the problem of having raised bases, these concrete bases, but as the slides went on, I saw that apparently the States have not conquered this problem.

I might point out the yellow book is very specific in this regard: that bases, concrete bases of all kinds, whether for light standards or signposts or whatever they may be, should be flush with the ground and no higher.

I think that is about all the points I would like to make.

Mr. CONSTANDY. Thank you. Mr. Skeels?