



**William Phelps Eno** was nine years old in 1867 when he went to New York City with his mother. When the performance at the New York Opera House let out, their horse and carriage got involved in the subsequent traffic jam which required two hours to untangle, even though only a dozen carriages were involved. Eno never forgot the experience, and devoted the rest of his life to improving traffic control. This became increasingly important as horses were replaced by cars on the streets of the nation. In 1903 he published "Rules of Driving" which became a primer for drivers. He invented such rules of the road as slow traffic keep right and passing allowed on the left only. He invented one-way streets, safety islands, rotary traffic, pedestrian crosswalks, the stop sign, the taxi stand, and traffic cops. Still, Eno felt that stoplights would never work and traffic cops would always be needed at intersections. Eno lived long enough to see his ideas implemented throughout the country. He also made many trips to Europe and Asia to help them with their traffic control problems. William Eno died in 1945 at the age of 86. **Throughout his life, William Eno, known today as "the father of traffic safety," hated to drive. His chauffeur drove him everywhere.**

# SIMPLIFICATION OF HIGHWAY TRAFFIC

WILLIAM PHELPS ENO



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Many of our suburban and country highways are being improved for motorists. Most of them are now unfitted for all other users. It is no longer safe to walk, ride or bicycle on roadways, especially at night when it is extremely perilous. The entire width of some highways is taken up by the roadway and on others what is not needed for roadway is left ungraded or so rough that it is useless for pedestrians, equestrians or cyclists.

**No highway should be permitted to be without due provision for pedestrians and where practical for equestrians or bicyclists.**

There should be a sidewalk or reasonably well made foot-path on one side at least of every highway. There should of course be two sidewalks or foot-paths on important highways.

"The national transportation policy must continue to provide the personal mobility that Americans need and want; but in doing so it must achieve a substantial reduction in the present rate of consumption of fossil fuels, reductions in air polluting exhaust emissions, decreased street congestion, and minimum demands for private and public funding, both for initial capital and operating costs.

"The Future of the Highway Program,"  
by Francis C. Turner.  
January 1976.

