EXECUTIVE BOARD MEETING MINUTES
February 22, 1973

Present: Richard Folkers, President; Roger Smith, Vice President; Stanley Cool, Secretary; Richard A. Treasurer; Paul Riley, Director; Tappan Data; Howard Cool.

The meeting was called to order at 9:10 A.M. in the Conference Room of the offices of Reid, Cool & Michalski, Inc., Southfield, Michigan. The minutes of the Jackson meeting of January 11, 1973, were approved as corrected. Minutes of the January Board meeting were approved as corrected. The treasurer's report dated February 18, 1973 shows a balance of $1,857.20 in the various sections accounts, was approved. Expense account for S. Cool in the amount of $527.70 would have been paid by the Michigan Section on an invoice to City Printing for the MICHIGANITE in the amount of $198.30 was also approved.

Paul Riley agreed to take the minutes of the Ladies Night meeting March 2 in the absence of Stan Cool, secretary. Plans for Ladies Night were reviewed as were plans for the joint meeting with the Ontario Section April 26 and 27.

Discussion on ways of holding down the meal costs at our Section meetings was held. The following membership applications were approved:

Jack Wilson, Regular Member
City of Flint
762 W. Twelfth Street
Flint, Michigan 48501

Stephan Holder, Commercial Affiliate
Crescent Electric Supply Co.
47 W. Sagamaw Highway
Lansing, Michigan 48917

William Sharpe, Technical Affiliate
803 Lexington
Royal Oak, Michigan 48073

Jerry Hamann, Technical Affiliate
301 N. Connecticut
Royal Oak, Michigan 48073

A special meeting of the Board of Directors of the Section called for March 22 at 9:00 A.M. at the offices of Reid, Cool & Michalski, Inc. in Southfield to review the policy, by-laws, and further planning for the joint meeting with the Ontario Section. An attempt will be made to get a picture of the Board working at that meeting for publication in the MICHIGANITE. (Ed. Note: Not done.) It was determined that we would invite Art Gibbon, chairman of the 1974 National Convention to attend our April Board meeting to review the status of the Annual Meeting planning.

AND 44TH MEETING IN DETROIT 'WE'LL BE GONNA SCORE IN '74'

President Folkers, and Vice President Smith met with our new Technical Chairman for both Michigan Section and the District, Tappan Data, to work on content of the Technical Sessions and possibly research projects for the Michigan Section. A few changes were made to the list of commit-tees for the Michigan Section. A corrected list of the committee personnel is attached.

President Folkers announced that he is working on the activation of student chapters at all of the area universities and wishes to encourage members of the Michigan Section to participate as advisors to the student chapters. Howard Cool is to send a letter to Dick Blotz setting forth billing rates for the MICHIGANITE for the advertisements and professional cards.

Discussion was held on the MICHIGANITE and the desire of the Board to make publication dates firm. The editor is not to wait for articles which have not been received by him in time for publication. All members of the Section are encouraged to get articles in to the editor sufficiently in advance of the publication date so that he has no problems in getting the MICHIGANITE out in time.

Discussion was held on encouraging the expansion of the distribution of the MICHIGANITE to other potential readers around the state. The publications committee has worked up a list of potential recipients which Roger Smith is to forward to Dick Blotz for adding addresses so that it can be transferred then to the secretary for the actual mailing of the paper.

The meeting was adjourned at 11:35 A.M. Respectfully submitted, Stanley D. Cool, Secretary

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MICHIGAN SECTION
INSTITUTE OF TRAFFIC ENGINEERS

Section Vice President Promoted
Roger J. Smith, current Vice President of the Michigan Section of the Institute of Traffic Engineers, has recently been promoted by the City of Southfield to the dual role of City Traffic Engineer and Deputy Director of Public Services. In this new capacity, Roger will act in a supporting position for the Director of Public Services in matters pertaining to highways, water services, sewers, gravity, motor pool activities and all general engineering matters in addition to his duties as City Traffic Engineer.

Presidents Column - ITE
We are in the process of reviewing our constitution and bylaws; in fact, a special session of the Executive Board was convened on Thursday, March 22, to review these important items. The Michigan Section holds Chapter #3 with the D.C. Section holding #1 and the New York Metro Section #2. Even though we are #3, I think we may be able to do a little better in these.

It was very gratifying to see so many people at Al Malo's retirement party, Ken Layer and Ray Mansfield, from National Headquarters were among those present. Ken presented Al with a resolution from the Board of Direction. The following day they met with Art Gibbon to review the hotel account for the 1974 Convention in Detroit.

As you are aware, the meeting date is October 21-23, at the Sheraton-Cadillac in Detroit. We should be promoting attendance as much as possible. If you wish to serve on a committee, contact Art Gibbon of the Automobile Club of Michigan.

We had an opportunity to discuss some business with Ken too. We should be getting new membership forms in the next couple of months, so we can start our own membership drive. If you know of any qualified people, get them involved by either giving them an Affiliate Membership blank or letting Bill Lebel, the Membership Chairman, and his committee men, Leigh Chittick and William White know they can send the information to the prospective member.

A petition campaign to reduce the recent increase in gasoline tax from 7c to 14c appears to be moving along too well. We should be fighting this, as it will not affect the buying of students issue one way or the other. Yet when the taxation takes place, the transit proponents will still get 1/2 of the 7c rather than the 9c, and highway interests will get less than we did before. So if you have the opportunity to talk on this subject, avoid not signing the petitions. The discontent on collection as soon as collection takes place means that there will be no assurance of 7c collected. We are after the November General Election in 1974. As part of the Transportation package, bike routes are another consideration for usage of the public right-of-way. Although cyclists are covered under the Michigan Vehicle Code, the specifications for bike routes have not been established. Possibly, we should have something on this subject for our December technical meeting.

MICHIGANITE
OFFICIAL PUBLICATION
VOLUME 8 NUMBER 2
MAY (SPRING) 1973

MICHIGAN SECTION
INSTITUTE OF TRAFFIC ENGINEERS

43RD ANNUAL ITE MEETING
RADISSON HOTEL, MINNEAPOLIS
AUGUST 19-24

Date
April 26-27
May
June 24, 23, 24
July 8
August 16-23
September 13
October 10-11-12
November 8
December 6

Location
La Crosse
Tedi, Cool, Joint Meeting with Southwest Ontario Region
43rd Annual Meeting
District 3 Meeting at
Minneapolis, Minnesota
Grand Rapids
District 3 Technical Conf.
Toledo, Ohio
Saginaw
Saginaw

Host
R. Smith
R. Folkers
W. Sutherland
A. Richardson
Bliss
R. Puflik
R. Smrokowsky
C. Simmons
M. Jones
P. Riley
T. Freiberg

MICHIGAN SECTION — 1973 REVISED MEETING SCHEDULE

10
ITE PRESIDENT ON THE MOVE
Washington, D.C. — President William R. McGrath will participate in more District and Section meetings of the Institute of Traffic Engineers during 1973 than any President in the past decade.

In announcing Mr. McGrath’s schedule, Kenneth H. Lauer, Executive Director of the Institute noted that his schedule of visits to Districts and Sections during 1973 will be one of the most ambitious in his nearly three years as the Institute’s chief executive.

Mr. McGrath attended the organizational meeting of the Institute’s largest District memberwise (District 6), in San Diego, California March 6, 1973, where the new Constitution, which became effective January 1, all Districts (there are eight throughout the world) will handle many activities formally performed by the International Headquarters, including the admission and transfer in grade of applicants for membership.

This transfer of responsibility from Headquarters to the Districts represents a very basic change in the organization’s philosophy.

Following the San Diego meeting, Mr. McGrath got with the New England Section in Boston, Mass., March 27. April 2, Mr. McGrath and Mr. Lauer attended the District 5 Board of Direction meeting in New Orleans, La., District 5 is the second largest District in population. It is made up of 11 states from the borders of Texas to Florida and Virginia.

April 4, 5 and 6, Mr. McGrath represented the Institute at the Annual Meeting of the American Road Builders Association, Mr. Dan Hanson, Executive Vice President of the ARBA, is a Fellow of ITE.

April 29 through May 2, President McGrath will preside over the spring meeting of the ITE Board of Director in French Lick, Ind. The Board is composed of 45 members. Eleven directors represent the eight Districts of the Institute; one from the Associated Organization Division; plus the President and two Vice-Presidents. The Board meets three times each year. Their organizational meeting is held in Washington, D.C. in January; the spring meeting is held in various parts of the country; and the third meeting is during the Annual Meeting in early fall.

May 9 President McGrath and Executive Director Lauer will attend the Annual Meeting of District 1 in Worcester, Mass. District 1 is composed of the New England states, New York and the norther part of New Jersey. Over 750 ITE members reside in this District alone.

June 22-24 both men will travel to Angola, (Pokagon) Indians to attend the District 3 meeting. This meeting will attract in excess of 200 members and their families.

July 15-18 District 6, will hold its annual meeting with an estimated attendance of 450 members and wives in Las Vegas. Mr. McGrath and Mr. Lauer will attend and will make major contributions to this meeting.

August 18-25 Mr. McGrath will preside over the 43rd Annual Meeting of the ITE at the Radisson Hotel in Minneapolis, Minn. The four day affair will see 65 papers presented on subjects ranging from the demand for staggered work hours to preferential lanes for special traffic and comput traffic and parking problems.

The advanced planning for this meeting indicates that it will be one of the best ever in the history of the Institute. The Local Arrangements Committee is preparing for well over 1,000 participants.

October 10 President McGrath will meet with District 7 in Halifax, Canada, District 7 is made up of all Canada and has over 300 members from coast to coast.

October 11, Mr. McGrath will be the featured speaker during the Annual Meeting of District 3 in Toledo, Ohio.

SECTION TECHNICAL ACTIVITIES
Chairman — Tedon D. Humes
Gerald Holmes
Alan Richardson
William Miller
Elliot Atchison
Bill Savage

HOSPITALITY
Chairman — Richard Laugh
Jerry Carser
Hart History

PAST PRESIDENTS COMMITTEE
Chairman — John Gray
Don Duls
Stanford P. Gross

IMA LIASON REPRESENTATIVE — Robert Hartwell

ESE REPRESENTATIVE — Charles Michaelsen

ENGINEERS CONVOCATION REP. — J. Neve

1974 ANNUAL ITE MEETING (National Appointment)
Chairman - Art Gibson
A. Malo
Robert Larson

LADIES NIGHT MEETING MINUTES
March 2, 1973

On Friday, March 2, 1973, 30 members and ladies joined together at the Holiday Inn of Southfield. After enjoying a social hour, the program, ‘Structural Engineer—Thomas Frommeyer, Associate Engineer of Southfield’s Social Services Department, was introduced. Tom led a lively and participatory discussion of parent effectiveness. The basic thrust of the presentation was to demonstrate that with children (as well as with others), communications is extremely important in achieving proper response. Twelve roadblocks to communication were discussed and these include the following:

1. Directing, Ordering, Commanding
2. Warning, Threatening, Premising
3. Moralizing, Preaching, Shoulds & Oughts
4. Advising, Recommending, Sending Solutions or Information
5. Teaching, Lecturing, Persuading with Logic
6. Questioning, Segmenting, Disagreement, Blaming
7. Praising, Agreeing, Evaluating Positively
8. Name-Calling, Labeling, Sterotyping
9. Interpreting, Analyzing, Diagnosing
10. Reassuring, Sympathizing, Supporting
11. Poking, Questioning, Interrogating
12. Withdrawing, Bashing, Sarcast, Humoring

He indicated that if these roadblocks were used immediately in response to a given solution, further communication with the child may be cut off or a poor reaction may result.

Mr. Frommeyer’s presentation involved each of those present and the group walked through the set of communication roadblocks and pointed out specific problems and possible remedies. After the program was finished, all remained another hour in a general group discussion of the concepts and questions raised by the speaker.

Respectfully submitted,
Robert James Smith
Acting Secretary

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9 2
1973 COMMITTEE APPOINTMENTS

**NOMINATING**
Chairman: Pat Walder
Earlne Elliott
John Robbins

**PROGRAM**
Chairman: Roger J. Smith
Co-Host of Meeting

**LEGISLATIVE (By-Laws and Resolutions)**
Chairman: James Neve
Maurice Wittveeen
Gordon Melvin

**PUBLIC RELATIONS**
Chairman: William L. Taylor
Joe Harris
William Savage
Frank Rohn

**MEMBERSHIP**
Chairman: Bill Bebel
Winston Myrtle
Leigh A. Chizerek

**EDUCATION AND PROFESSIONAL DEVELOPMENT**
Chairman: Smith Bushnell
William Taylor
Frank DeRose
Adrian Koert

**UNIFORM TRAFFIC CONTROL DEVICES**
Chairman: Jere Meredith
Walden Burton
Harold H. Cooper
Bob Wellington
Stefan F. Gross

**TRAFFIC SAFETY**
Chairman: Max R. Hoffoss
Chuck Malcolm
Bruce Madson
Gordon Scheible
Noel Ruff
Richard Kruma

**ENGINEERING REGISTRATION**
Chairman: Frank Beach
David Bacon
Les Akey
Charles Michaelski

**TRAVEL ARRANGEMENTS - ANNUAL MEETING**
Chairman: David C. Bacon
Archie C. Gibson

**PUBLICATIONS, Editorial Board**
Chairman: William Sutherland
Roger J. Smith
Paul J. Riley
Howard Cox

**TRAFFIC PRODUCTS EVALUATION**
Chairman: Joseph Hoberg
Don Orme
Jean Clinton
Robert Carroll

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JANUARY SECTION MEETING

Fifty-seven persons attended the Jackson Meeting held on January 17, 1973. The meeting began at approximately 8 PM with the members and guests rising and introducing themselves. Mr. Blotz, who chaired the meeting, thanked those in attendance and explained to the members present the absence of the President, Vice President and Secretary of the AAMSA.

The Treasurer's report for December, 1972, was given showing a balance of $1,229.46 in the treasury. It was moved and seconded that the Treasurer's report be accepted. The members were informed that the minutes of the January Board Meeting would be given at a later date.

Mr. Neve introduced the program for the evening which was put on by Mr. Lester Akey and Mr. Gerald Holberg of the Oakland County Road Commission. Their topics of discussion was signing, geometrics and signalization of odd numbered lanes.

Mr. Holberg first discussed a series of slides showing the signing, both overhead and roadside, for "Center Lane for Left Turn Only." Also reviewed was lane assignment signing. A short discussion followed concerning four-lane flares at intersections versus three-lane flares and the use of a case sign at signalized intersections with the legend "Center Lane for Left Turn Only." The geometrics showing the radii and flares for those intersections, as well as pavement marking on the approach lanes, were also discussed as they are used in Oakland County.

Mr. Akey presented a series of slides concerning low-level signals and pedestrian signals. The left-turn operation at Ten Mile Road and Southfield Road was also discussed and a short history of the intersection from normal signal operation to the present signal function was reviewed. A number of questions were raised and a very informative discussion followed.

There was much interest shown by the audience in this type of presentation.

After the presentation was completed, a drawing was held and thanks were given to Pat for the fine selection of gifts. Announcements were made that due to the large size of the Michigan Section are now being collected and Mr. Blotz would be available after the meeting. It was also mentioned that Mr. Marino is the new Director of the Department of Streets and Traffic and the Board will prepare a presentation to be given to Mr. Marino.

Thanks were again given to Jim Neve and Pat Walder for hosting an enjoyable meeting.

Respectfully submitted,
Paul J. Riley
Acting Secretary

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ONE OF THE WORLD'S LARGEST PAINTERS

The newest addition to Michigan's Department of State Highway's fleet of pavement marking machines, shown here, is one of the largest paint spraying machines ever built and went into service with the advent of pavement marking season this spring. For contrast the hand strips is shown in foreground.

The machine measures approximately 11 ft. high, 5 ft. wide and 40 ft. long. When fully loaded the unit weighs approximately 44,000 pounds as compared to 27,000 pounds of the previous machines.

The machine was built by the Primo Universal Corporation according to specifications developed and supplied by the Michigan Department of State highways.

The machine is designed to apply three colors of paint - white, yellow and black - of either the regular or fast drying traffic paint. In addition, it carries 2000 pounds of glass beads for reflectorizing the paint lines.

The machine is designed to provide maximum production to the pavement marking operations. Its principle features are: 1) Use of fast drying traffic paint, 2) Large capacity, 3) Fast operating speeds, and 4) Application of dual lines. The machine is capable of putting down 80 miles of lines before refilling.

The machine will go into operation in urban areas, on multilane roads and on freeways as soon as weather conditions permit.

J. E. Hoblitt
Traffic Services Engineer

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HIGHWAY DEPARTMENT FLOATS A ROAD

Lansing - Polystyrene foam, the lightweight material used for insulation, packaging, Christmas decorations and a variety of other products, now forms the road-base of a Michigan highway.

Planks of material known commercially as Styrofoam, were hauled together to form a base up to five feet thick on the approaches of a recently constructed Chipewa County bridge in the eastern Upper Peninsula.

Dow Chemical Co. of Midland, the manufacturer, said this layer of Styrofoam have been laid in roadbeds in various states as insulation against frost. Never before, however, has it been used for the base of the road itself.

Engineers in the Department of State Highways say use of Styrofoam as a lightweight roadbase opens up the possibility of new methods of construction over mud, peat and swampy areas, prevalent in Michigan.

Chipewa County, in particular, is a roadbuilder's nightmare. What appears to be solid ground is in reality a thick crust over a vast sea of wet clay with the consistency of toothpaste, and loads of flashing equipment and materials can literally sink out of sight unless "floated" on mats of wood or logs.

The first project using Styrofoam was at the site of a new bridge carrying Riverside Drive over the Big Manistique River northeast of Pickford. When the wet clay at the site had little lateral holding strength, the old bridge was anchored to nearby trees to stabilize the river against ice action in early spring.

Buoyancy of the Styrofoam will offset the weight of the pavement, reducing to a minimum the pressure on the unstable clay underlying the road.

Use of the material was proposed after Caspian Construction Co. of Caspian began construction early this year of a new bridge, under a $172,905 contract.

On January 24, 1973, the unit installed on Big Beaver Road was struck by an automobile traveling east on Big Beaver. The driver suffered minor injuries and the vehicle was disabled. Damage to the unit consisted of two punctured cells and a torn protective belt which were repaired within 24 hours. Had the crash barrier been present, the vehicle would have struck the concrete pier causing more severe injuries to the driver and greater damage to the vehicle.

The Road Commission is quite confident that the hydraulic devices perform well in reducing damage and injuries to impacting vehicles and their occupants, and plans to expand usage of the units at other similar locations in the County.

LODGE AND FORD GET SAFETY BARRIER

Lansing - Construction of concrete median barriers along the entire length of the Edsel Ford and John Lodge Freeways in Detroit has been authorized by the State Highway Commissioner.

The commission also approved removal of lighting fixtures from the outside edge of the freeway shoulders and installation of new double-armed fixtures on top of the new median barriers.

The two measures are the first major step in extensive upgrading of Michigan's two busiest freeways, which will take place over the next 3 years, the Commission said.

The freeways were built mostly in the 1940's and 1950's and are two of the oldest in the state.

Work on a section of the Ford Freeway from Miller Road in Dearborn east to Warren Avenue in Detroit is scheduled to begin this spring. Additional contracts will be let next year, the Commission said.

Cost of the median and light fixture work along the 30 miles of the two freeways is estimated at $14.7 million.

Concrete barriers have proved safer than metal guardrails in areas where freeway medians are narrow. The sloping, generally convex shape tamps errant vehicles back into the proper travel lane rather than permitting them to jump the barrier into the path of on-coming traffic.

Light poles on the median barriers are much less likely to be hit by vehicles than those installed near the outside shoulders at ground level.

"The new barriers and light fixtures will definitely cut down on the number of traffic accidents and injuries on these two freeways, and this is the important thing," said Commission Chairman E. V. Erickson.

"Experience with these devices on other freeways, such as the new Jeffries in Detroit, also shows they reduce accident occurrence," Erickson said. "Damaged guardrails and knocked-down light poles not only are expensive to repair but are ugly to look at."

Work on the Ford (I-94) will extend from Miller Road east and north to the I-696 east in Hamer Woods. Improvements on Lodge Freeway (US-10) will extend from US-23 (Fort Street) north and west to I-94 (Southfield Freeway).
EXECUTIVE BOARD MEETING MINUTES
April 19, 1973

Members present:  
R. J. Smith  
A. Gibson  
J. Neve  
S. Cool  
R. Folkers  
P. Riley  
R. Blott  
W. LaBelle  
H. Cox

Meeting was called to order at 9:15 A.M. by President Folkers. Mr. Arthur Gibson, Chairman of the 1974 Annual Meeting reviewed the status of planning for that meeting which will be held in Detroit. John Robbins is the chairman of the technical part of the Convention. Executive Board members are encouraged to give suggestions by April 26 (for additional speakers, etc. to John). The technical program for the Convention will be discussed at the National I.T.E. Board Meeting next week in Indiana. General Chairman of the Convention is Mr. Gibson. Assistant Chairman for Technical Affairs is Bob Larson. Assistant Chairman for Administrative Affairs is Alger Malo.

Jim Neve reviewed the draft of the By-Laws for the Michigan Section and the Board and Jim together re-worked the draft and a copy of the draft as approved now by the Executive Board has been mailed to the members.

The minutes of the Ladies Night held March 2, 1973, were approved as were the minutes of March 22, 1973, Board Meeting. The Treasurer's report with a balance of $1,534.22 in the various section funds was approved.

Plans for the April 26, 27, Michigan-Ontario Meeting were reviewed.

The following expense accounts were approved:
- R. Blott  
- H. Cox  
- J. Neve  
- S. Cool
R. Blott  stamps  $ 0.60
H. Cox  photographic  20.00
J. Neve  Engineers Conf.  7.00
S. Cool  meeting notices  10.40

Membership application of A. Robert Briere; 3108 Audubon St.; Kalamazoo, Michigan 49008, was accepted.

Discussion was held on the MICHIGANITE advertising and professional cards. Letters have been sent to additional potential advertisers seeking further advertisement. Information from our District Director was passed out for perusal by the Board members.

CONSULTANTS MAKE ZOO’S WHO

Lansing – A Southfield consulting firm will devise a new internal parking and traffic movement plan for the Detroit Zoo, the State Highway Commission announced today.

The State Administrative Board approved a $77,296 agreement April 17 between the Commission and Reid, Cool & Michalski, Inc.

The firm will devise a plan to minimize disruption to auto and pedestrian traffic caused by construction of Interstate 696 Freeway along 10 Mile Road adjacent to Huntington Woods and Royal Oak.

About one acre of zoo property at entrance in southeast corner of the zoo will be purchased for freeway construction. This will require new parking arrangement and pedestrian and vehicular zoo access traffic patterns, especially as they relate to the freeway.

Freeway construction in the area is scheduled to begin late in 1976.

The new zoo traffic plan is scheduled for completion by next November. Federal aid will provide $69,566 of the cost and state highway funds $7,730.

It was announced that Reid, Cool & Michalski, Inc. are moving to 29623 Northwestern Highway, Southfield. The Executive Board meetings will continue to be held in the Reid, Cool & Michalski conference room. Their new office is located on Northwestern Highway between 12 Mile and Inkster Road on the west side of the street. Their new phone number is 356-3515.

The meeting was adjourned at 11:30 A.M.

Respectfully submitted,
Stanley D. Cool

DISTRICT THREE NEWS
May 3, 1973

To:  District Board and Alternates
From:  C. E. Riser, District 3 Director
Subject: Synopsis of ITE Board of Direction Meeting  
April 30 and May 1, 1973

Following are the highlights contained in a brief synopsis of the subject meeting. I would be happy to expand on any item you may desire.

1. Approved new “Membership Admission and Transfer Requirements” Board policy.
2. Approved new “Fees” Board policy.
3. Referred to Constitutional Amendments Committee matter of transfer of Affiliates to other grades of membership.
4. Left to Board discretion the question of non-engineers’ transfer requirements to grade of Fellow.
5. Memorized new membership requirements which have been sent to the District Membership Committee.
6. In 1072, income exceeded expenses by $207.50.
7. All money borrowed from Fee Fund has been returned (Balance $70,848.55).
8. President McGrath is continuing District and Section visits. He will be at Angola and, hopefully, Toledo.
9. Name change:
   a. Straw vote of membership to be taken soon on following names:
      (1) International Institute of Transportation and Traffic Engineering (IITTE)
      (2) Institute of Transportation and Traffic Engineering (ITTE)
      (3) International Transportation Engineers (ITE)
      (4) International Transportation Institute (ITI)
      (5) Institute of Traffic Engineers (ITE)
   b. If “Institute of Traffic Engineers” receives less than 40% of straw vote, a proposed constitutional amendment will be drawn incorporating name other than “Institute of Traffic Engineers” for presentation to 1973 Annual Business Meeting and for balloting thereafter.

10. 1974 Nominees: For President – Larry Donivan
     For Vice President – Harold Michael
11. I.T.E. will not take a stand on the Freeway thru Overton Park (Memphis, Tenn.) which has been deleted by the Secretary of Transportation.
12. Equal Opportunities Committee has begun work. Article may appear in T.E. magazine and workshop may be scheduled at Annual Meeting.
13. Bill Sacks was appointed Chairman of Safety Study Committee which is involved in revisions to Highway Safety Act. Bill is an Ohio Section member.
14. Historic Committee plans to interview on tape long time Traffic Engineers so that their recollections will be held for posterity.
15. AOD recommended a permanent Research Committee.
16. Committee-appointed to study feasibility of training Traffic Technicians. Proposal of Roy Jorgensen and Associates for preparing a “Self-taught” program appears to me to be potentially financially disastrous for ITE. Committee also to study an Operations Seminar.

17. Career booklet is to be updated.

18. ITE Uniformity Committee to be appointed by President McGrath. Members hopefully will also be appointed to the National Advisory Committee.

19. Proposal for the Transportation Handbook was referred back to Director Campbell for revision following Board and Technical Council review.

20. A new membership master file has been created at Headquarters for control purposes. All known membership applications are now being reviewed by appropriate persons or committees. Membership problems believed solved. (Comment: Seeing is believing).

21. Ms. Barbara Moskowitz has resigned. Mr. Ed Jacoby is new Director of Publications.


23. Four, 1973 Fellowships were given, none in District 3.
24. Agreed to co-operate with ASCE in their special conference on Environmental Engineering.

25. President McGrath presented his six point, “Program for the Future”:
   (1) Technicians’ Training Program
   (2) Skills and Interest Survey
   (3) Job Placement Program
   (4) Legislative Study Committee
   (5) Operational Seminar
   (6) Uniformity Committee

Cost: $43,000 needed in 1974, $81,000 needed in 1975.

To finance, a vote of membership to increase dues to the following level:

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Proposal was deferred with the idea of holding a new “goals” conference patterned after “con-con,” probably in October. If new programs result from the “goals” conference, dues increase would be necessary to finance them. I am opposed to a substantial dues increase and recorded my vote accordingly. The majority of the Board was not so inclined. I am deeply disturbed by this proposal and have or intend to discuss the matter with each District Board member. Your advice is sought.


27. Annual Meeting planning (1973 in Minneapolis, 1974 in Detroit and 1975 in Seattle) is proceeding on schedule.

28. The 1973 Annual Meeting Hotel will be the Regency-Hyatt House in Atlanta.

29. RTOR legislation in New York is on the Governor’s desk for signature. RTOR legislation has passed in Indiana, without signs, and will be effective July 1, 1974.

30. Mr. Stewart Fisher is the 1973 Resolutions Committee Chairman.

31. The 1979 Annual Meeting will be in District 7 (Canada) and a site selection committee has been established.

32. District 6 may have more than one Section (Western Section) soon.

33. The State of California is establishing registration for Professional Traffic Engineers.


35. To be published in T.E. Magazine: “Tentative Recommended Practice for Selection and Placement of Lighting Poles”

36. The Technical Council is reviewing all publications to keep, revise or discontinue.

37. Technical Council has established a “Bikeways” Committee.


If you have any questions on any of the above, I would be happy to discuss them with you.

C. E. Riser, Director
District 3

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Ten Easy Ways to Detect a Drunk Driver:
Benchley’s Methods Predate Breathalyzer

The late humorist Robert Benchley had an unorthodox way of looking at almost anything, and some of his methods of detecting a drunk driver may have more than a grain in truth in them. Regardless of their veracity, they are certainly amusing and worth sharing, and we quote some of them here:

One of the measures suggested to aid in the reduction of the number of automobile accidents is the prohibition of gasoline sales to intoxicated drivers. Another good way would be the prohibition of liquor sales to intoxicated drivers.

The trouble with the gas prohibition is that the gas-station man is to be the judge of who is intoxicated and who isn’t. Short of marrying the driver, how is he going to tell?

How is he going to spot one of those dignified drunks, who pull themselves up to their full height and scowl just before they fall over on their faces? And what about the frolicsome teetotaler who is merely full of animal spirits? (Maybe he shouldn’t be sold gas anyway.)

For the aid of the gas-station boys we might list a few infallible symptoms of intoxication in drivers:

1. When the driver is sitting with his head against the instrument board and his feet on the driver’s seat.
2. When the person sitting next to the driver gets out at the gas station and says he thinks he’ll take a bus the rest of the way.
3. When the people in the back seat are crouched down on the floor with their arms over their heads.
4. When the driver points to the gas tank and says: “A pound of liver, please.”
5. When the driver is in fancy dress with a paper whistle in his mouth which he is blowing constantly.
6. If the driver insists that the gas-station man take the driver’s seat while he (the driver) fills the tank, first exchanging hats.
7. When the driver goes into the rest room and doesn’t come out.
8. When there is a clothesline full of washing draped over the radiator hood.
9. When the driver is alone and is stark naked.
10. When there is no driver at all.