

A striking display at the 44th Annual Meeting. Michiganite editor Howard Cox (left) and Richard Folkers, of the Oakland County Road Commission's Traffic Engineering Department, view the display of vandalism and services by the citizens and for the citizens. The waste depicted in the picture also could cause serious injury or death.

#### MICHIGAN SECTION - 1975 MEETING SCHEDULE

Date	Location	Hosts
March 7 (Fri.) Ladies Night	Ann Arbor	Tom Urbanik/Jerry Carrier
April 17 (Thurs. afternoon) Technical Session	Jackson	Pat Walder/Jim Neve
May 22 (Thurs.) Golf Outing	Detroit (Warren Valley)	Herb Crane
July 13 (Sun.) Potluck Picnic	Grand Ledge	Bill Lebel/Lingeman
August 17-21 Annual Meeting	Seattle, Washington	
September 11 (Thurs.)	Pontiac	Gerald Holmberg
October 23-24 (Thurs. & Fri.) District 111 Technical Meeting	Ann Arbor	Brad Barr/John Robbins
December 4 (Thurs.) Technical Session Annual Meeting	Southeast Michigan	Dave Litvin/John Gray

# MICHIGANITE

Official Publication  
Michigan Section

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Detroit, Michigan 48226

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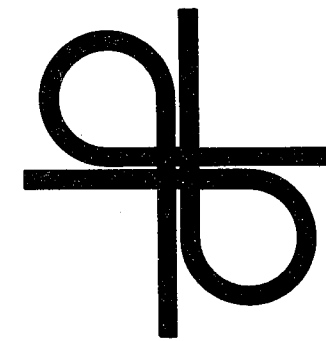
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# MICHIGANITE

OFFICIAL PUBLICATION

VOLUME 10 NUMBER 1

WINTER 1975

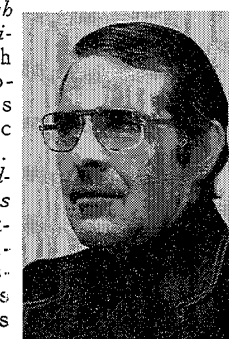


## MICHIGAN SECTION INSTITUTE OF TRAFFIC ENGINEERS

### PRESIDENT'S COLUMN

Your section board of director's are considering goals for the year. As your president I will be submitting the following for consideration by the Board.

1. Maintain high standard of technical content for each section meeting program (except Ladies Night, the picnic and the golf outing).
2. Encourage advance reservations for all section meetings. It is impossible to make satisfactory arrangements for both facilities and food if you do not cooperate in this regard. Our hosts must advise the restaurant of the number of persons attending several days prior to the meeting. If the host guesses too high we must pay for meals not served. If he guesses too low there may not be enough food or places set. For our January meeting in Lansing there were only 48 reservations yet 72 persons came. As a result additional tables had to be set up and the meat cut thinner in order to feed everyone. WE WANT YOU TO COME BUT WE NEED TO KNOW THAT YOU ARE COMING!



2. Work toward an increase in section membership through contact with all persons eligible for both regular and affiliate membership.
4. Encourage all eligible to upgrade their ITE membership grade. Also encourage eligible members to apply for ITE membership.
5. Encourage greater participation by Michigan Section members in national ITE technical committee work.
6. Undertake a meaningful section technical project.
7. Encourage greater contribution of news-worthy items to the MICHIGANITE by the membership so that we all may benefit from each other's experience. (Ed. Note: Amen!)
8. Increase the educational opportunities of the membership through sponsorship and participation in seminars.
9. Provide increase dialogue between section and student members through participation in student chapter activities.
10. Work toward greater public awareness of the Traffic and Transportation Engineering Profession.

Your input in this goal setting process is encouraged. Please communicate your thoughts to me or one of the other section officers as soon as possible.

I look forward to serving you and welcome your suggestions both now and throughout 1975.

Stanley D. Cool  
President

### SECTION MEMBERS PRESENT BOTH SIDES

#### OF "RIGHT-TURN-ON-RED" CONTROVERSY

The 1970 National Manual on Uniform Traffic Control Devices provides for right turns against the red at signalized intersections where permitted by appropriate signing. Many states, however, have adopted legislation permitting the turn everywhere except where prohibited by a sign. (So called "basic law" approach) At the present time, right turns on red (RTOR) in Michigan are allowed only in the presence of a flashing red arrow. Legislation has been introduced in the 1975 session to modify the Michigan Vehicle Code to allow a more liberal RTOR policy.

There is significant debate among traffic engineers as to the relative merits of the two methods of implementing RTOR. Each system has its advantages and supporters. Following are two articles in support of the respective philosophies prepared by Bob Pohl and William Lebel, of The Michigan Section. They represent their personal philosophies and do not necessarily reflect the position of their respective employers. We hope that these discussions generate some thought and input by the membership. We urge you to study the advantages and disadvantages of each method and actively support appropriate legislation.

#### The Case For A 'Go Slow' RTOR Policy by William Lebel

A significant body of traffic engineers support legislation allowing right turns against the red at signalized intersections only where permitted by a sign.

Many engineers believe that allowing right turns against the red must be preceded by a careful analysis of traffic and pedestrian volumes and the geometric characteristics of each intersection.

In general, it is our position that the movement should only be allowed where a designated right-turn lane exists or where the right-turn volume is of such a magnitude as to justify exclusive use of the right-hand lane.

Experience at locations in Michigan where right turns have been permitted from a through lane, in the presence of a flashing red arrow, indicates that through traffic avoids use of the right-through lane, resulting in greater congestion in the remaining inside through lane.

In addition, allowing this movement does generate a right-angle accident potential and a vehicular - pedestrian conflict. We can cite at least one example in Michigan where a flashing right-turn red arrow was removed as a result of a right-angle accident pattern and one example where a child

was struck and killed at a location where right turns were allowed against the red.

Implementing the "basic law" RTOR could result in patterns of right-angle collisions at many intersections before traffic engineers are aware of them or have the opportunity to review them and take appropriate action. This is particularly true on the state trunkline system which encompasses literally thousands of intersections.

Although it has been alleged that the basic law approach would result in an energy savings due to a decrease in vehicular delays, no detailed, significant substantiation of this fact is available to the best of my knowledge.

There are presently some studies, nationally, attempting to evaluate the effect on delays, as well as on accident experience, of right-turn-on-red laws. Until evidence indicates to the contrary, we should support legislation permitting RTOR only in the presence of a sign.

In the interests of national conformity, the Department of State Highways and Transportation will recommend that use of the flashing right-turn red arrow be discontinued in Michigan.

If the more conservative RTOR legislation is implemented, all agencies should, as a matter of practice, study all locations after a suitable period of operation to determine if any problems have developed. This data would then be used to determine if the more liberal right-turn-on-red law should be considered.

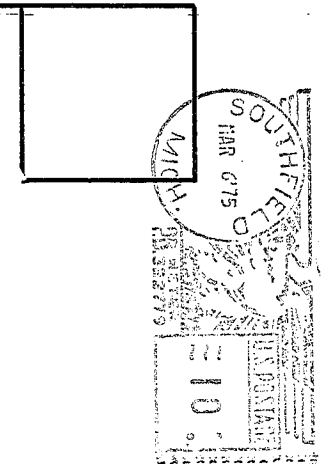
Initially, assuming that the philosophy of relatively discreet application of right turns on red prevails, the cost of implementing a bill permitting turns only where allowed by a sign is considerably less than would be incurred if the "basic law" legislation were implemented.

If at some future date right turns on red are common to a majority of intersections, I would, of course, be in favor of the "basic law" legislation.

#### One Good Turn Deserves Another by Robert Pohl

The majority of states across the country have a more liberal right-turn-on-red law than does Michigan (36 as of mid-1974). In this respect, any liberalization would be an improvement. Many of us, however, believe that the so called "basic law"

(Continued on Page Two)



**Section Members Present Both Sides  
of "Right-Turn-On-Red" Controversy**

(Continued From Page One)

RTOR is superior in many respects to the more conservative approach advocated by some traffic engineers.

This matter was discussed in some detail by the AASHTO Operating Subcommittee on Traffic Engineering at their 1974 meeting in Louisville, Kentucky. It was the experience of many member states, who have operated under the "basic law" RTOR system for several years, that it is efficient and has caused no significant operational or safety problems.

A recent important consideration in this matter is energy consumption. It is generally acknowledged that allowing the turns wherever possible reduces delays, thus reducing fuel consumption. This, as we all know, is a very important factor in today's economic climate.

The State of Minnesota enacted legislation in 1965 similar to that now proposed by Mr. Lebel in his accompanying remarks. Their reasons for the "go slow" approach remarkably parallel those outlined by Mr. Lebel.

However, in response to a directive from their legislature, the Minnesota Department of State Highways determined that; a) delay reduction was achieved, and b) resulting accident frequencies indicated no serious problems associated with RTOR.

Public acceptance and excellent driver compliance led to the decision to make RTOR universally allowed except where prohibited by appropriate signs.

A study was then initiated attempting to compare the relative merits of the "permissive" RTOR law versus the "basic law" approach. The comparison considered delay, utilization, and violations. Most significantly, they found that average delay savings to right turners was 24% during peak hours and 42% during off-peak hours.

We, who support the "basic law" approach; also recognize the lack of significant data relative to RTOR. There is, however, FHWA research now underway to clarify the advantages and disadvantages of each RTOR philosophy.

Until such time as the results are in, I believe that the "basic law" approach should be pursued, subject to review of intersections where such an operation could be unwarranted.

**NO ROAD RACE IN DETROIT**

The much talked about High Speed Road Race on Detroit's Freeways proposed as an event for the 1975 Freedom Festival will not take place, according to Robert Pisor, Mayor Coleman Young's press secretary, who said: "The fact is we are not going to have a race!" A similar race was held in Pontiac last summer on Wide Track Boulevard with near disastrous results as a car on fire hurtled down the road narrowly missing spectators.

**MICHIGAN SECTION ITE  
1974 ANNUAL TREASURER'S REPORT**

Receipts - Checking Account			
Dues	\$1,165.00		
Michiganite	161.50		
Hospitality Fund	790.00		
Meetings	2,789.50		
Dist. 3 postage	36.50		
1973 Balance	268.33		
Misc.	68.50	\$5,279.33	
Receipts - Savings Account			
1973 Balance	820.82		
Interest	31.65	852.47	
<b>Total Receipts</b>		<b>\$6,131.80</b>	
Expenditures - Checking Account			
ITE Scholarship Fund	\$ 100.00		
ITE Program Development Fund	50.00		
Meetings	2,742.94		
Hospitality Fund	742.80		
Postage, Copying	324.50		
Michiganite	354.00		
ITE Affiliate Membership	340.00		
Misc.	9.72		
Roger Smith (travel expense)	75.00	\$4,738.96	
Expenditures - Savings Account			
National Convention, Detroit	500.00	500.00	
<b>Total Expenditures</b>		<b>\$5,238.96</b>	
<b>Balance as of December 31, 1974</b>		<b>892.84</b>	
Location of Funds			
Savings Account	\$352.47		
Checking Account	540.37	\$ 892.84*	
*Includes \$141.89 in Hospitality Fund.			
Jere E. Meredith Treasurer			

**MICHIGANITE**

Official Publication  
Michigan Section  
of the  
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Prepared by the  
Traffic Safety Association of Detroit

**MICHIGAN SECTION 1975 COMMITTEES**

<b>Membership</b>	<b>Nominating</b>	<b>Technical</b>
Bill Lebel, Chairman	Bob Pohl, Chairman	Alan Richardson; Chairman
Dave Bacon	Bob Larson	Ray Severy
Ken Underwood	Weldon Borton	Harry Taylor
<b>Legislative</b>	<b>Public Relations</b>	<b>Hospitality</b>
Jim Neve, Chairman	Dick Folkers, Chairman	Jere Carrier, Chairman
John Robbins	Paul Riley	Art Gibson
Adrian Koert	Stan Gross	Herb Henry
<b>Traffic Safety</b>	<b>Program</b>	
Chuck Maltese, Chairman	Richard Blost, Chairman	<b>I.M.S.A. Liaison</b>
Max Hoffman	Alan Richardson	Jere Meredith
Lt. Harry Wilson	Meeting Host (s)	

**Right Turn On Red Bill Introduced**

On January 9, House Bill 4057, carrying 76 sponsors, was introduced and referred to the Committee on Public Safety. The bill provides for the basic right-turn-on-red law amending Section 257.612 of the Michigan Vehicle Code as follows:

*Vehicular traffic facing a steady red signal, after stopping before entering the crosswalk on the near side of the intersection or at a limit line when marked or, if none, then before entering the intersection, shall be privileged to make a right turn only, unless prohibited by local ordinance, sign, signal, marking, light or other traffic control device. The vehicular traffic shall yield the right of way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.*

**1974 MEETING - FINAL REPORT**

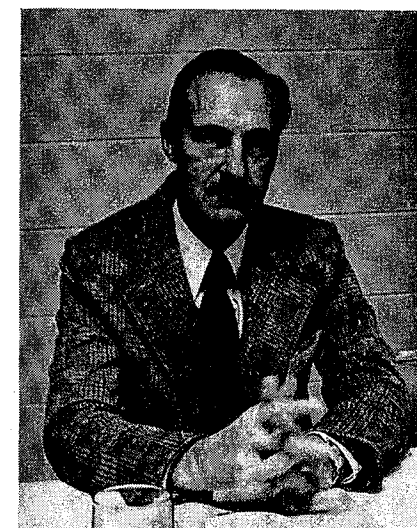
Arthur Gibson, the general chairman of the 44th Annual Meeting, held last September in Detroit, wishes to thank in print all of his chairmen, chairwomen, chairpersons and committee people for the fine work they did for and during the Meeting. Art, who is the manager of Safety and Traffic Engineering, Automobile Club of Michigan; also reports on the excellent co-operation received from the Motor Vehicle Manufacturers Association and the auto industry in providing transportation and special trips and tours for the ITE members and wives. He incidentally, reports that the local arrangements committee turned over \$11,000 to the National ITE - a tidy profit for a depression or stagpression year.

The January meeting of the Michigan Section was held at the Starboard Tack in East Lansing with President Stan Cool presiding. Group shots shows nearly 80 persons in attendance. Standing member is Pete Cupal from Midland whose sad words were that where there's smoke there's fire.

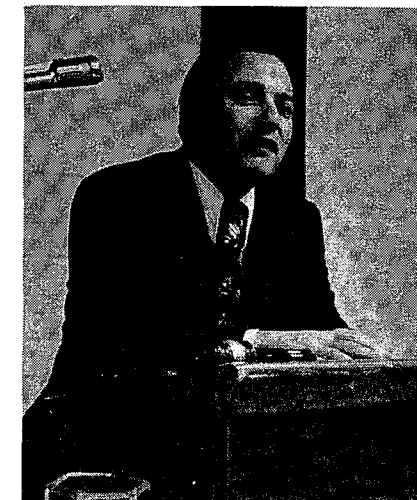


Harry Taylor, Federal Highway Administration, was moderator of the January Meeting Symposium on Government Liability in Traffic Accidents.

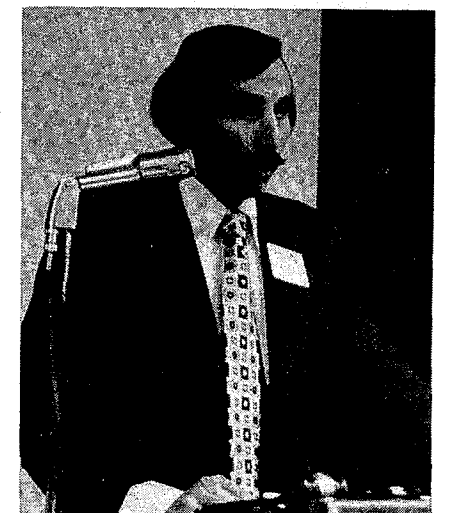
Traffic engineers and other agents of local, county and state governments were put on notice that with the eroding of the doctrine of "Sovereign Immunity", deficiencies and defects in roads and road conditions relating to safety, including design, could result in not only liability for the government agency but for the individual. In short, personal liability for the traffic engineer who fails to correct a defect in an unsafe design or make proper maintenance to keep a road in reasonably safe condition. It no longer is hazardous just to do something wrong, it is dangerous not to act at all. Michigan Section traffic engineers now have plenty of potential headaches not only from the road conditions but in warning their superiors of some established policies which may need revamping or clarification.



Panelist Max Hoffman, Department of State Highways and Transportation, emphasized the need to make the roads safe and also the engineering activities required to prevent accidents.



Panelist John Gray, Macomb County Road Commission Traffic Engineer, delineated maintenance problems in terms of liability and policy and queried the panel on what traffic engineers should do to protect themselves in the future, or, for that matter, right now.



Panelist George Platsis, Assistant Attorney General, "laid it on the line" in reporting to the members on the status of "Sovereign Immunity" and while presenting a full brief on a successful case he still outlined the liability for the government in some recent cases lost and pointed to a potential frightening future.

1975 SHORT COURSE under the direction of Dr. Adrian Koert.

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## DATES AND LOCATIONS

Central Michigan University, Mt. Pleasant, Michigan - University Center - February 10, 11, 17, 18, 24, 25, March 3, 4 (Mondays, Tuesdays)

Calvin College, Grand Rapids, Michigan - Commons Building Board Room - February 12, 13, 19, 20, 26, 27, March 5, 6 (Wednesdays, Thursdays)

Western Michigan University, Kalamazoo, Michigan - Martin Luther King Room, Student Center - March 10, 11, 17, 18, 24, 25, 31 and April 1 (Mondays, Tuesdays)

Eastern Michigan University, Ypsilanti, Michigan - Conference Room, Hoyt Hall - March 12, 13, 19, 20, 26, 27, April 2, 3 (Wednesdays, Thursdays)

Oakland University, Rochester, Michigan - Oakland Center - April 7, 8, 14, 15, 21, 22, 28, 29 (Mondays, Tuesdays)

Detroit, Michigan (Location to be announced) - April 10, 17, 24, May 1 (Thursdays)

## COST

The basic course costs are being paid by a grant from the Office of Highway Safety Planning, Michigan Department of State Police. For this reason there is no charge for tuition or luncheons.

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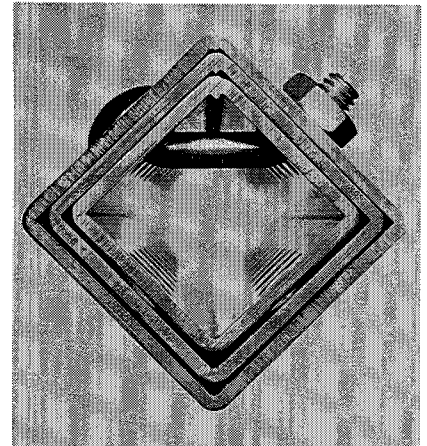
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### DAILY CLASS SESSIONS

8:30	1st Session	Registration	Pre-Test	Mathematics Review	11:45	L U N C H	12:30	Traffic Engineering Studies	Origin-Destination	Speed Regulations	Travel Time	3:45
10:00	2nd Session	Traffic Volumes Studies	Traffic Accident Studies				2:00	Physical Condition Studies	Highway Capacity	Traffic Signals	Problem Solving	3:45
10:15	3rd Session	Highway Capacity					2:15	Traffic Signals	Principles of Street Planning	Highway Safety in the U. S.	Problem Solving	3:45
11:45	4th Session	Traffic Signs and Markings	Traffic Signals				3:45	Problem Solving	Problem Solving	Problem Solving	Problem Solving	4:00
	5th Session	Urban Intersection Control	One-way Streets					Problem Solving	Problem Solving	Problem Solving	Problem Solving	
	6th Session	Parking	Bicycle Routes					Problem Solving	Problem Solving	Problem Solving	Problem Solving	
	7th Session	Geometric Design						Problem Solving	Problem Solving	Problem Solving	Problem Solving	
	8th Session	Schools and Pedestrians						Traffic Engineering Records and Displays	Final Test	Closing		

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## MEETING SYNOPSES

*General Meeting, October 24, 1974, Flint.* Host Jack Wilson provided a unique setting at the *Country Squire*, where 50 members and guests were informed about the on-going Management by Objectives study in Flint. Mr. Larry Grauberger of Roy Jorgensen Associates explained the principals behind this management review concept. Essentially, the concept is a simple one that requires careful budget and work function analysis to determine where manpower and materials are most effectively utilized. He indicated that, in Flint, 21 different objectives had been identified in the Traffic Engineering Division alone. This reporter left the meeting with a whole sheaf of ideas for implementation in our next budget process.

*Technical Session, December 5, 1974, Southfield.* Displaced host Ed Wujcik of Pontiac overcame some tough obstacles at the *Ramada Inn* to produce an interesting Technical Meeting. Dick Beaubien introduced Dave Hoaglund of U.S. EPA, Al Westover of MDSH&T, and Nick Day of Michigan's DNR. A widely varying discussion of current environmental requirements, procedures, and modeling techniques was held. Principal guidelines were outlined for road construction projects for which environmental impact statements will have to be submitted.

Generally, there existed some disbelief that such requirements would be mandatory on many projects, although it was recognized that too little concern has been shown historically for the environmental effects of road construction. This is an area that each ITE member will have to become individually proficient in, as red-tape delays can easily abort needed projects for improperly prepared material.

Pete Cupal and James Robinson of Midland and Ann Arbor, respectively, reviewed their on-going Dial-A-Ride bus system. Both indicated that, as these public transit facilities remain in use, a larger number of converts to this demand-responsive mode are being gained. It appears that, within the smaller communities, these systems have great benefit and, to a receptive audience, operational costs can be met (with a little help from the State and Federal governments). Julian Wolfe, Special Projects, SEMTA, outlined the efforts in Dial-A-Ride in the Detroit area with emphasis on the newly started program in Trenton. SEMTA is initiating more than a dozen of these programs within the region, costs being underwritten at least for the first full year of operation.

A panel moderated by Art Gibson of AAA provided a divergent view of the nation's 55 mph speed limit. James Day of the U-M Highway Safety Research Institute confirmed our suspicions that statistics can be misleading. Basically, for whatever reason, early statistics show that accidents are down about 12%, with accident severity down as much as 35%. Whether these reductions are due to reduced mileage or to the lower limit is still somewhat confusing. Later statistics and analysis may prove more revealing.

First Lieutenant Lawrence Miller of the State Police gave insight to the enforcement of the new lower limit. One basic problem encountered was that point penalties

were not applied to those motorists driving over 55 mph, but lower than 70. Attitude adjustment on the part of the motorists and the officers made initial enforcement difficult, although arrests for speeding for the year were up over 30%.

Mr. John Dooley, President of United Trucking Service, reviewed the truckers' problems with the new law. A majority of trucking equipment on the road today is geared to a speed higher than 55. Truckers, although traditionally limited to lower speeds, have found that the longer trip times which result have caused some economic hardship, and turn-around trips are becoming difficult. Mr. Dooley indicated that the individual owner-driver, as opposed to fleet-managed truckers, are generally a source of problems for the industry.

*Annual Meeting, December 5, 1974, Southfield.* A moment of silence was observed in memory of friends and fellow members of the Michigan Section: J. E. Hobla, Richard Lauver, and Ted Vandertemple. A final call was made for ballots, after which the teller's committee, led by Dick Kuzma, read the names of the 1975 Section officers.

President	Stan Cool
Vice President	Richard Blost
Secretary	Jere Meredith
Treasurer	Gordon Melvin
Director	Tie vote for Harry Taylor and David Merchant

Ed Wujcik was applauded for his efforts in setting up today's arrangements, and out-going President Smith congratulated each Section Member, and particularly Art Gibson, for his role in the 44th Annual Meeting, all-in-all, a very busy year for the Michigan Section.

Immediately following the Annual Meeting, a special Executive Board Meeting was called, in accord with Section by-laws, to resolve the tie vote cast for Director. A secret ballot resulted in the selection of David Merchant as 1975 Director. Harry Taylor will not get off easy, however, as the Board vowed to use his talents to the utmost next year.

*General Meeting, January 16, 1975, East Lansing.* 72 members and guests enjoyed the hospitality of hosts Gordon Melvin and Harry Taylor at the *Starboard Tack*. President Cool called his first meeting of the year to order, announced 1975 Committee Appointments, and, on behalf of the Section, presented out-going President Smith a plaque for his efforts as President in 1974.

Harry Taylor introduced a panel made up of John Gray, MCRC; Max Hoffman, MDSH&T; and George Platsis, Assistant Attorney General. "Government Liability in Traffic Accidents" provided a launching point for an interesting discussion of individual and governmental responsibility. (See picture page.) Of particular note was Mr. Platsis' recommendation that engineers keep track of their decisions on various issues for possible later use in defending law suits. (I wonder where I will get the necessary additional files?) Numerous questions were directed from the floor on this vital subject. All the panelists have a great deal of information and members are invited to contact them directly if further questions arise.

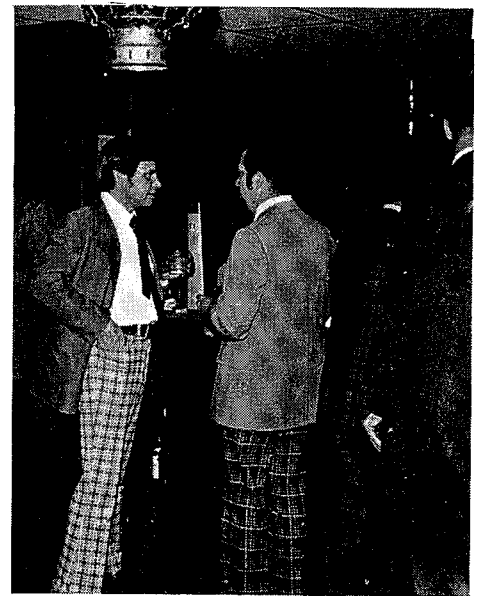
Reporter: Roger Smith, Southfield

## SO YOU WANT TO BE PUBLISHED

For those traffic engineers and others who want to have articles published in *Traffic Engineering*, Bess Balchen, TE Editor has the following suggestions:

- Articles must be the author's or authors' original work, not published or under consideration for publication elsewhere.
- Copy must be concise-TE has space limitations and wants to let as many voices as possible be heard.
- Copy should be typed on one side of 8½ x 11 paper, double spaced.
- Two copies of the manuscript should be sent if possible.
- With typewriter set at about 66 characters per line, one typewritten line will equal two lines of magazine type. With 25 lines per page, there are about four typewritten pages per magazine page, exclusive of art and headlines.
- The following information is needed along with the article:
  - title of paper
  - name of author(s)
  - name of project committee and list of members, if any copies of artwork, if any (please hold originals; including photograph(s) of author(s), until requested)
  - a 40 to 200 word abstract of the article
  - references, if any, giving author, title, whether a book, pamphlet, etc., place issued, by whom, year; if an article, the title, name of publication, page number, volume, year; the title, name of publication, page number, volume, year; if an address, place and time when it was presented.

Manuscripts should be addressed to the editor, *Traffic Engineering*, 1815 North Fort Myer Drive, Suite 905, Arlington, Virginia 22209.



Immediate Past President Roger Smith enjoys a quiet libation with Bill Savage, Michigan Department of State Highways and Transportation, before the evening at *Starboard Tack* went into formal sessions last January. Roger is the Deputy Director of Public Services for the City of Southfield.