TRENDS

There is considerable disagreement as to whether there is a federal interest in continuing the Federal-aid secondary and urban systems. There is considerable controversy about the need for designated categorical safety funding to finance improvements in the control and calibration of the equipment so that the application of the salt will be more effective. The majority of city officials said the benefits outweigh the negative side effects. Many said that they were ready to be more cooperative and enjoined expressed opposition to the use of salt.

By Dave Merchant

PRESIDENT'S COLUMN

This being my last oppor- tunity to communicate with you through the MICHIGANITE, I thought I would review our accom- plishments and disappointments and where I think we should be going in the future.

As a profession, our most significant obstacle is clearly the "killing" up of many state and federal safety program funding sources. As indicated in our last issue, we perhaps should be focusing our efforts towards lower cost projects and activities with the highest "payoff" rather than directing our energies trying to preserve all programs at past levels. However, we must continue to do the necessary job documenting the successes of programs which are successful. We've been too complacent in the past -- legislators will not support programs without objective documentation of their effectiveness. No one will do it for us. We must be aware of this need to work within the political process.

As a section we have been as active in support of the child restraint legislation which takes effect this April. We initiated and staffed public information booths and underwrote the purchase of several which were awarded in conjunction with these activities. In addition, we were active in the effort to convince our legislators that this law should be enacted and we intend to continue to support programs focusing on our major areas of concern in conjunction with these efforts. In addition, we were active in the effort to convince our legislators that this law should be enacted and we intend to continue to support programs focusing on our major areas of concern.

The Section Board has identified the entire activity as our official Section project. Our Technical Projects Committee, headed by Jon Crane, will summarize this project and we will submit it for award consideration to the district and international organization.

We have attempted to expand our meeting schedule, upgrade our technical programs, develop additional activities, include other sections in meetings, and we are still working on the "feedback" we received. Our experimentation has been successful. However, our meetings attendance is not where we would like it to be. I am very concerned that if this trend is not reversed, we will lose the benefit of our programs and we will witness a general deterioration of all of our programs and activities. I view this need for increased participation in the Section activities as our greatest, immediate problem and challenge.

By Howard Cox

NEW SECTION BOARD ELECTED

At the Section Annual Meeting held at the Pontiac Silverdome on November 19, 1982 Board was elected as new In. Robert DeCorte, a traffic engineer for the Automobile Club of Michigan, was elected President. The Vice-President will be the Transportation Engineer from the City of Troy, Richard Kryczka and Key Secretary, the Assistant Director of Public Service for Lansing. The duties of that position will be to continue a project which has been underway in the last year - Child Restraint Project. He will also serve in the Board meetings in an active roll of advisor and chair the Nominating Committee.

The new Board members are Thomas R. Kryczka, Chief Planner for the Office of Highway Safety Planning, Lansing; Robert Lariviere, the position of Director at Large. Lariviere is presently employed by the Michigan Department of Transportation as a Transportation Engineer. He previously chaired the Public Relations Committee. Both Kryczka and Lariviere have been active in section affairs and they bring much experience to their new position on the Board.

Jack V. Hoving retained his position as Affiliate Director. Hoving is presently Traffic Operations Supervisor for the City of Grand Rapids.

THANKS HOWARD!

At our Annual meeting in Pontiac, our Board of Directors presented Howard Cox with a plaque honoring him for serving the Michigan Section in the capacity of editor for the Michiganite for some 13 years. That is a long time, and like a line from a western song goes: "We hadn't had some bad times, and we've had some good times". Howard, you've contributed to the good times and we hope you'll display your plaque in a special spot where you equal to the time we've had in the work you've done for us. Your board, and we're sure the entire membership, gives its wholehearted thanks to you for the fine job you've done.
We have and will continue to work toward upward-graduated and qualified MICHIGANITERS. We have changed our format, which you have probably noticed, in order to hold down costs. Publishing and mailing the MICHIGANIT is a significant expense; but the Board believes that it is an important opportunity to communicate with our total membership. The Board recognizes that many of you may object to receiving the newsletter. If the support from vehicle and other potential advertisers that we look forward to receiving is sufficient, the nominal and continued vitality of the MICHIGANIT is in no doubt.

I would like to thank all those who supported us these past years on the Section board, particularly past and present officers and those who served on committees. What success we have, and will achieve, is absolutely dependent on the willing and active participation of our membership. I look back on my involvement as challenging and satisfying. I encourage you to ask yourself "Am I doing my part to sustain and advance my profession?"

Hey Look Me Over!

Beginning with this issue, the MICHIGANIT will sport a brand new look. Not that anything was wrong with the old look, but it just seemed like a good time to make a change.

With Howard Cox retiring as MICHIGANIT Editor, we were forced to find a new printer. The one we selected made several suggestions based on our request for a quality, inexpensive and timely newsletter. Some of the suggestions included this tan, glossy paper. This does not meet our rigid specification: inexpensive.

We have created a separate page for our Section Board, Calendar of Events, Committee Chairs, Table of Contents and a new Professional Engineering Associates Inc. Column. This space is reserved for you to tell all of your fellow members what you think about anything relating to ITE or transportation in its most general terms. When you haven’t told us what you think by writing us, then we’ll fill in the space by telling you what we think.

The advertisements have been moved around and placed where they will be more pleasing and better balanced. There is also a special group of articles taken from the newsletter of other Sections of the MICHIGANIT in an effort to let you know what is happening around other sections of ITE.

I know for a fact that there are a lot of writing talent out there in the transportation world. If you have it, we’d love to hear from you. If you have a suggestion about the technical programs, one of the committee’s, a new idea about a Section project or are the first to hear of a member’s promotion, wedding, retirement, or let us know so we can include it in the following issue. If you have any comments about this new look of the MICHIGANIT, good or bad, we’d love to hear from you.

TRENDS IN THE FEDERAL-AID HIGHWAY PROGRAM

We are at a critical point in the Federal-Aid Highway Program. It appears that we will be operating for just over $248 billion over the next 15 years just to keep the same level of service that we were operating at in this country at the same level of standards that existed in 1979. About $300 billion would be needed for the Federal-Aid Highway System based on gas tax and road use are declining due to more efficient vehicles and a lower rate of growth of driving. The Trust Fund is now growing at a rate of less than 1% per year, which will result in a decrease of $1 billion per year and a loss of approximately 15 cents per barrel of gasoline per year.

In order to forestall the dire consequences of the Trust Fund’s current financial condition, a number of options have been suggested to Congress. Congress and the Administration are in basic agreement on some options.

1. Needed Interstate system construction must be defined and then funded so that it will be completed.
2. The large investment in the Interstate must be preserved by providing (43) funds for restoring, resurfacing, rehabilitation, and reconstruction of that system.
3. The 271,000 mile Federal-Aid Primary system must be maintained and expanded.
4. There is a continuing critical need to replace and rehabilitate substantial bridges.

SALT DEICING CUTS ACCIDENTS BY 75%

A study by The American City Magazine has revealed that in many vehicular accidents occur on streets treated by deicing salts as a result of chemicals used to prevent the calcium from drying. It is not uncommon for a vehicle to be slowed or even come to a stop in order to avoid a accident. The survey, conducted by Research Director John Bock, covered 317 cities in 28 states and had a 60% population of over 100,000. Of these, 39 were in heavy snow-belt cities. In the city of Boston annually 40% were in the moderate area, 36-, 49 inches; 70% experienced light snow falls of less than 30 inches.

The types of information surveyed, the arguments against salt raised by environmentalists and city engineers, and the amount of salt used gained by making the roadways safer for traffic during the winter months. Every one of the cities used salt to some degree, 28% of the cities used salt exclusively. Thirty-two of the cities followed a salt and calcium chloride, third, (37%). All of the heavily populated areas use sand as a supplement to salt, but never use sand exclusively.

THE MICHIGAN SECTION ITE, TREASURER’S REPORT

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TRENDY AIRPORT HOPS

744 W. Maple Road / Troy, Michigan 48084 313-382-0100

PROFESSIONAL ENGINEERING ASSOCIATES INC.

TRAFFIC AND TRANSPORTATION ENGINEERS
NEW TRAFFIC SOFTWARE PACKAGES AVAILABLE

A substantial amount of resources has been invested in the development of various traffic simulation and optimization software. These resources can be justified on the basis of the fuel conservation potential of better operational techniques. MichCon has currently no plans of these software packages to State and local police. With the myriad of simulation and optimization programs available from FHA, it is difficult to prioritize the evaluation of the various packages follow. The programs descriptions that follow in various stages of development

(0) Developmental-Program functions are specified, the structure is designed, the program code written, and the program of test runs for users.

(1) Testing-Program development is completed and is being tested to determine it's validity and usefulness.

(0) Operational-Validated versions of the programs are available and in use.

The models are generally categorized as Simulation or Optimization.

A. Simulation Models

1. MICRO should include individual vehicles - (for small areas) a. METSIM (O) - For urban networks to evaluate management strategies and signal timing

b. METSIM (S) - Freeway corridor evaluation

c. TRAPP (T) - For urban network and freeways at lesser costs than microscopic.

2. TRAFT (T) - For urban networks and freeways at lesser costs than microscopic.

B. Optimization Models

1. SIGP & TRANSY - Signal timing optimization programs to evaluate management strategies

2. TRAF (D)-Integrated model containing METSIM, TRAFFIC, FREQUENT (open) and ROADCON

3. FREQ (D)-Freeway simulation based on speed, density, and travel time to evaluate priority lanes

4. Optimization Models

a. SOAP (D)-Develops signal timing plans.

b. BAND (D) - Bandwidth Articulation - banding available as above for three intersecting arterials.

c. Statewide Delay Analysis and Networks

1. III (D)-Signal timing to minimize delays and dates for estimated fuel consumption and emissions.

2. TRANSY (D)-Signal timing to minimize stops and delays, and dates for estimated fuel consumption and emissions.

3. Systematic Traffic Demand and Networks

a. AXF (D)-Integrated model containing SOAP, PARER II, and TRANSY (D). Training in FY 82.

STATES CRASH PICTURE CONTINUES TO IMPROVE

The trend of improving traffic crash statistics in Michigan is continuing, and a noticeable decrease was reported for the first ten months of 1980. Over the past ten years, the number of reported traffic accidents has increased dramatically. In 1970, there were 35,000 traffic accidents involving injuries or fatalities. By 1980, the number had increased to 62,000. This trend is expected to continue, with an estimated 70,000 traffic accidents occurring in 1981.

The Michigan Crash Prevention Program, which was initiated in 1975, has been effective in reducing the number of traffic accidents. The program includes education and awareness campaigns, enforcement of traffic laws, and improved infrastructure. The program has resulted in a 25% reduction in traffic accidents since its inception.

LEGISLATIVE REPORT

By Tom Alex

George Hart is also considering sponsoring a bill in the current session of the state legislature. The bill would provide mandatory rider education—and no helmet law—tightly written to have as many loopholes as possible. Some legislators are viewing the bill with a jaundiced eye, however, and are considering amendments to make it more palatable. The bill would provide for the establishment of a motorcycle safety education program. The program would be administered by the Michigan Department of Transportation. The bill was introduced in the House of Representatives, and has been referred to the Committee on Education. The bill has not been acted on to date.

3.körperrechtes der Strafverfolgungsbehörde. Die Möglichkeit, dass der Verdacht existiert, dass die Geschäftsführung des Unternehmens die bestehenden Verträge mißbraucht, wird durch das Misstrauen von Seiten der Kunden und Anwohnern noch größer."
FUTURE OF FEDERAL "402" FUNDS

The term "402" Federal Funds are those monies which must be utilized for Federal Highway Safety activities through a program entitled the "Aid to State Highway Safety Programs." The only requirement was that activities funded through the program must meet the guidelines of the 18 Highway Safety Standards as described in the annual Highway Safety Manual. When the Reagan administration came into power, the guidelines were changed. Funding for the "402" program, firefighting equipment, was reduced from 50% to 30%. This action makes it impossible for states to meet the federal requirements, and eliminates the cost-effectiveness of breakaway versus non-breakaway pails.

The report contains quite a bit of basic information about various aspects of traffic safety, including accident analysis, driver behavior, and the effectiveness of various strategies. A copy of the National Summary can be obtained by contacting Nicholas Hoover, (517) 377-1842, of FHWA's Michigan Division Office.

Traffic Safety

FHWA has recently published a research study that is of interest to traffic engineers and traffic operations personnel. The study is focused on the design and evaluation of traffic control systems. A copy of the report can be obtained from the National Technical Information Service, 5285 Port Royal Road, Springfield, VA 22161. Ask for report FHWA-HS-81-084.

TRAFFIC & SAFETY CONTROL SYSTEMS, INC.

AUTOMATIC SIGNAL

JACK WATILZA

22805 HEDJUP
NOVA, WI 53050

TRAFFIC & SAFETY CONTROL SYSTEMS, INC.

FEDERAL "402" FUNDS

Con. Jan. 9, 1981

This is an attempt to tell you what is available. Our office will do our best to discuss these activities with you. I shall encourage you which data you which and since it is now possible to feasible within the area of highway safety with few such requirements. It is a big one for the largest of the 500 projects, and is one which the location of Federal funding. Recent events within the administration haven't helped our efforts, but we are sure of the name of the group is budget cuts.

By Tom Krupczak

SOME ADVERTISERS TAKE ADVANTAGE

On May 21 of this year, ITE and INSA held their 4th Annual Product Technical Session at the Southfield D.P.S. Garage. As a special incentive, the Michigan offered the vendors two ads in the Winter and Spring issues of "Traffic." All fifteen vendors expressed an interest in the program, and the magazine distributed a questionnaire to their existing ads. We added two new advertisers and welcome them:

Dan McCarthy, Area Manager for Energy Systems, Inc.
Jack Watisa, President, Traffic and Safety Controls, Inc.,

WINDMILLER

ENGINEERING SHORT COURSES

Again this year, Dr. Adrian Koert will be presenting a series of short engineering courses. There will be a small registration fee for each course. The following is a schedule of courses:

1. Traffic Signal Operation and Maintenance (16 hours)

2. Traffic Control Devices (16 hours)

3. Traffic Flow Analysis (16 hours)

4. Traffic Accident Analysis (16 hours)

5. Traffic Management (16 hours)

These courses will be held on selected Saturdays throughout the year, and will be conducted in the evening. For more information, contact Dr. Adrian Koert, Highway Traffic Safety Program, Wayne State University, 5841 Kellogg Center, East Lansing, MI 48824 (517) 355-3720.

WHO KNOWS?

A politician is a man who knows a very little about a great deal and almost nothing less about more, and until he knows practically nothing about everything, whereas, a finance director is a man who knows a great deal about very little and who, along knowing more and less about less and less and finally he knows practically everything about nothing. A traffic engineer on Federal funding out knowing practically everything about everything, plus ends up knowing nothing about anything else, in connection with his association with politicians and finance directors. Reprinted from World Highway, June 1981
ENFORCEMENT AS A NECESSARY COMPONENT OF TRAFFIC SAFETY

by Glenn Greig
Commissioner, Calif. Highway Patrol

Traffic safety enforcement, as does the teaching profession, operates on a system of incentives (rewards) and sanctions. The rewards are, however, largely intangible. The avoidance of traffic citations and accidents must, therefore, be based almost entirely on a sanction basis.

For a system of sanctions to have maximum effect it must be certain, timely, and it must fit the crime. In too many instances, not just traffic safety, the system is none of these. Enforcement is faced with the problem of simply not enough officers on the road to make apprehension of the violator certain. Drivers, therefore, take too much liberty with traffic law hoping to spot the black and white before it spots them.

Two landmark experiments were conducted in California in the 1960's - Operation 101 and Operation 500. These experiments included an increased level of enforcement at specific locations while the remaining locations remained constant. The results indicated that this increased enforcement did, in fact, reduce violations and accidents in the target areas. It also showed that there was a point of diminishing return where additional enforcement manhours had no significant impact on driver behavior.

Enforcement did not operate alone in this experiment. In the 1960's, the infrequency of the release of information on this project through various advertising campaigns and it points out the significant relationship that must exist between enforcement and the other 5 E's in the traffic safety equation in the reduction of traffic violations and traffic accidents.

America has the lowest accident death rate in the world. Perhaps this suggests that there is a more professionalized traffic law enforcement program in this country which has helped, along with superior engineering and education, in reducing this rate. The biggest difference between American drivers and drivers throughout the world is discipline, and this discipline is created and nurtured by such a superior traffic law enforcement program.

We are alarmed by the high number of accident deaths, as well we should be. But, we should not overlook the streetsides that have been made in reducing this rate. What we have been doing does work, but we must do it better to achieve further progress.

The day cannot be foreseen that enforcement will not play an active role in traffic safety, for there will always be those portions of the population for which the camera is appropriate and those which require the paddle on the backside.

(Reprinted from Proceedings, 33rd Annual Meeting, Western District I.T.E.S., July 1960)

“FATHER OF MIDAS” MOVES

Dr. Thomas Maleck, who was the originator of the elaborate Michigan Dimensional Accident Surveillance System (MIDAS), has announced he will be leaving MDOT January 1, 1962. He will be working on research and teaching at MSU.

The work he has done on the MIDAS project is truly unique and innovative. MDOT has plans to continue with the MIDAS Project but it's progress is tentative as of now. Maleck's enthusiasm will surely be missed on the project. We wish him well in his new position.

AN EVALUATION OF 8-PHASE SIGNAL CONTROL

A before-and-after study was undertaken by the Michigan Department of Transportation to assess accident experience with changes in travel time, stopped delay, fuel consumption, and vehicle emissions after changing from two-phase fixed-time control to 8-phase, fully-automated control at nine Michigan intersections.

The intersections, selected for 8-phase control, were unique in that they were located at or near large regional shopping centers generally in a suburban setting. Variations in north/south left-turning volumes were present resulting in significant delays and the need for head-up, left-turn accident for left-turning motorists.

Volume changes at all interections ranged from a 7 percent decrease to a 24 percent increase. Left-turn volumes at the three intersections selected for MIDAS modeling increased by 50 percent.

The total number of accidents at the nine intersections decreased by 10 percent. Property damage accidents decreased by 6 percent, injury accidents decreased by 20 percent, and injuries by 28 percent. The small number of fatal accidents and fatalities make it impossible to draw legitimate conclusions from them. Three of the nine intersections experienced fewer property damage accidents than had been anticipated. Seven of nine showed fewer combined injury and fatal accidents and eight of nine showed fewer combined injuries and fatalities. The overall reductions in accidents for the three categories were statistically significant at the 99 percent confidence level.

Left-turn volume, and head-on accident decreased by 91 percent, 67 percent, and 13 percent, respectively. Rear-end accident increased by 66 percent.

Property damage accident rates decreased at five intersections excepted increased at four intersections. The combined injury and fatal accident rates decreased at eight intersections and increased by one intersection. The difference in property damage accident rates was not statistically significant. The difference in combined injury/property accident rates was significant at the 99 percent confidence level.

MIDAS modeling of three intersections at non-peak hour (11 a.m. to noon) volumes showed average increases of 65 percent in travel time, 656 persons in stopped delay, 91 percent in fuel consumption, 53 percent in hydrocarbon emissions, 55 percent in carbon monoxide emissions, and 7 percent in emissions of oxides of nitrogen.

Copies of the complete study can be obtained by contacting the author at the Traffic Safety Division, 100 Development, Midland, Michigan 48640.

By Peter N. Ngugia, Jr., MDOT

RANDOLPH GOES TO LANSING

Dennis Randolph formerly with the Macomb County (Mich.) Commission and the traffic consulting firm of Goodall-Drieshe has relocated to Lansing. In August of this year, he assumed the position of Lansing City Engineer. He will be responsible for engineer design and construction inspection.

ZIGGY

RIGHT TURN
ON RED
PERMITTED
BUT NOT ENCOURAGED

“Beats me how they find their way back year after year.”

TRAFFIC ENGINEERS SOLVE EVERYTHING?

There seems to be no end to the Sacramento City Council's faith in the Traffic Engineer to solve all problems. A particular area in the city has been used by street-corner prostitutes for years. Now, one of the activities has centered around four one-way streets, two in each direction that allow motorists traveling in a counterclockwise direction to negotiate with the girls through the windows of the motorist's window. The council decided to convert the streets back to two-way operation to force the motorists to negotiate through the passenger window. They felt this would help solve the problem. The street is now being used by prostitutes at an average of $15,000 and the prostitutes are still there.

Reprinted from Westerwine, March-April, 1992
ENHANCING HIGHWAY SAFETY THROUGH ENGINEERING MANAGEMENT IN AN AGE OF LIMITED RESOURCES

The Transportation Research Board sponsored a 4-day symposium on the above subject November 2-5 in St. Louis, Missouri. The symposium was jointly sponsored by AASHTO, HNTB, ITE, AIA, American Trucking Associations, American Association of State Highway and Transportation Officials, and the National Highway Council. The purpose of the symposium was to bring together leaders in the traffic safety community to discuss the future role of traffic safety in view of the reduced resources that are available for that purpose. As many of you know, the U.S. Department of Transportation has decided to abandon the categorical safety programs and will probably be settling for a general safety category with the level of expenditures to be determined by the various agencies.

The symposium was divided into five workshops: highway traffic operations, maintenance, preservation and restoration, upgrading and rehabilitation, reconstruction and new construction, and finally, program administration. I participated in the workshops on highway traffic operations and program administration. All the discussions were very beneficial with particular emphasis from each agency on traffic safety, including two representatives from congressional committees. A final report will be produced in early February that will highlight the contributions that safety programs can make to road safety. It is sometimes easy to ignore the minor, but very costly, maintenance safety activities in favor of maintaining the road surface in a rideable condition. However, if this symposium is hoping that the awareness of decisionmakers of the safety implications of those agencies will increase regarding safety contributions in their program.

The item which I felt was most significant was the fact that the agencies need to get the maintenance people and others who work on the roads each day to recognize that their work which may contribute to highway safety. This will only occur if the agencies are in the habit of working on the roads so they will be on the lookout for ways to correct deficiencies in a cost-effective level, we intend to work on this area to develop a reporting system and a method of correcting deficiencies as they are observed.

This type of meeting has been very useful in highlighting the cause of safety. Copies of the final report from this symposium are expected to be distributed in February of 1984, to all road agencies.

By H. S. Nettleton

1981 ANNUAL MEETING AND TECHNICAL SESSION

On November 19, the Michigan Section held the Annual Meeting and Technical Session was held at the Pontiac Silverdome. The highlight of the technical session was an hour and a half tour of the Silverdome facilities including a special trip to the roof for a look at the fiberglass door and blowers which keep it inflated.

After the tour of the Silverdome, transportation improvements for Super Bowl XVI were discussed by Jerry Bolhember and Joe Ackey of the Oakland County Road Commission, Paul Riley of the Michigan Department of Transportation, and Mel Placilia of the city of Pontiac. They presented a brief overview of the history behind road improvements around the Silverdome.

The system of overfed fiber-reinforced plastic message signs on Dyppyke and Featherstone Road were discussed and a model was available for inspection. The cost of these improvements over the last five years totaled about $5.4 million. The acquisition of Super Bowl XVI provided the impetus to complete the roadway improvements that were so badly needed.

Michael Labade of the Oakland County Road Commission discussed the development of the priority program for roadside hazards completed by Oakland County with the assistance of Goodwill-Grinnell Inc. and TIA of Oakland County. The inventory was completed on all streets except those in subdivisions, and results on road safety by removing, relocating, or shielding fixed objects and to help reduce expensive litigation associated with traffic safety.

Following Mike's discussion, Thomas Reel, Executive Director of the Michigan Department of Transportation, discussed Traffic Safety, gave a legislative report on traffic safety issues. He discussed road constrains law (P.A. 117) which goes into effect April 1982, a mandatory seat belt law which may be introduced shortly, and the recent defeat of the motorcycle helmet law repeal effort. He also addressed bills which will require motorcycle safety education and another which will provide for drivers license renewal by mail. (For details see Legislative Bill article)

Dave Merchant Division Administrator for the FHWA completed the technical session with a discussion of future trends in federal-aid highway programs. Dave mentioned that the highway trust fund is scheduled to cease operation September 30, 1984, with the tax itself to stop a year earlier. He feels that federal funding of transportation is needed at a reduced level. Dave indicated that the federal government is going back to teaching and training and finding good ideas in one area and seeding these ideas in other areas. (For details see Trends In Federal Program article)

NO JUMPS FOR DRUNKS

A Colorado Court of Appeals ruled that a person who provides a vehicle to an intoxicated motorist can be held liable if the motorist then drives into an accident injuring others.

The case involved a 21-year-old man who entered a bar and asked for a drink. The owner of the bar, seeing he was drunk, refused to serve him but provided a jump-start for his car. The man then drove to a second tavern where his car failed again. The man asked him both a drink and a jump-start. In the parking lot he was coaxed into the passenger seat of a vehicle and told to jump-start his car.

As we know, the power of the Roman Empire can be exaggerated and its excellent roadway network. The ability to move cargo and people, as well as the value of the roads as a greatest asset. As the Empire began to deteriorate, the Roman roads-or was it the other way around?

1856 the British government made a commitment of $50.5 billion to construct miles of interstate roads. That project is all but completed and it is the broadest transportation system in the world.

The cost of that system are now 15 years old. Even though built with the best technology available, there's great need to maintain and update the system now that even greater burden has been placed upon it in recent years. Our roadsides must be cleaned of dead trees, guard-rail ends must be buried, bridges needs to be built to replace systems installed and roadsways surfaced.

The cost of these improvements have increased due to inflation and revenues have decreased due to the depressed economic condition so paying less gasoline, thus paying less taxes.

The long-term solution is to revise the present gasoline tax to a percentage basis. This would allow higher revenue with highway costs through the inflation medium.

Whatever steps are taken they must be implemented immediately or the solution of repairing our deteriorating highway system may be unthinkably.

by Robert DeConn

WHERE IS THE APIAN WAY...

Bydefinition, a road is a way that an animal could use, which is not necessarily the shortest. As an example, a kangaroo hops through the grass at 100 miles an hour. It's better to drive through the forest at a mile an hour. But don't try driving 100 miles an hour through a forest. You'll be a pulp.

by Bob Laviere

Michigan Traffic Fatalities

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Down 9% from 1980.

Happy Holidays: Give the Gift of Love and Life... In Child Car Seat.

NEXT APRIL IT'S THE LAW...

Children under four must be in the Child Car Seat.

by Bob Laviere