POLISHING YOUR PUBLIC IMAGE

PRESIDENT'S COLUMN

FROM THE DESK OF...

BY BOB LAVIEN

In March, 1985, the International Board of Directors initiated the 1985 Member Retention Campaign. The following is a status report for the campaign:

**INVESTIGATIONS OF MEMBERSHIP, Members**

<table>
<thead>
<tr>
<th>As of</th>
<th>to Achieve Goal by</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target</td>
<td>Jan 1, 1985</td>
</tr>
<tr>
<td>Student Members</td>
<td>660</td>
</tr>
<tr>
<td>Institute Affiliates</td>
<td>1,000</td>
</tr>
<tr>
<td>Voting Members</td>
<td>4,095</td>
</tr>
</tbody>
</table>

Since the membership goals were not attained in all three membership classifications the campaign has been extended through 1985. The two classifications requiring the most attention during 1985 are the New Institute Affiliate class and the regular voting member class of the Institute.

The International Board established the grade of Institute Affiliate for those persons not otherwise eligible for Institute membership or who may be accumulating experience towards Institute membership. The Institute Affiliate may be engaged in a transportation or traffic engineering related field or be engaged in commerce or industry and come into contact with transportation and/or traffic engineers. Yearly dues for the Institute Affiliate are $40 and entitle the individual to all the privileges of membership except the right to vote and hold office.

Along with the emphasis on the new Institute Affiliate grade the International Board has reaffirmed the current Charter Section 3.3 (1) which prohibits persons who are eligible to be a member of National ITE from being a Local Section Affiliate. The names and addresses of all Local Section Affiliates shall be submitted annually to the Institute headquarters prior to February 1. The Michigan Section has a rather large number of Section Affiliates who are eligible for National membership but have chosen for various reasons not to become regular members of the Institute. This situation could become an issue in the near future as the Institute may require us to purge these individuals from our membership roles so that we are not in violation of our Section Charter.

The Michigan Section Executive Board encourages each Section Affiliate who is eligible for National membership to contact the Board in order to achieve membership in the Institute.

**DISTRICT III DIRECTOR**

The Institute of Transportation Engineers has taken some major steps during the past year to help you polish and improve your public image. In an effort to help you, we have written this newsletter. The newsletter is intended to give you information about the work of the Institute and to keep you informed about upcoming events.

1. Prepared a video describing how Transportation Engineers make the world a safer place and more efficient.
2. Prepared a public relations plan to promote the Institute's work to the public and the media.
3. The newsletter includes an article about the work of the Institute and how it helps the public.
4. The newsletter includes a letter from the District III Director addressing the importance of the Institute's work.
5. The newsletter includes a letter from the President of the Institute addressing the importance of the Institute's work.

The newsletter is an important tool for promoting the Institute's work to the public and the media. It is important that you share the newsletter with your colleagues and friends who are interested in transportation and traffic engineering.

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PEOPLE in the news ....

BOB DECOTTE BEGINS NEW CAREER

Bob DeCorte, a past president of the Michigan Section, has left the field of transportation engineering to begin a new career as a manager in the insurance industry. He was one of six people chosen by the Automobile Club of Michigan out of 200 applicants to participate in a two-year training program. During the two years Bob will be exposed to every facet of AAI’s entire operation. At the end of the training program Bob will be assigned as a manager in AAI’s organization. Bob has spent the last ten years working in the Safety and Traffic Engineering Unit of AAI’s Community Relations Section. During that time he was very active in ITE activities, culminating with his term on the Executive Board. In that capacity, he spent the last four years as Editor of the Michigan Section and to a great extent is responsible for its organization and professional appearance. The Michigan Section thanks Bob for the many hours he contributed to ITE and to Transportation in Michigan. We wish Bob much success in his new position.

By Bob Lariotier

KEN SHACKMAN ACCEPTS NEW POSITION

Ken Shackman, Traffic Engineer for the City of Battle Creek resigned in December 1985 to accept a new position in the sunny southwest. Ken will be employed by the Pima County Department of Transportation and Flood Control District in Tucson, Arizona where his primary responsibilities will be traffic engineering and alignment. Ken has been employed by the City of Battle Creek for over six years. In addition to his traffic engineering duties, he was recently given the responsibility of administering the City parking system.

Since coming to Michigan, Ken has assisted the Michigan Section Board by hosting several monthly meetings in Southwest Michigan. The section wishes Ken well in his new position.

SAVED BY THE BELT

Southerwestern State Employees Credit Union of Kalamazoo receives a "Buckle-up" award Friday for its work in promoting safety belt use by employees and credit union members. The program had helped paid off, according to Michigan State Police Sgt. Burt Kasinitz, because two credit union employees recently involved in serious traffic accidents qualified for "Saved by the Belt" awards. See article on page 15 (left) Kasinitz and Ruth Messer, Director of the Kalamazoo Seat belt Task Force, presenting Saving by the Belt awards to Kathy Ann and Pathee Vaisey, the "Buckle-up" award to Eileen Richert, credit union manager.
JANUARY ITE LUNCHEON MEETING

On January 24, 1985, the January meeting of the Michigan Chapter of ITE was held at the Oakland Community College with Frank Rowland, Senior Engineer of Telestar, as the keynote speaker. The meeting is held at the home of the Chapter President, John Simon. The atmosphere was warm and inviting, with a good turnout of members.

The meeting began with the President's opening remarks, followed by the presentation of awards to the Chapter Treasurer and Secretary. The Chapter Treasurer reviewed the budget for the upcoming year, while the Secretary presented the reports of the various committees.

In his keynote address, Frank Rowland discussed the current trends in telecommunications, with a particular emphasis on fiber optics. He highlighted the advantages of fiber optics over traditional copper wire, such as increased capacity and greater reliability.

Following the keynote address, there was a brief question and answer session, allowing members to ask Frank Rowland any questions they may have had. The session was well-received, with many members expressing their interest in learning more about this rapidly evolving field.

The meeting concluded with the selection of the Chapter officers for the upcoming year, with John Simon being re-elected as Chapter President. The officers were thanked for their hard work and dedication to the Chapter.

Overall, the January meeting was a successful and informative event, providing members with valuable insights into the latest developments in telecommunications.
DOLE GIVES CONGRESS SPENDING OUTLINE FOR SEAT BELT PROGRAM

Transportation Secretary Elizabeth Dole has sent to Congress a plan outlining proposed spending for an educational campaign to increase seat belt use and obtain state programs in all states. The proposal, which will be reviewed by the appropriate committees, details spending plans for the $10 million already authorized by Congress in its 1989 continuing resolution. Dole noted that DOT is seeking a total of $20 million for Fiscal 1989. (See Status Report, Vol. 19, No. 17, November 3, 1984."

The president of the House Appropriations Committee, Dole said the effort will be focused on the state-level work to get the message of seat-belt use to state coalitions, state governments, and other entities that make up the coalition. The proposal also sets aside $1 million for veterinary services to train veterinarians to help ensure the safety of drivers and passengers.

Dole stated that private sector sources would contribute another $20 million for a joint government-private sector transportation program. Congress has released $2.5 million for immediate state programs, and the remaining $7.5 million following review of Dole's program plans by the appropriations committees.

"The most effective management technique appears to be the use of coalitions made up of elected officials, medical, business, and volunteer organizations, similar to the Governor's Task Force on Drunk Driving," the outline states. DOT will assist individual state coalitions to develop strategies to increase seat belt use and to reach the goals of the national program.

Dole said DOT would target 10 states for the initial $10 million. The document proposes:
- State and local program assistance $4,685,000
- National organization support $2,950,000
- Media development $1,400,000
- Coordination $900,000
- Research and evaluation $1,465,000

The DOT document also indicates the program would encourage purchases of cars with restraints and offers financial incentives to private sector companies and local government.

Reprinted From Status Report

ERRORS IN SECURING CHILD RESTRAINTS CAN MINIMIZE PROTECTION

Tests and real-world experience show that common errors in securing child restraints with seat belts can significantly lower their performance in crashes, University of Michigan researchers report.

In a study released by the university's Transportation Research Institute, Kenneth W. Rahn and John W. Wilson say that educators need to emphasize to parents that safety seats should be properly secured in cars, and that manufacturers should take steps to help alleviate potential problems.

The researchers also found that the retractor belt, which is commonly used to secure child restraint seats, can significantly affect how a child restraint performs in a crash. The researchers recommend that devices used for child restraints should be designed to be easily and accurately installed in the vehicle.

In addition, the study showed that child restraint seats should not be used in side-facing seats if at all possible, and that rear-facing restraints are generally more effective in crashes than are forward-facing systems.

The study was prepared under contract with the National Highway Traffic Safety Administration and the National Aeronautics and Space Administration.

The new Ford station wagon was headed south on Sprinkle Road at 65-65 mph and collided with the golf cart. The driver was alone and was wearing his seat belt! At the scene he complained of a sore knee and neck pain. He was taken to the hospital where he was examined and released.

This picture shows both the interior of the Ford station wagon which provided "Room to Live" and the seat belt which provided a life line allowing the driver to wait away from this dramatic crash.

"CENTIPEDE” PORTABLE TRAFFIC BARRIER

The Texas Department of Highways and Public Transportation, as with all states, has experienced a rise in traffic fatalities in accident and reconstruction zones. In one case, the Texas Maintenance District 39 injuries and 12 fatalities occurred in pre-accident conditions over a two-year period. Analysis of the Texas accidents indicated that most of the accidents occurred at sites where the closed lanes were opened to traffic at the end of the work day. The very nature of the short duration work zone, along with the concrete, roadbed, and vehicles being knuckled over and not replaced or replaced in a different location, have contributed to the confusion to motorists and increased the accident potential to both the public and the road crews as stray vehicles encroached the work area.

Increased law enforcement, greater efforts to replace traffic control devices and equipment, and the work force were deemed to continue their traffic periods had marginal effect. The only practical solution, to increase work area safety, was to provide positive barriers at these short duration work sites. Providing, installing, and removing any positive barrier is time-consuming and in some cases takes longer than the roadway itself.

In an effort to provide the necessary positive barrier, the Texas Department of Highways and Transportation, in cooperation with the Federal Highway Administration, contracted with the Texas Transportation Institute for traffic control, design, and testing of a mobile traffic barrier. The prototype "Centipede" consisted of five units and was used an advanced traffic control device. The prototype satisfied the design requirements of a series of large rigid boxes with moment-resisting joints (i.e., a portable precast concrete barrier).

A two-dimensional computer model developed at TTI was used to predict maximum deflections and forces transmitted to the joints under predetermined load conditions. With a test vehicle of known weight, moving at controlled velocity and impact angle, crash tests of the Texas prototype barrier were conducted to compare computer deflection and impact results. The test results compared favorably with the computer model.

IMPACT IMPACT MAXIMUM DEFLECTIONS VELOCITY ANGLE IN. (cm) (km/h) (deg) Computer Actual

50 (80) 7 0.5 (1.3) 2.0 (5.1)
50 (80) 15 10.0 (25.4) 7.2 (182.3)

This was a truly portable, positive construction and therefore it was transportable for use in maintenance zones of one day or less, has proven crashworthy, and is relatively inexpensive to construct and maintain.

The MDT "Centipede" project was given approval on June 1, 1983. Based on the Texas experience the MDT was asked to provide an easily transported traffic barrier for maintenance work zones of no more than one day's duration. The barrier was expected to provide:

1. Reduce the potential for life-threatening accidents.
2. Reduce accidents by reducing service truck activity.
3. Reduce the number of workers injured or killed.
4. Increase productivity by reducing setup time.

The Detroit model has some changes from the prototype built in Texas. They are:

1. The tow vehicle used the tow vehicle (Texas used street-legal vehicles).
2. Cooler fitted on tow vehicle to reduce possibility of transmission fluid overload.
3. Last automotive axle removed and replaced with a trailer axle and electric brake module.
4. Friction backer bar installed in last joint to reduce downward force on backer bar.

The construction of the MDT "Centipede" was completed in January 1984. The cost to construct including four 1977 Plymouth Fury station wagons and one 1977 Chevo- ret Suburban (the tow vehicle) was $17,600.00. The device will serve as a barricade between moving traffic and workers, in work zones of 100' or less which do not require closures in darkness. It will be used as a supplement to traffic control devices such as signs, arrow bars, and cones for transition.

In its experimental state, the barrier will be limited to the following on freeways and divided roadways:

2. Roads: guardrail and culvert headwall repair, catch basin replacement, shoulder repair, tire standard replacement, bituminous and concrete patching.

The MDT "Centipede" mobile barrier will be deployed for a trial period of approximately 12 months during which its use will be evaluated by the MDT Maintenance Division. After the trial period, an evaluation report will be prepared for review by the MDT Engineering Operations Committee.

The MDT "Centipede" is located at the Grand Lodge Maintenance Garage. For further information please call Mr. Bruce Wamsn, Engineer, Automotive and Equipment Section (517) 373-2264.

By Don Wietertta
TONGUE IN CHEEK

Office exercises can wear you out, according to the publication Indiana Crossroads. If you're tired at the end of the workday, perhaps you're burning up more "calories" than you think you are. The following is a list of workday exercises and the calories they burn:

- Stepping around the bush............ 76
- Jogging to the meeting............. 125
- Climbing the stairs................. 120
- Climbing the wall................... 150
- Swallowing pride.................... 50
- Propping up the bush................ 50
- Grasping at straws................... 75
- Stealing your own lunch............ 100
- Throwing your weight around........ 100
- Laughing at your own jokes........ 100
- Eating crow......................... 225

By Dan Kloster

MDOT APPOINTS NEW DEPUTIES

Appointment of William J. McCreery as deputy director for highways in the Michigan Department of Transportation (MDOT) and G. Robert Adams as deputy for transportation planning was announced by State Transportation Director James P. Hitz. The two veteran department administrators have been in their respective jobs in an acting capacity since the retirement of their predecessors in 1984.

Hitz also announced the promotion of Robert A. Kelke and Donald E. Orne, long-time department engineers, as deputies to McCreery in MDOT's 3,000-member Bureau of Highways. Kelke, engineer in charge of the department's Kalamazoo District serving southwest Michigan, will become assistant deputy for operations. His responsibilities will cover highway construction and maintenance and testing and research activities. Orne, who has been chief engineer of highway maintenance, will be the assistant deputy for technical services. His responsibilities will include highway design, traffic and safety programs, right-of-way appraisal and acquisition, administration of state and federal programs dealing with county and city street systems, utilities and permits affecting highways, program administration and engineering services related to drainage systems, railroads and highway litigation.

MacCreery moved into his present assignment after eight years as chief of the Design Division. He was assigned to the construction division for more than 20 years and for several years was in charge of state highway construction in the Detroit metropolitan area and the entire Upper Peninsula. He also served three years as the engineer of local government, administering distribution of state and federal funds to cities, villages and counties for road and street improvement.

Adams has spent most of his 26 years with the Transportation Department in various phases of planning, the last four as the assistant deputy for planning. Earlier, he headed the Transportation Planning Services Division, and the Interstate and Community Projects Division, and was responsible for the investigation of social, economic and environmental impacts of proposed highway transportation projects. He also has worked in highway route location and was in charge of the department's public hearings.

Kelke took over the department's nine-county Kalamazoo District in 1963 after seven years as supervising engineer of the Testing and Research Bureaus. He was responsible for specifications and quality control of asphalt pavements throughout the state. Kelke has gained considerable national recognition for his work in development of the department's specifications and quality control of asphalt paving, using striping materials to, in effect, convert old highways into new ones. In the Kalamazoo District, he also has been extensively involved in concrete recycling projects.

Orne had supervised maintenance of the 9,500-mile state highway system since 1963. Earlier, he served six years as the chief engineer of traffic and safety, capturing more than 20 years in the Traffic and Safety Division. He also headed the department's testing laboratory, which tests all materials used in the construction or maintenance of transportation projects.

TRAFFIC DEATHS UP IN 1984

Even though the figures are still "provisional," year-end reports from the Traffic Services Division of the Michigan State Police (MSP) indicate that 1984 traffic fatalities will be at least 14% higher than 1983.

By mid-January, with delayed reports still coming in, deaths for 1984 were already at 1,168 compared with 1,031 for all of 1983. Lt. James How, MSP analyst, said he expected the final figure would be about 1,350 when the 1984 record books are officially closed. "I'm fairly certain we will record at least 200 more traffic deaths in 1984," Dowery noted. "This will end the recent downward trend we've had the past several years." Dowery also said he didn't expect that the mileage death rate would change significantly since traffic (vehicle) mileage has increased last year. The rate was 1.1 deaths per 100 million miles in 1984.

Although there was a substantial increase in enforcement activity aimed at drunk drivers in 1984, drinking was still noted as a factor in over 50% of the reported fatalities for 1984. Figure available through September, 1984, indicate 15,000 more drivers were arrested for "DUI" during the first nine months of 1984, compared with the same time period in 1983. This reflects an increase of more than 33% in enforcement activity nationwide.
55 MPH COMPLIANCE

Michigan motorists are in compliance in 1984—but just barely—with the national 55 mph new speed limit.

That was the report recently from Transportation Director James P. Fitz and Col. Gerald L. Hough, State Police director.

Fitz said statewide checks by the Michigan Department of Transportation (MDOT) showed that 99.7 percent of all vehicles operating on roadways signed for 55 mph are exceeding the speed limit. Last year, 48.5 percent were going over the limit.

If the total exceeds 50 percent, the state faces a loss of up to 10 percent of federal funds allocated for work on primary, secondary and urban systems. Michigan’s potential penalty is about $10 million a year.

"Obviously, we just barely got in under the wire this year," Fitz said. "Highway speeds have been creeping up every year for several years, and it’s evident that Michigan will not be in compliance in 1985 if motorists continue to press down on the accelerator.

Hough, under requirements of federal law, said he will certify to the Federal Highway Administration that Michigan is in compliance with the national speed limit adopted during the Arab oil embargo of 1973-74.

The driving speed for Michigan motorists was obtained by averaging data from 682,294 vehicles that passed 46 monitoring sites located throughout the state. Average driving speeds range from 65.9 miles per hour on rural Interstate freeways and 32.7 miles per hour on other principal rural arterial highways. The average on urban non-interstate freeways is 59.9 mph.

The proportion of motorists exceeding the limit ranges from 69.8 on urban interstates to 41.8 percent on major rural collector highways.

MDOT Public Information Office

GROOVERS URGE SMOOTH HIGHWAYS

Road rideability is a subject of growing interest among paving contractors, state highway departments, the Federal Highway Administration and the motoring public.

According to the International Grooving and Grindling Association, more and more highway departments in recent years have adopted specifications for road smoothness in both concrete and asphalt pavement. In many states, the accepted profile tolerance varies from seven up to 12 inches per mile.

The association points out that corrective grinding can be used to bring new concrete and asphalt pavement into tolerance quickly and economically. Contractor members of the association are using special machines equipped with diamond blades to shave off bumps without damaging the existing pavement.

Road rideability is especially important because total vehicle traffic and vehicle load have increased significantly since the Interstate system was first designed. As the association points out, a smooth-riding vehicle puts less stress on pavement and on a highway department’s maintenance budget.

Reprinted from Highway and Heavy Construction

W. Merle Tice
Government Account Representative

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H ave a T A x i M eet M e a t t h e B u s S to p

A new service offered to all nighttime passengers of Harbou’s bus lines sounds like an idea that merits replication elsewhere.

As of November 1, drivers will give taxis over their radio link with central control to meet the requesting passenger at a bus stop of his choice. By the time the bus pulls up to the stop, the taxi is generally waiting for the passenger. The new arrangement responds to growing apprehension by passengers, particularly female passengers, returning from the downtown area to the suburbs late in the evening about being set down in deserted streets, some distance away from their homes.

The Harbou Bus Authority expects that the new service will also help to increase nighttime use of the public transit system.

Reprinted from URBAN TRANSPORTATION

PARK AND RIDE: FLORENCE STYLE

To reduce traffic congestion in the historic inner city of Florence, Italy, local traffic planners have inaugurated a variation of the Park and Ride system.

Instead of encouraging motorists to park on a lot adjacent to a commuter rail station and take the train downtown, Florence has installed guarded parking lots on the fringe of the old city and along arterial areas. Motorists who park their cars in these lots are issued bicycles for their trip into the city center. Two bicycles are available for each parked car and there is no extra charge for the rental bike beyond the parking charge for the car. The parking fee includes two hours’ use of the bikes. For longer periods a nominal hourly fee is added.

Reprinted from URBAN TRANSPORTATION

MIDWEST EPOKE HAS A NEW LINE OF HYDRAULICALLY-DRIVEN TOW-BEHIND SPREADERS INCLUDING A NEW CHIP-SPREADER

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SUCKLE UP
EVALUATING ROADSIDE SAFETY IMPROVEMENTS IN MICHIGAN

In the mid-1960s, growing public concern for highway safety focused attention on roadside hazards. This concern led to initiatives such as guardrails, signs, culverts, bridge piers, and light standards. In response to these concerns, the American Association of State Highway and Transportation Officials (AASHTO) developed guidelines for standards for guardrails, signs, culverts, bridge piers, and light standards. These guidelines, often referred to as the "Yellow Book," were the basis for early programs focusing on improving the safety of highways.

Michigan's initial implementation of roadside safety improvements began in 1969. Standards for new construction were revised in 1970, 1976, and 1981. These revisions were intended to improve the quality and effectiveness of roadside safety improvements.

In the late 1970s and early 1980s, a road crash reconstruction team was established to study the causes of crashes and to identify potential safety improvements.

In 1982, the Michigan Department of Transportation (MDOT) adopted a new set of roadside safety standards. These standards were based on the results of crash reconstruction studies and were intended to reduce the severity of crashes.

The new standards included the following:

- Increased length of guardrail and guardrail installation
- Increased use of guardrails on curves
- Increased use of guardrails on steep slopes
- Increased use of guardrails on highways with high traffic volumes
- Increased use of guardrails on highways with high crash rates

Since 1982, the Michigan Department of Transportation has continued to improve and update its roadside safety standards. These improvements have been based on the results of ongoing research and analysis of crash data.

TOPIC: CHILD SAFETY SEAT RAIL CHANGED

In a move to make it easier for parents traveling with small children to use the same child safety seat, the National Highway Traffic Safety Administration (NHTSA) has changed the side impact guide rails. The new standard, which takes effect in 2018, allows for a common rail system to be used in all child safety seats. The new standard requires that all child safety seats sold in the United States be equipped with a side impact guide rail system.

Traffic and Parking Consultant Services

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PROTECT A SMILE AND A LIFE BY BUCKLING UP FOR SAFETY

A child's smile - is there anything more appealing? And yet, there may be more important than a smile. Each year, about 2 million children under age five travel in cars. Unfortunately, many of them, and indeed, their lives, are put at risk by not being buckled into seat belts or protective car seats. Last year, 800 children under age five died in motor vehicle accidents. About 1 in 3 children who died in a motor vehicle accident died while not properly restrained.

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NEW TOLL-FREE ACCESS LINE FOR TRAFFIC SAFETY

Beginning January 1, 2018, a new toll-free access line will be available for citizens to get answers to their questions about traffic safety. The number (1-800-652-0851) will be operated by the Michigan Office of Highway Safety Planning (OHSP).

Since the enactment of the state's child passenger safety law in 1982, the OHSP has received hundreds of calls from citizens asking for advice on child car seats, safety belts, and other traffic safety issues. With the new toll-free access line, citizens will be able to get answers to their questions at no cost to the caller.

The line will be available 24 hours a day, seven days a week. Questions will be recorded on an automatic answering system, and a caseworker will be available to provide answers beginning at the close of each business day. Calls must be made from within the state of Michigan, and questions related to child car seats, safety belts, and other traffic safety issues must be related to Michigan residents.
1985 MEETING SCHEDULE

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<th>Date</th>
<th>Location</th>
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<td>April 25</td>
<td>Kalamazoo</td>
<td>Jon Start</td>
<td>Dinner/Guest Speaker</td>
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<td>May 16</td>
<td>Southfield</td>
<td>Bill Savage, Bob Northrup</td>
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<td>Spring</td>
<td>Detroit</td>
<td>Jerry Carrier, Lyle Hustad</td>
<td>Couples Night</td>
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<td>June 13</td>
<td>Warren Valley</td>
<td>Tim DeWitt, National ITE</td>
<td>Golf Outing/Dinner</td>
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<td>July 26-27</td>
<td>Mt. Pleasant</td>
<td>Grand Rapids, Carine Palumbo</td>
<td>Family Weekend</td>
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<td>Aug. 18-22</td>
<td>New Orleans</td>
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<td>Annual ITE Meeting</td>
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<td>September 13</td>
<td>Saskatoon</td>
<td>Golf Outing/Dinner</td>
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<td>October 22</td>
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<td>November 7</td>
<td>Flint</td>
<td>Don Berry</td>
<td>Lunch Meeting</td>
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<tr>
<td>December</td>
<td>Detroit Area</td>
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<td>Annual Meeting/Technical Session</td>
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</tbody>
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BARTON-Ashman Opens Local Office

Barton-Ashman Associates, Inc. recently opened a Michigan office in the City of Livonia. The Evanston, Illinois based firm provides consulting services to both the public and private sector in Traffic, Transportation, Transit, and Parking through its 12 offices in the United States and Canada.

Walt F. Kilian, Principal Associate, and Timothy Hageman will manage the local office. Their address is:
Barton-Ashman Associates, Inc.
28225 West Eight Mile Road
Livonia, Michigan 48153
(313) 476-6700

GORDON MELVIN PLANS RETIREMENT

The city of East Lansing has announced the retirement of Gordon Melvin, Director of Engineering and Landscaping. Gordon, who is a past president of the Michigan Section of ITE, retired after 28 years of service with the city. He will forsake sunny Florida and reside in the East Lansing area after his retirement on April 30, 1985.

Anyone interested in attending a retirement dinner for Gordon on Saturday, April 27, 1985, should contact Karl Ehrich at the East Lansing Public Works at (517) 337-3459 for additional information.

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