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a kitten on a
telephone pole

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DEPARTMENT — LANSING



A REPORT BY MICHIGAN PEOPLE TO MICHIGAN PEOPLE ON
HOW TO CHECK MOUNTING HIGHWAY INJURIES AND DEATHS

FIRST MICHIGAN HIGHWAY SAFETY SEMINAR

EAST LANSING — March 20-21, 1952

a kitten on a telephone pole . . .

used to get more attention from Michigan citizens than the report of a fatal traffic accident.

Not so today.

Within recent years the people of Michigan have become thoroughly aroused by the dreadful waste of life on Michigan's streets and highways.

That is why they are demanding action *now* to curb traffic accidents and the needless death and suffering they produce.

That is why nearly 300 citizens of this state met in East Lansing recently to take a hard look at this traffic-accident problem and to see what could be done about it. These citizens, from all walks of life and representing virtually all sections of Michigan, did not get together to make pretty speeches and pass high-sounding resolutions. It was not that kind of meeting. They came to East Lansing, following months of study and research, to take stock of Michigan's total traffic-accident-prevention program and, with the assistance of nationally recognized traffic authorities, to determine where this program is weak and where it is strong. Out of this inventory and analysis came the recommendations contained in this report.

You will find that these recommendations are not fanciful nor theoretical. They call for practical and sensible steps which, if carried out, unquestionably will reduce traffic accidents in Michigan. Each recommendation was carefully weighed in the light of Michigan's needs and nationally accepted standards.

Motor-vehicle transportation has grown so enormously and so rapidly, it has outdistanced our safeguards to human life, personal injury and property damage. As a result, the prevention of traffic accidents has become one of Michigan's greatest problems—certainly the greatest in terms of protecting life and property.

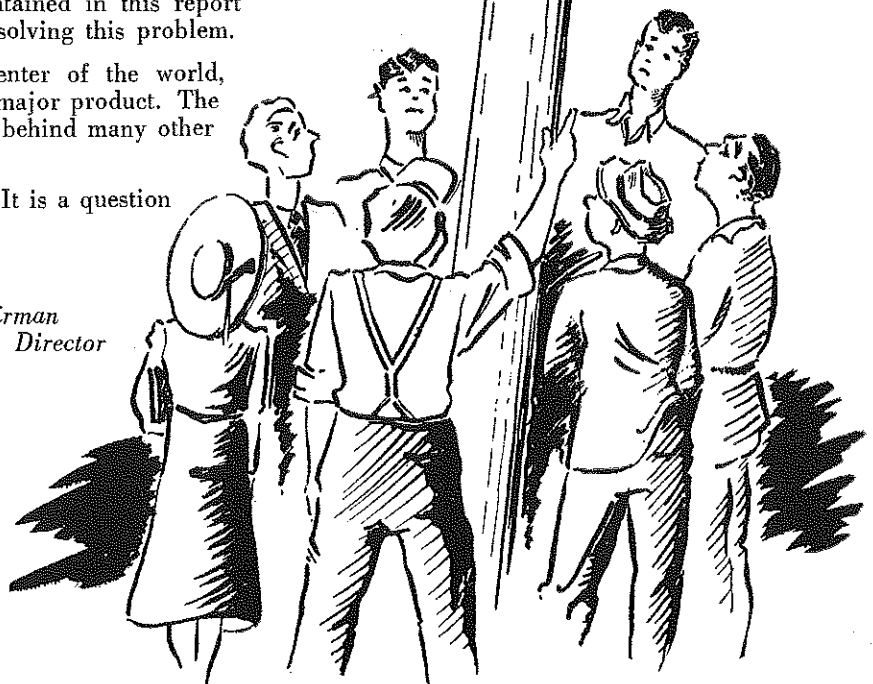
We feel that the recommendations contained in this report offer a sound plan that will go far toward solving this problem.

Certainly Michigan, the automobile center of the world, should set an example in the safe use of its major product. The sad fact, however, is that Michigan lags far behind many other states in traffic-accident prevention.

But it is not a question of state pride. It is a question of saving lives.

We believe this report points the way.

John A. Hannah, *Chairman*
Schuyler L. Marshall, *Director*



PART I — ORGANIZATION and PURPOSE

SEMINAR ORGANIZATION

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Northwestern University,
Evanston, Illinois

James P. Economos,
American Bar Association,
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Charles Prisk, Institute Traffic
Engineers, Bureau of Public
Roads, Washington, D. C.

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Safety Education, Washington, D. C.

Glenn V. Carmichael, Traffic Institute,
Northwestern University,
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National Safety Council,
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Michigan Press Association

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Vehicle Div., Department of State

Norman Borgerson, Assistant Superin-
tendent, Public Instruction

J. Carl McMonagle, Director Planning
and Traffic, State Highway Department

Hon. Frank Millard, Attorney General

Lt. C. F. VanBlankensteyn,
Michigan State Police

DR. JOHN A. HANNAH
Chairman of the Seminar

President Michigan State College
East Lansing, Michigan

(Excerpts from address before
Seminar delegates,
Thursday, March 20, 1952)



“The Public will support” . . .

“Everyday experience and observation leads one to ask whether all those who are licensed to operate a motor vehicle are actually qualified by training and experience to have control of a vehicle . . . are we sufficiently tough in our examination of license applicants?

“If strict enforcement reduces accidents in isolated cities, why do we not have strict enforcement everywhere in Michigan, all the time?

“Are we killing and maiming enough people to make us determined to do whatever needs to be done to stop the slaughter?

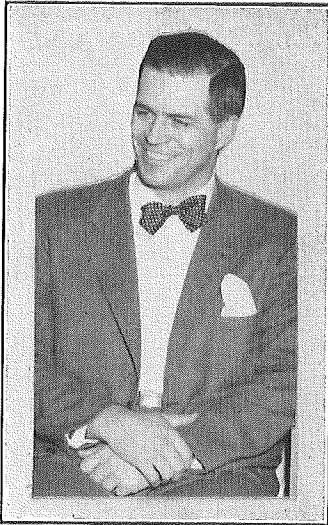
“We need the cooperation of every driver, every pedestrian, everyone who uses our streets and highways.

“We have assembled here today the best thinkers from throughout the state; we have backed them up with the best brains from interested departments of state government, and reinforced them with the trained intelligence of the best national experts . . . then comes the crucial test. What will be done about putting our recommendations into action?”

“I believe the general public will support any reasonable program, provided it understands what is at stake.

“I have great faith in the power of education . . .

“Anyone who has seen a lone ten-year-old boy, clothed with the authority of his school patrol, hold a dozen of his highstrung classmates in check at a crossing, can understand that education can be effective and does produce results.”



G. MENNEN WILLIAMS

Governor of Michigan

(Excerpts from address
at Michigan Highway Safety Seminar,
March 20, 1952)

The Governor said:

"The threatening international situation has emphasized the need for a safe and efficient highway transportation system. Broken bodies and smashed cars can be just as damaging to our defense efforts as certain types of deliberate sabotage. I know it is not necessary for me to tell you people how badly constructive action, designed to establish a traffic accident prevention program, is needed.

"Despite the fact we rank sixth in number of motor vehicle deaths, Michigan ranks 23rd in the mileage death rate for 1951.

"There is a sharp increase in pedestrian deaths. These were up 12% in 1951 as compared to 1950.

"It is interesting to note that rural areas account for 68% of motor vehicle deaths . . . possibly because of the higher rate of speed . . . My recommendation to the Legislature for an increase in the number of State Police takes on a new meaning to me.

"As Governor of the State . . . I am glad to add my voice here to those engaged in this admirable effort to check this tragic and wasteful toll of human lives and property.

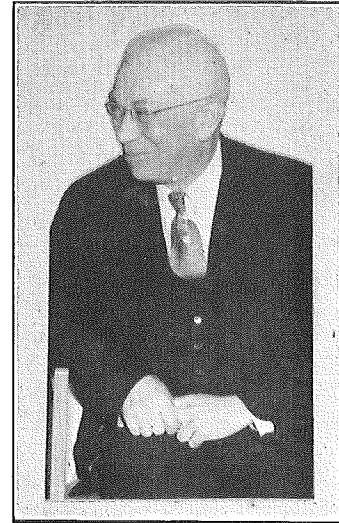
"We have taken on the world's worst bargain when we continue to pour millions down the drain hole in traffic accidents, when with a little more care and a bit more courtesy, we could do much toward reducing this cost."

CHARLES M. ZIEGLER

State Highway Commissioner of Michigan

(Directed by State Safety Commission to
organize and conduct a Highway
Safety Seminar)

(Excerpts from address made
at Michigan Highway Safety Seminar,
March 20, 1952)



“Why a Seminar?” . . .

“The subject assigned to me this afternoon is ‘Why a Seminar?’ The answer is easy.

“I met with representatives of the Automotive Safety Foundation of Washington, D. C., the Traffic Safety Association of Detroit, industrial leaders, educators, law enforcement officials, motor vehicle administrators, and others, and I found unanimous agreement as to the need for a seminar devoted exclusively to study of highway safety.

“The Michigan State Safety Commission, of which I am a member, wholeheartedly adopted the idea and directed me to proceed with the organization of such a seminar. In the past, highway safety has been overshadowed in other conferences by industrial safety, and did not get the attention it deserved.

“Dr. John A. Hannah, president of Michigan State College, consented to serve as chairman of the seminar at my request. National authorities, nine in number, have given valuable assistance. This is the second and third trip to Michigan for some of them.

“Many busy Michigan citizens have served on the seven working committees . . . donating their time and effort, and paying their own expenses in full. The seminar committees, composed of some 280 persons, have engaged in many hours of study, contributing a wealth of knowledge and experience to the subjects under consideration.

“The recommendations of this seminar will be of inestimable value and interest to our State Legislature and the administrative agencies of our state.”

F A C T S

on Michigan streets and Highways in 1951

- 1,640 people were killed.
- 48,418 people were injured — many of them permanently crippled.
- 176,587 highway accidents were reported.
- 3,065,447 licensed drivers — an increase of 731,627 over 1946.
- Over 2,500,000 licensed motor vehicles — an increase of 941,111 over 1946.
- 107,000 miles of city streets, state and county highways — practically no increase in mileage in five years.
- Vehicle miles traveled in Michigan increased 7.5 billion since 1946; 1951 total, 23 billion miles.
- Nearly six out of ten, or 57%, of fatal accidents occurred during hours of dusk or darkness.
- Surveys in nine states and ten cities show that trained drivers have but one-half as many traffic accidents as untrained drivers.
- Michigan highway accidents in 1951 cost \$145 million in loss of wages, medical care, and property damage.
- Over seven out of ten (71%) of all fatal accidents involved a driver reported to be in violation of Michigan traffic laws.

A Big Job Ahead

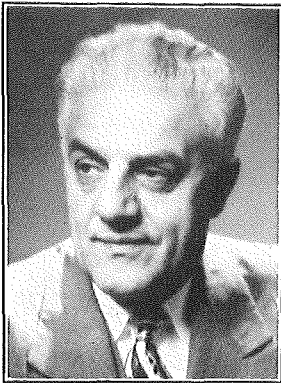
RESOLUTION

WHEREAS, The human and economic waste from accidents on the streets and highways of Michigan is intolerable and largely unnecessary, and

WHEREAS, The committee reports of this Seminar contain many proposals which, if put into effect, would substantially reduce this waste,

THEREFORE BE IT RESOLVED, That an Action Committee be created, comprising the Chairmen of the seven committees of the Seminar, the members of the Advisory Committee, and the Chairman of the Seminar as Chairman, to present in proper form the proposals adopted by the Seminar; to see that these are brought to the attention of the Michigan State Safety Commission, its Advisory Committee, the members of the Legislature, the State and Local Officials, the Public Information media and other agencies concerned; and, in consultation with the Commission and the other agencies concerned, to mobilize official and public support for effectuation of such proposals.

PART II — PRINCIPAL RECOMMENDATIONS



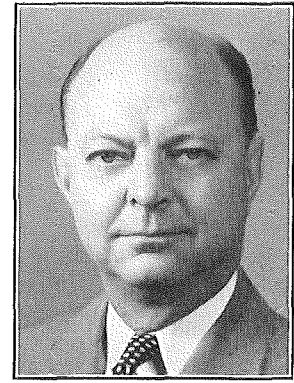
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Public Information Committee

representing

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Theatre - Outdoor Advertising



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- Hugh S. Wagner, Shell Oil Company

. . . we will support a bold and courageous approach

We recommend that a courageous and bold approach be made by the Michigan Highway Safety Seminar to the problem to the extent that we, media for dissemination of information, may be given new tools to arouse the public to demand and support constructive methods designed to save lives and dollars.

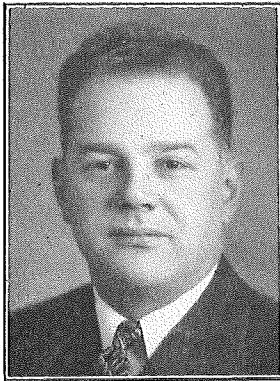
We have in the past, and we will in the future, do everything in our power to influence the 3,065,447 licensed Michigan drivers to use greater care.

We suggest stronger publicity tools in the form of more strict enforcement, more adequate driver education, and more rigid examinations of license applicants.

We are Asking:

1. Can the state of Michigan justify its present minimum age of 16 for a minor to drive a motor vehicle? Should it not be 17 or 18?
2. Why is not driver education included in the curriculum of ALL secondary public schools in Michigan?
3. Why should not the Michigan Highway Safety Seminar go on record recommending compulsory motor vehicle inspection?
4. Why is not better traffic law enforcement sought by all communities?
5. Why should not Michigan modernize its system of issuing driver licenses whereby the present hit-and-miss method on the local level would be replaced by a staff of trained personnel supervised by a single state agency, as recommended by the National Uniform Traffic Code?
6. Why should not directional signals for motor vehicles be required by State statute?
7. Why should not the state of Michigan re-examine its present highway speed regulations?
8. Should not a comprehensive analysis of accident causes on Michigan's highways be made by some agency?
9. To what extent can engineering improvements, such as highway design, better maintenance, uniform signs and signals, adequate lighting, one-way traffic thoroughfares, contribute to safer highways and resultant reductions of traffic accidents?
10. What is the potential role of the safety council, assisting local municipalities in reduction of traffic accidents?

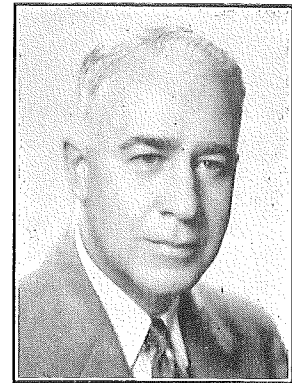
(See page 31 for complete text of Public Information Committee Report)



JACK ROSE

Motor Vehicle Administration Committee

representing
Industry - Transportation
Enforcement - Schools
Business



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Great Lakes Greyhound Lines, Detroit

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Motor Vehicle Division, Department of State

Lt. C. F. VanBlankensteyn, Commanding Officer
Safety & Traffic Bureau, Michigan State Police

National Advisor:

L. S. Harris, Executive Director,
American Assn. Motor Vehicle Administrators
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(Represented at Seminar by Basil R. Creighton
Assistant Executive Director)

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John Howie, Detroit Police Department

Frank Kelley, Director, Financial Responsibility & Operators and Chauffeurs Division, Department of State

Corp. Donald S. Oates, Michigan State Police

Percy Patterson, Clinton County Sheriff, St. Johns

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Miss Amelia Sacks, Oakland County Sheriff's Department, Pontiac

David Steinicke, Extension Specialist in Health and Safety, Michigan State College

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William Wickham, Standard Accident Insurance Company

. to keep dangerous and incompetent drivers off the road

1. SINGLE STATE LICENSING AGENCY:

All safety and traffic authorities agree that the control of the driver license is one of the greatest deterrents in the restraint of drivers from committing violations which cause accidents.

Driver licensing functions are presently a divided responsibility of the Secretary of State and the Commissioner of the Michigan State Police. It has been established nationally that two state agencies cannot be as effective in this field as a single state agency. To insure efficiency, uniformity and undivided authority in the field of driver licensing:

It is recommended that these functions be handled by a single state agency which would give examinations, issue driver licenses, and suspend or revoke licenses when appropriate.

2. COMPLETE CENTRAL FILE: It is desirable that the driving record of all drivers be consolidated in one complete central file because the record would be available to courts, enforcement officers and the public.

At the present time, because of lack of floor space, personnel and equipment, it is necessary that the larger cities of the state maintain their own driving record files and report to the state agencies only when the records show multiple convictions

and accidents. Therefore, complete records can only be supplied after considerable search.

It is recommended that funds be provided for the creation of a more complete central filing system within the recommended single state agency.

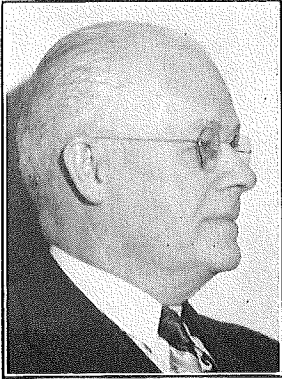
3. MORE COMPREHENSIVE TESTS: It is felt that present written examinations are not too difficult to pass, inasmuch as they do not require sufficient knowledge of the traffic laws. The impressive value of the driver's license is determined to a great extent by how difficult it is to get and how hard it is to keep.

Required vision tests are not sufficiently comprehensive in that they are not inclusive of depth and color perception and field of vision, in addition to visual acuity as is required.

In addition to recommending more comprehensive vision tests, the Motor Vehicle Administration Committee also recommends that original applicants be required to pass a driving test and that applicants for renewal of licenses be given oral, vision and written tests.

It is recommended that Michigan's test be more comprehensive than at present.

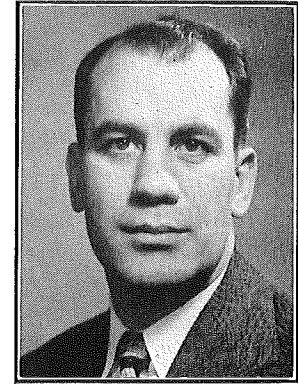
(See page 32 for complete text of all Motor Vehicle Administration Committee Recommendations)



CHARLES F. RHODES

Enforcement Committee

representing
Chiefs of Police - Sheriffs
Traffic Officers
Law Enforcement Training



A. F. BRANDSTATTER

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Coordinator, Law Enforcement Training
Program, Michigan State College

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Clarence A. Petraske, Wyandotte Police Dept.
Frank J. Scanlon, Dearborn Police Dept.
William Yule, Saginaw Police Dept.

. ways to discourage traffic law violators

1. UNIVERSAL POLICE TRAINING: Records show that trained police officers can do a much better job of traffic accident prevention through better traffic law enforcement.

At the present time only five large Michigan cities have well developed training schools. At least half of the personnel in the other cities have had very little formal training in police work.

The existing training courses in Michigan are not adequate to provide the service which is required to supply the needs of the cities and counties of Michigan.

It is recommended that every law enforcement agency provide every officer with recruit training, refresher courses and supervisory training and that the Michigan Law Enforcement Training Committee give fourteen courses annually in six fields, including zone training schools.

2. FIRMER UNIFORM ENFORCEMENT POLICY: The motorists who are killing people are in most cases traffic violators. More violators must be apprehended to reduce violations. The number of violators apprehended in any given area is determined largely by the administrative policy set by the head of the enforcement agency in that area.

If a police chief or sheriff sets a firmer policy, then more violators will be apprehended and more serious charges used where justified.

One hundred nineteen cities and four counties are now using the Michigan Uniform Enforcement Policy. This system should be adopted by all law enforcement agencies and used to motivate a firmer policy.

It is recommended that every law enforcement agency adopt the Michigan Uniform Enforcement Policy and apply enforcement on a firmer basis.

3. FIELD INVESTIGATION OF MORE ACCIDENTS: At the present time too many serious accidents are not investigated in the field, and as a result many motorists are not charged with the violations which caused the accidents.

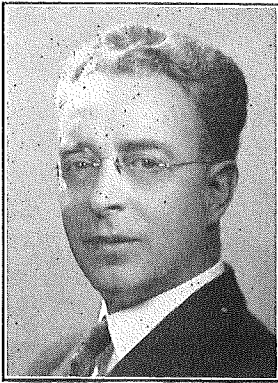
Motorists who violate traffic laws with no resulting accidents are apprehended to curb future violations. There is much more reason for prosecuting motorists who violate and cause accidents. This cannot be accomplished without investigations at the scenes of the accidents.

It is recommended that ALL fatal and personal injury accidents and as many property damage accidents as possible be investigated at the scene.

4. MICHIGAN MODEL MUNICIPAL TRAFFIC ORDINANCE: Most Michigan traffic ordinances have grown like Topsy and are outmoded. The amount of work and the cost involved for each city to adjust to the national model to conform with Michigan statutes postpones needed improvements.

It is recommended that there be developed a Michigan Model Municipal Traffic Ordinance which can be adopted "by reference."

(See pages 34 and 35 for complete text of all Committee Recommendations)



HON. RAYMOND STARR

Court Committee

representing
**Federal - Circuit - Municipal
and Traffic Judges
Justices of the Peace**



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- Clark Olmstead, Kalamazoo Municipal Court
- William Percy, Owosso Municipal Court
- Henry Ranquette, Escanaba Justice Court
- Douglas K. Reading, Washtenaw County Prosecutor
- Marvin J. Salmon, 30th Judicial Circuit, Lansing
- Robert N. Sawyer, Monroe County Prosecutor
- Donald E. Smith, Shiawassee County Prosecutor
- Kenneth H. Smith, Lapeer County Prosecutor
- Raymond L. Smith, 20th Judicial Circuit, Holland
- Theodore F. Smith, Jackson Municipal Court
- Mahlon R. Stewart, Sault Ste. Marie Municipal Court
- C. J. Sullivan, Port Huron Municipal Court
- J. David Sullivan, Alma Municipal Court
- C. VanderMuelen, Holland Municipal Court
- Ward I. Waller, 33rd Judicial Circuit, Cheboygan
- John Westphal, Grandville Justice Court
- George S. Wright, Monroe Municipal Court
- Frank Zagaiski, Van Dyke Justice Court

VISITOR

- R. James Harvey, Assistant City Attorney, Saginaw

. to strengthen and improve court procedure

1. PERIODIC MOTOR VEHICLE INSPECTION: Vehicle defects are reported as contributing factors in far too many accidents. Law enforcement agencies do not have the manpower to inspect all vehicles. Periodic motor vehicle inspection not only corrects faulty equipment, but the process of having every driver go to an inspection station twice a year is educational and makes motorists think about safe driving. Good drivers, who keep their cars in safe condition, are glad to pay a small fee to be sure that other drivers are required to do the same.

It is recommended that a law be enacted providing for periodic motor vehicle inspections.

2. ANNUAL COURT CONFERENCE: Improvement in the handling of traffic cases by courts will further assist in preventing accidents. This is a responsibility which must be met by the court officials, themselves. This improvement can be worked out through annual conferences restricted to judges, prosecutors and city attorneys.

It is recommended that Michigan conduct an ANNUAL COURT CONFERENCE to be arranged by the State Safety Commission with the cooperation of State Associations of Judges, Justices and Prosecutors and the State Bar Association.

3. UNIFORM TRAFFIC FINES: Voluntary compliance with the law cannot be achieved unless motorists are treated fairly in court. Motorists will never believe they are being treated fairly as long as fines for the same offense under the same conditions vary considerably in different communities.

It is recommended that ALL COURTS adopt the MICHIGAN UNIFORM FINE

SCHEDULE for use in violations bureaus and for use as a GUIDE for judges in cases tried in court.

4. PAST DRIVING RECORD OF VIOLATORS: The purpose of a fine is to serve as a forceful reminder not to violate in the future. Obviously, a fine adequate to influence a first offender will not be adequate for a second or third repeater who has not been restrained by the original fine.

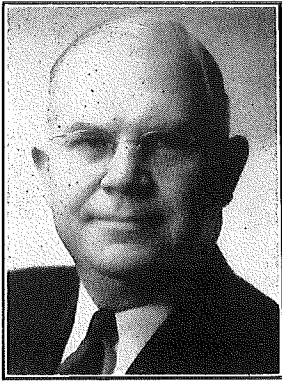
It is not possible for a judge to assess a fair and effective penalty for a traffic violation if he does not know whether the violator is a "first offender" or a "repeater."

It is recommended that ALL JUDGES, before imposing sentences for moving motor vehicle violations undertake to have before them the PAST DRIVING RECORD of the accused.

5. JUDGES' PERSONAL ATTENTION TO TRAFFIC CASES: The sound of a judge's voice from the bench is a far greater deterrent against future violations than the sound of the cash register at the violations bureau, or the casual process of sending a check in the mail. The sober words of a judge in court, admonishing the violator, make the sentence imposed far more effective.

It is recommended that ALL JUDGES undertake to hear a higher percentage of traffic cases in person and to give more personal attention to each case.

(See page 33 for complete text of all court committee recommendations)

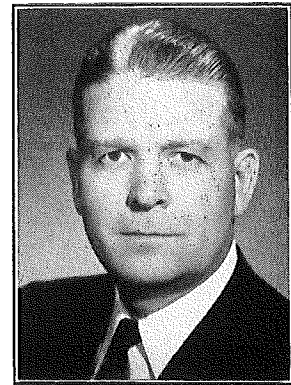


DR. GROVER C. DILLMAN

Engineering Committee

representing

State - City - County
and Traffic Engineers



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R. B. Lutz, Michigan State Highway Department

. to correct danger points on streets and highways

1. MORE CITY AND COUNTY TRAFFIC ENGINEERS: At present only a few cities and counties have traffic engineers.

Traffic engineering functions are so important to safety that they require an engineer who has received education in traffic engineering. Such a person can best operate in an engineering department or division.

It is recommended that EVERY city of over 50,000 population employ a full-time traffic engineer; that smaller cities employ a part-time traffic engineer, and that counties establish a traffic engineering division.

2. MORE REPORTING OF ENGINEERING CAUSES OF ACCIDENTS: At present, accident investigations at the scene are largely restricted to driver and vehicle faults.

Many accidents can be prevented, or their severity reduced, by engineering improvements. Reports on accidents where engineering factors are involved will permit highway and traffic engineering departments to take action at places where it will be most effective.

It is recommended that accident investigating officers give SPECIAL attention to engineering factors which contributed to the accident and report such findings to the proper engineering authority.

3. MORE HIGHWAY LIGHTING: Many built-up areas on highways adjacent to communities are without the safety factors which are provided within the city limits.

Records show that at high accident locations good highway lighting can produce significant reductions in accidents.

It is recommended that highway lighting be installed on highways where night accidents are frequent.

4. MORE ANGLE PARKING PROHIBITED: It is impossible to see what is coming, and not to block moving traffic, when backing out of an angle parking space at the curb.

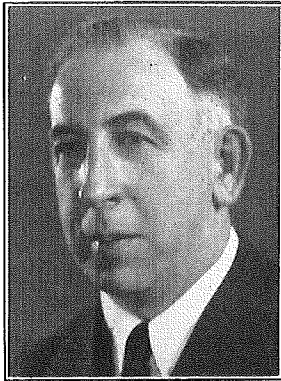
Both the safety and convenience of highways are greatly reduced when a vehicle backs from an angle parking space into a lane built for moving traffic.

It is recommended that angle parking be prohibited in ANY location where it is necessary to back into the main traveled roadway when leaving a parking space.

5. MORE TRAFFIC ENGINEERING COURSES: Practically every engineer employed in any division of a street or highway department needs to understand the principles of traffic engineering if his influence on the design, construction, maintenance or operation of a highway is to provide maximum traffic safety.

It is recommended that ALL engineering schools include a study of the principles of TRAFFIC ENGINEERING in their curriculum.

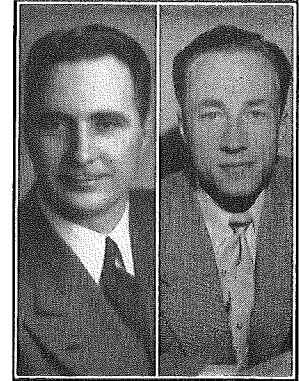
(See pages 36 and 37 for complete text of all committee recommendations)



DR. EUGENE B. ELLIOTT

School and College Committee

representing
Colleges - Schools
State Agencies



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Clinton F. Whetstone, Calhoun County Schools

. . . to make highway safety education a part of every child's schooling

1. SAFETY COORDINATORS: Educational institutions are rapidly accepting their responsibility for teaching safety. Greater progress can be made in all areas of safety if one person is given this responsibility and a suitable title. This person might be a teacher or principal.

It is recommended that EVERY SCHOOL, college and university appoint a SAFETY COORDINATOR to be given the responsibility for the organization, administration and supervision of safety education.

2. CREDIT COURSES FOR DRIVER EDUCATION INSTRUCTORS: Our educational system provides colleges and universities where high school teachers receive specialized education in many subjects. The present means of providing high school driver education instructors through short institutes is only an important "stop-gap" operation which must be ultimately replaced by regular credit courses for high school driver education instructors in colleges and universities.

It is recommended that Michigan colleges and universities preparing teachers offer a CREDIT COURSE for the preparation of high school driver education instructors.

3. UNIVERSAL HIGH SCHOOL COURSES: At present only part of the Michigan high schools offer courses in driver education including behind-the-wheel instruction. Many high schools which do have a course, do not have the capacity to instruct all of the students.

Driving an automobile is an integral part of effective living. Driver education should be the responsibility of every high school since eighty

per cent of high school students ultimately obtain a driver's license. Records show that approved courses in driver education cut accidents in half.

It is recommended that EVERY high school offer a course in driver education, including practice driving, with SUFFICIENT FACILITIES to make the course available to all students before graduation.

4. TRAINING BUS DRIVERS: The lives of 245,000 school children are entrusted to the safe driving of 3600 school bus drivers twice a day during every day of the school year. These drivers are for the most part employed as part time drivers and are non-professional people. Their training needs are therefore greater.

It is therefore recommended that local boards of education require all bus drivers to take the courses sponsored by several state colleges in cooperation with the State Department of Public Instruction.

5. STOPPING FOR SCHOOL BUSES: Michigan law now requires vehicles to stop when overtaking school busses which are stopped for the purpose of loading or unloading children. Thirty-nine states now require stopping in both directions. This is the national standard. It should be adopted in Michigan.

It is recommended that the Michigan bus stop law be amended to conform to the National Uniform Code.

(See pages 38 and 39 for complete text of all School and College committee recommendations)



PRENTISS M. BROWN

Safety Organization Committee

representing

**Municipal - Industrial
and Civic Safety Workers**



GILBERT HALEY

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Assistant Secretary of State

National Advisor, Sidney J. Williams
Assistant to the President, National Safety Council

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Waldo O. Hildebrand, Secretary-Manager, Michigan Association of Insurance Agents

John Huss, Director, Michigan Municipal League

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Harold F. Lillie, Director of Lansing Safety Council

Guy Nonemacher, Chrysler Corporation, Member Traffic Safety Association of Detroit

C. W. Otto, Secretary, Lansing Chamber of Commerce

Karl M. Richards, Manager, Field Services Department, Automobile Manufacturers Association

Edward G. Rockwell, Legal Department, Automobile Club of Michigan

Robert Ross, General Offices, Ford Motor Company

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R. Haberman, Battle Creek Chamber of Commerce

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Ben Jerome, Pontiac Automotjve Trades Association

Maynard Johnson, Pontiac Insurance Agents Association

William C. Johnson, Saginaw Insurance Agents Association

NaVarre Kelly, Port Huron Safety and Traffic Committee

Ben Knouss, Marquette Chamber of Commerce

Merrill G. Kraft, Michigan Association of Insurance Agents

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Lee R. Robinson, Muskegon Automobile Dealers Association

Sam Rosenberg, Michigan Junior Chamber of Commerce

Thomas Roumell, Commander Department of Michigan American Legion

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Harry Shearer, Detroit Board of Commerce

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Hal Wagner, Battle Creek Automobile Dealers Association

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Robert Sornson, Chrysler Corporation

. . . organize to do the safety job

1. STATE SAFETY COMMISSION ADVISORY COMMITTEE: The present name "Advisory Committee" is a serious handicap for a public support organization. It is unduly restrictive and does not convey the idea of a permanent safety organization.

At present there are several groups interested in safety which are not members of the Advisory Committee. By adding 25 new members there will be no important group in Michigan left off the safety team.

The recommendations of the Seminar can best be carried out if functional committees, composed of groups most interested in each field covered by the Seminar, are created, and specific projects set

up to effectuate each recommendation of the Seminar.

It is recommended that the 69-organization ADVISORY COMMITTEE to the State Safety Commission be given a new name, that 25 NEW GROUPS be added, and that it establish seven FUNCTIONAL COMMITTEES to carry out the recommendations of the Seminar.

2. MORE LOCAL SAFETY COUNCILS: At present only five Michigan cities have the benefits of a local safety organization.

The city officials and the business interests of a community can do the best job of accident prevention if there is a strong public support organization behind them.

It is recommended that ALL LARGE CITIES be encouraged to establish a privately financed local safety council, with budget and staff, similar to those in Detroit, Kalamazoo, Benton Harbor-St. Joseph, Lansing and Grand Rapids. Special attention should be given regarding the large cities of

SAGINAW

BAY CITY

BATTLE CREEK

FLINT

ANN ARBOR

DEARBORN

PONTIAC

JACKSON

MUSKEGON

3. ASSISTANCE TO LOCAL COMMUNITIES: The state should be in a position to assist any community which asks for help in setting up a local traffic safety organization, committee or commission. This assistance should be supplied by experienced and trained personnel.

It is recommended that the STATE SAFETY COMMISSION assemble a TEAM of qualified persons to assist local communities in the formation of local safety organizations.

(See page 40 for complete text of all committee recommendations)



◀ National consultants to the Seminar: From the left Charles Prisk, U.S. Bureau of Public Roads; Franklin M. Kreml, director, North-western University traffic Institute; Basil Creighton, American Association of Motor Vehicle Administrators; Sidney Williams, National Safety Council; John W. Gibbons, director of public relations, Automotive Safety Foundation.

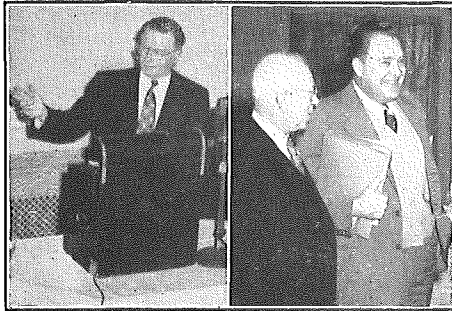


◀ Discussing the Seminar are C. Reynolds Weaver, director, State and Local Officials National Highway Safety Committee and advisor to the Seminar; Fred M. Alger, Jr., Secretary of State; Pyke Johnson, president of Automotive Safety Foundation, who addressed the Seminar delegates, and State Police Commissioner Donald Leonard.



▶ Schuyler L. Marshall, Seminar director and members of the Seminar Advisory Committee Maxwell Halsey, executive secretary, State Safety Commission; William Palmer, executive secretary, Michigan Petroleum Industries Committee; Donald Slutz, man-

aging director Traffic Safety Association, Detroit; Light B. Yost, General Motors Corporation.



◀ Dr. Lee M. Thurston, Supt. of Public Instruction and member State Safety Commission. Commissioner Ziegler; Edward G. Rockwell, Automobile Club of Michigan and member of Seminar Advisory Committee.



▶ Ink White, publisher of Clinton County Republican News, St. Johns, presiding at a session of the Public Information committee held in Kellogg Center.

Michigan Highway Safety Seminar

March 20 - 21, 1952
East Lansing, Michigan



Delegates and officers assemble in front of Kellogg Center. In the center of the front row is Dr. John A. Hannah, flanked by State Highway Commissioner Ziegler on the left and Seminar Director Schuyler Marshall on the right.

Recommendations calling for Community Action

That all large Michigan cities establish local safety councils to be privately financed (as in Detroit, Kalamazoo, Benton Harbor, St. Joseph, Lansing and Grand Rapids); that they should have a broad representation of all business, transportation, industrial and civic groups; employ at least one full-time staff member and a secretary, and operate in all fields of safety in the metropolitan area.

The objective of a local Safety Council is to conduct public education; to support the official agencies of government, industry and business responsible for the safety of the people; and to educate all citizens to recognize and accept their individual responsibilities for avoiding and preventing accidents.

(Safety Organization Committee)

Competent and authoritative traffic engineering services be made available in accordance with the following schedule:

- (a) In every Michigan city of 50,000 population and over, there be established a traffic engineering division under the direction of a full-time traffic engineer.
- (b) In every Michigan city of less than 50,000 population, there be assigned an engineer, preferably the city engineer or one of his staff, to part-time traffic engineering duty.
- (c) In county road commissions required to handle traffic operation and control problems, there be established a traffic engineering division, or there be assigned an engineer to part-time traffic engineering duty, depending upon the amount of work to be done.

All stop signs smaller than 24" in size should be replaced with the minimum size of 24" or larger,

on a definite schedule, so that all replacements will be made by the end of 1953.

Application of the "one-way street" principle for accident reduction and elimination of congestion should be adopted wherever possible.

(Engineering Committee)

That every Michigan high school offer a course in driver education, including classroom driving instructions, with sufficient facilities to make the course available to all students.

That local boards of education require all school bus drivers to take the course in school bus driver education sponsored by the State Department of Public Instruction through several state colleges.

(School and College Committee)

That traffic or safety commissions be created and set up in every municipality and county and that the commissions include: judicial officials, police officials, engineering officials, school officials, maintenance officials, and such other administrative officials as deemed advisable.

That a violations bureau be established in every traffic court, under the supervision of the judge, to handle non-moving traffic offenses in order that the judge may have time to adequately handle other more serious offenses.

That every court in Michigan adopt the Michigan Uniform Traffic Fine Schedule.

(Court Committee)

That every law enforcement agency adopt the Michigan Uniform Enforcement Policy now being used by 119 Michigan communities.

(Enforcement Committee)

Recommendations which need Statewide support and action

EMPHASIS PROGRAMS

That the Michigan State Safety Commission continue and expand the six annual state-wide emphasis programs which combine public education with enforcement by: (a) adding a state-wide program on left and right turns, (b) adding a state-wide program on improper passing.

MODEL TRAFFIC ORDINANCE

That there be developed a model municipal traffic ordinance for the State of Michigan, following insofar as legally possible the model municipal traffic ordinance developed by the National Committee on Uniform Laws and Ordinances.

(Enforcement Committee)

That all city, county and state law enforcement agencies use the Michigan Uniform Traffic Violation Notice; and this committee concurs with the action taken by the Michigan Municipal Judges Association and the Michigan Justices of the Peace Association

recommending the adoption of the Uniform Fine Schedule, or its use as a guide by all courts.

That an annual conference be held composed of the municipal court judges, probate court judges, the justices of the peace, the prosecuting attorneys, and the city attorneys of this state; that such conference be called for the purpose of considering traffic safety questions and the administering of traffic court justice; that the conference be arranged by the Michigan State Safety Commission; that the State Bar Association, Michigan Judges Association, Municipal Judges Association, the Justices of the Peace Association, the Prosecuting Attorneys Association, and city attorneys and other interested associations and persons be invited; and that the American Bar Association and the Traffic Institute of Northwestern University be asked to participate in the conduct of such conference.

(Court Committee)

That an annual conference be held to provide training in traffic engineering techniques, with emphasis on safety.

(Engineering Committee)

By administrative order State agencies can

STATE POLICE

Adopt a more comprehensive written test for applicants for drivers' licenses. The test now used requires only an essential knowledge of traffic laws. The test should include a knowledge of other safe driving practices.

Include examinations for visual acuity, depth and color perception and field of vision in vision tests for drivers' licenses.

Require all applicants for an original Michigan license to pass a driving test.

(Motor Vehicle Administration Committee)

Initiate a project for the adoption of the Uniform Enforcement Policy by all traffic law enforcement agencies, including city, county and state departments.

(Enforcement Committee)

DEPARTMENT OF PUBLIC INSTRUCTION

Place the responsibility for the administration, organization and promotion of safety education with one person at the assistant superintendent level and have the equivalent of at least two full-time persons devoting their time to safety education.

Place the direction of the school transportation program under a full-time person.

(School and College Committee)

HIGHWAY DEPARTMENT

Cooperate to provide for uniform traffic safety lighting of highways where night hazards are high, and particularly where those sections are under different jurisdictions.

Improve the quality of shoulders by proper choice of materials, and, where needed, by installation of a transition strip along the edge of rigid pavements.

Initiate a vigorous program of removing fixed objects from the road shoulders and encourage the county road commissions to do the same. In general, trees, utility poles and other solid obstructions should not be permitted within 12 feet of the edge of the pavement.

High priority in planning and developing future roadways should be given sections of routes, or spot locations having safety deficiencies and factors of sight distance and transition design should be given greater weight.

Use reflectorized safe speed signs and reflectorized advance warning signs to supplement standard warning signs to overcome deficiencies in alignment.

(Engineering Committee)

improve highway Safety

DEPARTMENT OF STATE

Registration Book System

Improve its registration book system and the follow-up services that are rendered to law enforcement agencies in order to increase the efficiency of identification of automobiles. The Seminar recommends that the funds for this purpose be provided by the Legislature.

(Enforcement Committee)

SAFETY COMMISSION

Change the name of Advisory Committee. Invite the below listed additional organizations to become members of the committee.

1. Michigan Road Builders Association
2. Michigan Good Roads Federation
3. Michigan School Board Association
4. Michigan Association of School Employees
5. Michigan Assoc. of Broadcasters
6. Allied Theatres, Incorporated
7. Butterfield Theaters, Inc.
8. Michigan Outdoor Adv. Council
9. Twin Cities Area Safety Council
10. National Automobile Transporters Assoc. (Located in Detroit)
11. Michigan Oil Industry Information Committee
12. Michigan Table Top Licensees Congress
13. Michigan Association of Supervisors
14. Michigan Medical Assoc.
15. Automobile Maintenance Assoc.
16. State Assoc. of Optometrists.
17. Zonta
18. Rotary
19. Kiwanis
20. Lions
21. Exchange
22. Michigan Bell Telephone Co.
23. Consumers Power Company
24. Detroit Edison Company
25. Michigan Intra State Motor Tariff Bureau, Inc.

Create seven functional committees of the Advisory Committee to coincide with the seven committees of the Michigan Highway Safety Seminar as follows:

1. Enforcement
2. Courts
3. Engineering
4. School and College
5. Motor Vehicle Administration
6. Safety Organization
7. Public Information

Assemble a team of qualified persons to assist local communities in the formation of local safety organizations.

(Organization Committee)

Periodic Motor Vehicle Inspection

Initiate a review of previous studies on the subject of state-wide motor vehicle inspection with a view to developing recommendations for the operation of such a program to be presented to the next session of the Legislature.

Set up a project to encourage all law enforcement agencies to adopt the Michigan Uniform Enforcement Policy so that they will be consistent with the 123 departments now using the system.

(Enforcement Committee)

Make the necessary arrangements for the conduct of an Annual Court Conference in cooperation with all associations of court officials, the State and National Bar Associations and the Traffic Institute of Northwestern University.

(Court Committee)

The Michigan Legislature can contribute to

DRIVER LICENSING

Setting up a *single state agency* to give examinations, issue driver licenses and to suspend and revoke driver licenses when appropriate and advisable. This will insure efficiency, uniformity and undivided authority in the field of driver licensing.

Requiring this single driver licensing agency to maintain a central file for each driver, showing all accidents, violations and convictions.

Restricting driver licenses to types of vehicles which the driver is qualified to operate.

Requiring all doctors treating persons afflicted with epilepsy and similar ailments to report such persons to the State Health Department, which in turn be required to report the names of such persons to the single driver licensing agency.

(Motor Vehicle Administration Committee)

By raising the minimum age for eligibility for a driver's license from 16 to 18 years beginning January 1, 1954, and making provision for the issuance of special licenses for persons between the ages of 14 to 18 who have successfully completed a course in driver education, including practiced driving, which has been approved by the Department of Public Instruction.

Studying the feasibility of issuing clearly marked drivers' licenses to persons who have had an ap-

proved course in driver education, including practiced driving instruction.

(School and College Committee)

Providing funds for use of the Secretary of State to install a central filing system as required by law, such system to include a report of all moving traffic violations and accidents of all licensed motor vehicle drivers.

Increasing the charge for triennial driver licenses in order to provide funds for the establishment of a central filing system, and providing permanent numbers for operator licenses.

Providing for compulsory periodic motor vehicle inspections.

(Court Committee)

SAFETY ORGANIZATION

Strengthening the organization of the State Safety Commission to enable it to effectively meet the mounting highway traffic accident problem which cost the lives of 1650 people, and the citizens of Michigan \$146 million in 1951.

Retaining the State Safety Commission in its present form and adding to its membership the chairman of the Public Service Commission and the Attorney General.

(Organization Committee)

greater Highway Safety by

SCHOOL BUS

Requiring that the inspection report and approval of equipment made by the Michigan State Police in cooperation with the State Department of Public Instruction be a condition for the issuance of a license for any school bus. (It is recommended that a supervisory program be set up to insure that all school systems comply with the National School Bus Standards adopted by the State Department of Public Instruction).

Requiring every school bus driver to submit to an annual physical examination, and that certificates of physical fitness, signed by a physician, be filed with the employing authority before the driver enters upon his duties.

Amending the Michigan Motor Vehicle Code to conform to the provisions of the Uniform Vehicle Code, which requires vehicles to stop from both directions, when buses are stopped for the purpose of loading or unloading pupils.

(School and College Committee)

ENGINEERING

Enacting appropriate legislation to strengthen the authority of highway agencies for the regulation of roadside entrances, exits and parking, and to prohibit roadside vending where the road shoulder is used for standing or parking of customers' vehicles.

Amending Section 5 of Act 336 P.A. 1931 to require installation of reflectorized crossbuck signs at street intersections at grade with railroad tracks, inside the corporate limits of cities and villages, where greater protection has not been ordered.

(Engineering Committee)

OTHER

Amending the private school act to require the licensing, control and regulation of all private commercial driver training school businesses under the supervision of the State Department of Public Instruction.

(School and College Committee)

LICENSE PLATES ON FRONT AND REAR *

Requiring that license plates be placed on the front and rear of motor vehicles and providing funds for this purpose. (This is considered essential by all law enforcement agencies throughout the state to facilitate identification of automobiles involved in hit and run accidents and to increase the efficiency of enforcement in accident cases).

CHEMICAL TEST LAW

Enacting a law that will permit the introduction of chemical test evidence in the trial of criminal cases involving the operation of motor vehicles while under the influence of intoxicating liquor.

(Enforcement Committee)

Colleges and Universities can do these things to help

The Seminar recommends:

POLICE TRAFFIC TRAINING

That the Michigan Law Enforcement Training Committee extend its police training activities to include:

1. Six recruit basic courses a year
2. Two command courses a year
3. Two refresher courses a year
4. Two law enforcement courses per year specializing in traffic
5. One course of accident investigation
6. One police traffic supervisor's course
7. A series of zone training schools
8. A course for zone training school instructors
9. Research in areas of particular importance to law enforcement agencies

(Enforcement Committee)

That a study of the principles of traffic engineering be included as a part of the highway engineering programs of the engineering colleges of the state.

That the Transportation Library at the University of Michigan maintain a library of traffic engineering literature and issue an annual bibliography on the subject of highway safety.

That highway agencies give special training and instructions in the use of safety measures and devices, for the protection of all crews engaged in maintenance operations.

(Engineering Committee)

That every teacher training institution develop a comprehensive unit or course in safety education and that it be so placed in the curriculum that it is available to every teacher candidate for a degree in education.

That Michigan colleges preparing teachers meet the demand for driver education instruction by offering the necessary number of credit courses in this subject.

That the responsibility for the organization, administration and supervision of safety education be made the responsibility of one person in each school, college and university. It is suggested that the person be called a "safety coordinator," who might be a teacher or an administrator.

That public and private safety organizations be encouraged to assist colleges and universities in providing basic courses in driver education (including practiced driving instruction) for all freshmen who have not had such a course in high school.

That public and private safety organizations and groups assist colleges and universities in offering teacher preparation courses in driver education and traffic safety at graduate and undergraduate levels leading toward a course for a degree in education.

(School and College Committee)

POLICE TRAINING MANUALS

That the Michigan Law Enforcement Training Committee arrange to have Police Training Manuals prepared, giving first priority to completing the series of training manuals for the offenses listed on the uniform violation ticket.

(Enforcement Committee)

PUBLIC INFORMATION COMMITTEE

Recommendations to the Seminar . . .

P R E A M B L E

Representatives of this committee are in full accord that new and vigorous steps must be taken to curb the mounting toll of death on Michigan highways due to traffic accidents. We are convinced that this mounting highway slaughter demands a fresh and new corrective approach, which will enable public information media to more effectively fulfill their public service responsibility in this important field.

We have a conviction the public is becoming indifferent and almost fatalistic in accepting highway accidents as a commonplace and inevitable part of modern life.

In support of this conviction this Committee has directed its Chairman to appoint a sub-committee to draft a creed for safe driving to be submitted to the Michigan State Safety Commission. It is the fervent hope of the Committee on Public Information that such a creed will be so popularized as to bring about a recognition by all citizens of Michigan that the driving of a motor vehicle is a privilege and not a right. This privilege entails definite responsibilities for the common good.

We recommend that a courageous and bold approach be made by the Michigan Highway Safety Seminar to the problem to the extent that we, media for dissemination of information, may be given *new tools* to arouse the public to demand and support constructive methods designed to save lives and dollars.

Accordingly, we ask the qualified committees of this Seminar, comprised of safety experts, the following questions, and pledge our full support to a continued program aimed at correcting Michigan's highway safety shortcomings.

QUESTIONS TO THE MICHIGAN HIGHWAY SAFETY SEMINAR

1—Can the State of Michigan justify its present minimum age of 16 for a minor to drive a motor vehicle? When the minimum age was changed by the state legislature from 14 to 16 in 1947, what was the result in terms of traffic accidents? Should the minimum age of minors be increased from 16 to 17 or 18, as recommended by some traffic safety authorities?

2—If driver education in public schools contributes to a reduction of traffic accidents, why is not such driver education included in the curriculum of *all* secondary public schools in Michigan? To what extent has such driver education courses led to reduction of traffic accidents?

3—If compulsory inspection of motor vehicles is one contributing factor in reducing traffic accidents in 14

states, why should not the Michigan Highway Safety Seminar go on record recommending such compulsory inspection by legislative enactment? Should not such inspection give consideration to the desirability of removing from the highways motor vehicles, the condition of which makes them a menace to public safety?

4—If strict law enforcement by police, prosecuting attorneys, and judiciary has resulted in reduction of accidents in some Michigan communities, why is not better law enforcement sought by all communities? We believe that public opinion will support more strict law enforcement and closer judicial cooperation.

5—Why should not Michigan modernize its system of issuing drivers' licenses whereby the present his-and-miss method on the local level would be replaced by a staff of trained personnel supervised by a single state agency, as recommended by the National Code. We are of the opinion that Michigan's present licensing system is inadequate to meet modern needs and is contributing to the highway toll by permitting unqualified persons to operate motor vehicles.

6—If directional signals for motor vehicles are believed by both automobile manufacturers and by highway safety experts to contribute to reduction of traffic accidents, why should not such signals be required by state statute as soon as availability of materials makes it possible? Until directional signals become mandatory, should not the laws requiring hand signals by drivers be strictly enforced?

7—If excessive speed is a factor in many fatal automobile accidents in Michigan today, why should not the State of Michigan re-examine its present highway speed regulations? To what extent is excessive speed a principal factor in accidents on rural highways where no fixed speed limit exists and under the legal requirement the driver must have his vehicle under control?

8—Should not a comprehensive analysis of accident causes on Michigan highways be made by some agency? Such an analysis, we believe, would furnish us valuable and significant information which would be helpful in awakening drivers to accident hazards.

9—To what extent can engineering improvements, such as highway design, better maintenance, uniform signs and signals, adequate lighting, one-way traffic thoroughfares, contribute to safer highways and resultant reduction of traffic accidents? Such information, we believe, would be helpful to local governments and would be of interest to the public,

10—What is the potential role of the safety council, assisting local municipalities in reduction of traffic accidents?

Answers to the above 10 problems would be helpful to Michigan media for dissemination of information in our efforts to cooperate in promoting safe highways and in reducing the traffic accident toll.

MOTOR VEHICLE ADMINISTRATION COMMITTEE

Recommendations to the Seminar

PREAMBLE

The following recommendations are designed to secure the most effective driver licensing system that it is possible for Michigan to attain and thereby reduce accidents and remove from the highways and streets those drivers who are hazards to the life and property of others. Although the recommendations are of primary importance, it is recognized that they all will not be put into operation at once. During the interim it is urged that everything possible be done by all agencies of government in Michigan to comply fully with existing law, rules and regulations governing the issuance and subsequent control of drivers' licenses.

1. That Michigan set up a *single state agency* to give examinations, issue driver licenses and to suspend and revoke driver licenses when appropriate and advisable. This will insure efficiency, uniformity and undivided authority in the field of driver licensing.

2. That the single driver licensing agency (Recommendation No. 1) maintain a central file for each driver showing all accidents, violations and convictions for that driver.

3. That Michigan adopt a more comprehensive written test for applicants for drivers' licenses. The test now used requires essentially a knowledge of traffic laws, but the test should include a knowledge of other safe driving practices.

4. That the vision tests for applicants for drivers' licenses include examinations for visual acuity, depth and color perception and field of vision.

5. That all applicants for an original Michigan license be required to pass a driving test.

6. That all doctors treating persons afflicted with epilepsy and similar ailments be required to report such persons to the State Health Department which in turn should report the names of such persons to the single driver licensing agency (Recommendation No. 1).

7. That applicants be given oral, vision and written tests for renewal of licenses.

8. That the minimum age for a restricted drivers' license be increased from 14 years to 16 years and the minimum age for an unrestricted drivers' license be increased from 16 years to 18 years. (Not adopted — covered in recommendation from School & College Committee, which was adopted).

9. That consideration be given to restricting driver licenses to types of vehicles which the driver is qualified to operate.

10. That there be established a special committee to study the feasibility and desirability of a periodic statewide motor vehicle inspection law. (Not adopted — covered in recommendation from Court Committee, which was adopted).

COURT COMMITTEE

Recommendations to the Seminar . . .

1. That traffic or safety commissions be created and set up in every municipality and county and recommends that the commissions include: judicial officials, police officials, engineering officials, school officials, maintenance officials, and such other administrative officials as deemed advisable.
 2. That an annual conference shall be held by the municipal court judges, probate court judges, the justices of the peace, the prosecuting attorneys, and the city attorneys of this state, and that such a conference shall be called for the purpose of considering traffic safety questions and the administering of traffic court justice, and that the conference be arranged for by the Michigan State Safety Commission, and that the State Bar Association, Michigan Judges Association, Municipal Judges Association, the Justices of the Peace Association, the Prosecuting Attorneys Association, and city attorneys, and other interested associations and persons, shall be invited, and that the American Bar Association and the Traffic Institute of Northwestern University shall be asked to participate in the conducting of such a conference.
 3. That the use by all city, county and state law enforcement agencies, of the Michigan Uniform Traffic Violation Notice; and this committee concurs with the action taken by the Michigan Municipal Judges Association and the Michigan Justices of the Peace Association recommending the adoption or, use as a guide, by all courts of the Uniform Fine Schedule.
 4. That the courts of this state, before imposing sentences for moving motor vehicle violations of law, should, when possible, have before them for study and consideration, the past driving record of the accused.
 5. That the section of the existing state statutes relating to motor vehicle operator licensing be enforced, particularly with reference to that section (Sec. 310) providing for the issuance of a permanent operator license number to every person receiving an operator's license.
 6. That funds be provided the Secretary of State to provide for a central filing system as required by law, to include a report of all moving traffic violations and accidents of all licensed motor vehicle drivers.
 7. That the charge for the triennial drivers license (shall) be increased (from \$1.25 to \$1.75) in order to provide funds for the carrying out of recommendations 5 and 6 relating to permanent operators license number and a central filing system.
(Words in parenthesis deleted)
 8. That where feasible, all persons charged with moving traffic violations should appear in court in person, and that traffic judges should increase the amount of individual attention given to each case of such nature for the purpose of assessing adequately the corrective penalties.
 9. That there should be a violations bureau in every traffic court under the supervision of the judge to handle non-moving traffic offenses in order that the judge may have time to handle adequately other more serious offenses.
 10. That all trial courts having jurisdiction over traffic violations should arrange separate sessions for the handling of traffic cases and dispose of them at a different time than other criminal business, providing the case load permits such separations.
(Recommendations numbered 8, 9 and 10 above, have in substance, been heretofore adopted by the National Conference of Chief Justices of State Supreme Courts).
 11. That a law be enacted providing for compulsory periodic motor vehicle inspections.
- NOTE — This committee considered in its scope of study the chemical test law to determine intoxication and decided that inasmuch as this subject would likely be considered by the Enforcement and other committees, no recommendations would be made by the Court Committee.

ENFORCEMENT COMMITTEE

1. That the Michigan Law Enforcement Training Committee be requested to extend its police training activities to include:
 - a. Six Recruit Basic courses a year
 - b. Two Command courses a year
 - c. Two Refresher courses a year
 - d. Two Law Enforcement courses per year specializing in traffic
 - e. One course of Accident Investigation
 - f. One Police Traffic Supervisor's course
 - g. A series of Zone Training Schools
 - h. A course for Zone Training School instructors
 - i. Research in areas of particular importance to law enforcement agencies
2. That law enforcement training be adopted on a state-wide basis.
3. That every law enforcement agency adopt the policy of arranging to have every man of the force receive some formal classroom training each year at:
 - a. Its own school, if city is large enough
 - b. At the Michigan Police Academy at Michigan State College
 - c. At the Michigan State Police
 - d. At the Northwestern University Traffic Institute
 - e. At the National Police Academy
4. That law enforcement agencies provide training for their personnel as follows:
 - a. Each officer to receive recruit training before he is assigned patrol responsibilities
 - b. Each officer to receive at least 40 hours of refresher training a year
 - c. All Police Supervisors to receive a course in Supervisory Training
 - d. Police Supervisors to receive a course in advance police administration before being promoted in their departments
5. That a project be initiated to have as its objective the adoption of the Uniform Enforcement Policy by all traffic law enforcement agencies, including city, county and state departments.
6. That the Michigan Law Enforcement Training Committee arrange to have Police Training Manuals prepared, giving first priority to completing the series of training manuals for the offenses listed on the uniform violation ticket.
7. That the Michigan State Safety Commission be requested to continue and expand the six annual state-wide emphasis programs which combine public education with enforcement by:
 - a. Adding a state-wide program in left and right turns
 - b. Adding a state-wide program in improper passing
8. That a careful field investigation be made of all fatal and personal injury accidents and that as many serious property damage accidents be

Recommendations to the Seminar . . .

investigated as the facilities of the individual departments will permit.

9. That the policy of accident investigation as conducted by various law enforcement agencies throughout the state be reviewed and suggestions for its general improvement be made and adopted on a state-wide basis.
10. That Law Enforcement Agencies continue vigorous enforcement practices directed towards all traffic violators in accident cases, consistent with their facilities.
11. That the uniform traffic enforcement policy be tightened and be under continuous review.
12. That the Michigan State Safety Commission initiate a review of previous studies on the subject of state-wide motor vehicle inspection with a view to developing recommendations for the operation of such a program to the next session of the State Legislature.
13. That the state of Michigan adopt a law that will permit the introduction of chemical test evidence in the trial of criminal cases with respect to the operation of motor vehicles while under the influence of intoxicating liquor.
14. That prima facia ceiling on speed be established at 60 miles per hour in the daytime and 50 miles per hour in the night time.
(Not adopted)
15. That law enforcement agencies establish minimum standards of at least a high school education for entrance into the law enforcement vocation.
16. That enough patrol cars be available in our law enforcement agencies to put every motorcycle man in a car alone during the winter time and during inclement weather. This would prevent enforcement from being reduced at a time when it is needed most.
17. That the budget of every law enforcement agency be planned to include a definite sum for training of personnel.
18. That license plates be placed on the front and rear of motor vehicles and that funds for this purpose be provided by the legislature. This is considered essential by all law enforcement agencies throughout the state of Michigan to facilitate identification of automobiles involved in hit and run accidents and to increase the efficiency of enforcement in accident cases.
19. That the Secretary of State's office be requested to improve its registration book system and the follow-up services that are rendered to law enforcement agencies in order to improve and increase the efficiency of identification of automobiles, and that the funds for this purpose be provided by the State Legislature.
20. That there be developed a model municipal traffic ordinance for the state of Michigan, following insofar as legally possible the model municipal traffic ordinance developed by the National Committee on Uniform Laws and Ordinances.

ENGINEERING COMMITTEE

ADMINISTRATION

1. That highway authorities confer with administrative officials in advance of construction for the purpose of reaching substantial agreement on a practical operation and enforcement plan consistent with the highway design.
2. That competent and authoritative traffic engineering services be made available in accordance with the following schedule:
 - (a) In every Michigan city of 50,000 population and over, there be established a traffic engineering division under the direction of a full-time traffic engineer.
 - (b) In every Michigan city of less than 50,000 population, there be assigned an engineer, preferably the City Engineer or one of his staff, to part-time traffic engineering duty.
 - (c) In county road commissions required to handle traffic operation and control problems, there be established a traffic engineering division, or there be assigned an engineer to part-time traffic engineering duty, depending upon the amount of work to be done.
3. That accident investigating officers give particular attention to circumstances which are subject to engineering treatment and submit copies of such reports promptly to the highway authority having jurisdiction.
4. That appropriate authorities cooperate to provide for uniform traffic safety lighting of highways where night hazards are high, and particularly where those sections are under different jurisdictions.

5. That street and highway officials establish a systematic procedure for maintaining maximum effectiveness of all traffic control devices.
6. That appropriate legislation be enacted to strengthen the authority of highway agencies for the regulation of roadside entrance, exit and parking, and to prohibit roadside vending where the road shoulder is used for standing or parking of customers' vehicles.
7. That Section 5 of Act 336 P.A. 1931 be revised to require installation of reflectorized crossbuck signs at street intersections at grade with railroad tracks, inside the corporate limits of cities and villages, where greater protection has not been ordered.

DESIGN AND MAINTENANCE

8. That a vigorous program of removing fixed objects from the shoulder be initiated by the State Highway Department and each County Road Commission. In general, trees, utility poles and other solid obstructions.
9. That in the planning and development of future street and highway construction programs, high priority should be assigned to sections of routes or to spot locations where safety deficiencies are most serious.
10. That the geometric design for each new or reconstructed facility should conform strictly with modern practices and should provide adequately and realistically for safe movement of the traffic expected.

Recommendations to the Seminar . . .

11. That factors of sight distance and transition design be given greater weight to eliminate any false assurance or element of surprise to the driver.
12. That city and township authorities arrange for the construction and continuing maintenance (including snow removal) of sidewalks along those highways which meet the traffic and pedestrian requirements specified by the American Association of State Highway Officials.
13. That the quality of shoulders be improved by proper choice of materials, and, where needed, by installation of a transition strip along the edge of rigid pavements.
18. That traffic signing and pavement marking on the County primary roads be improved in accordance with the Michigan Manual of Traffic Control Devices.
19. That properly planned and engineered traffic safety lighting be installed in those locations where engineering review or accident records indicate that a special night hazard could be relieved.
20. That "half-roadway gates" be used in combination with flashing light signals which are hereafter installed at highway crossings of multiple tracks where trains can move in either direction simultaneously at other crossings, if mutually agreed upon and approved by the proper authorities.

OPERATIONS

14. That the accident reporting agencies, in cooperation with the highway authorities, make summaries and studies for the purpose of bringing about reductions in frequency and severity of accidents. Such studies should include, but not be limited to, locations of night accidents, locations of fixed objects, and high accident locations.
15. That all "Stop" signs smaller than 24" in size be replaced with the minimum size of 24" or larger, on a definite schedule, so that all replacements will be made by the end of 1953.
16. That reflectorized safe speed signs and reflectorized advance warning signs be used to supplement standard warning signs to overcome deficiencies in alignment.
17. That angle parking be prohibited in any location where it is necessary to back into the main-traveled roadway when leaving a parking space.
21. That the "One-Way Street" principle for accident reduction and elimination of congestion be applied wherever practicable.
22. That a study of the principles of traffic engineering be included as a part of the highway engineering programs of the engineering colleges of the state.
23. That an annual conference be held to provide training in traffic engineering techniques with emphasis on safety.
24. That the Transportation Library at the University of Michigan maintain a library of traffic engineering literature and issue an annual bibliography on the subject of highway safety.
25. That special training and instructions be given in the use of safety measures and devices, for the protection of all crews engaged in maintenance operations.

EDUCATION AND TRAINING

SCHOOL AND COLLEGE COMMITTEE

ORGANIZATION AND ADMINISTRATION

1. That the responsibility for the organization, administration and supervision of safety education be made the responsibility of one person in every school, college and university. It is suggested that the person be called a "safety coordinator," who might be a teacher or an administrator.
2. That every teacher training institution develop a comprehensive unit or course in safety education and that it be so placed in the curriculum that the course be made available to every teacher who is a candidate for a degree in education.
3. That the State Department of Public Instruction place the responsibility for the administration, organization and promotion of safety education with one person and the department should have the equivalent of at least two full-time persons devoting their time to safety education.
4. That all schools be urged to use the standard accident report form as recommended by the National Safety Council and that the data be used to direct a selective program of accident prevention.
5. That beginning January 1, 1954 the minimum age for eligibility for a driver's license be raised from 16 to 18 but that provision be made to issue a special license for persons between the ages of 14 to 18 who have successfully completed a course in driver education including practice driving which has been approved by the Department of Public Instruction.
6. That the private trade school act be amended to require the licensing, control and regulation of all private commercial driver training school

businesses under the supervision of the State Department of Public Instruction.

7. That every Michigan high school offer a course in driver education, including classroom practiced driving instruction, with sufficient facilities to make the course available to all students.
8. That Michigan colleges preparing teachers meet the demand for driver education instruction by offering the necessary number of credit courses in this subject.
9. That every elementary and secondary school introduce into courses, where feasible, appropriate subject matter concerning general safety, including traffic safety. This should include specialized fields such as bicycle and scooter safety and safety projects of a seasonable nature.
10. That the State Driver Licensing Authorities study the feasibility of issuing a clearly marked driver's license to any person who has had an approved course in driver education (including practiced driving instruction).

SCHOOL TRANSPORTATION

11. That the State Department of Public Instruction place the direction of the school transportation program under a full-time person.
12. That the inspection report and approval of equipment made by the Michigan State Police in cooperation with the State Department of Public Instruction be required as a condition for the issuance of a license for any school bus. It is recommended that a supervisory program be set up to insure that all school systems comply with the National School Bus Standards adopted by the State Department of Public Instruction.

Recommendations to the Seminar . . .

13. That every school bus driver be required by law to submit to an annual physical examination and that certificates of physical fitness signed by a physician be filed with the employing authority before the driver enters upon his duties.
14. That local boards of education cooperate in the school bus driver education program sponsored by the State Department of Public Instruction thru several state colleges and that all school bus drivers be required to take the course by the local boards.
15. That the Michigan Motor Vehicle Code be amended to conform to the provisions of the Uniform Vehicle Code which requires vehicles to stop from both directions, when buses are stopped for the purpose of loading or unloading pupils.

SAFETY PATROLS

16. That all school systems organize and operate a school safety patrol program: (a) street patrols, (b) school bus patrols, (c) school building patrols, (d) school playground patrols. It is recommended that the organization and operation of the patrol program be in accordance with the national standards for the operation of school safety patrols as formulated by the American Automobile Association, International Association of Chiefs of Police, National Commission on Safety Education of the National Education Association, Congress of Parents and Teachers, National Safety Council and United States Office of Education.

SCHOOL STREET AND HIGHWAY PROTECTION

17. That school crossing protection, including signalization be assigned on a basis of some warrants or justification for each location based upon factual highway engineering data and

that the Michigan State Highway Department, in cooperation with the State Department of Public Instruction, be requested to develop such warrants and justifications.

18. That parking of cars adjacent to school grounds be prohibited where it involves the safety of children. It is recommended that wherever possible a suitable and safe off-street parking facility be provided for the vehicles of school personnel and students.
19. That all school cross-walk lanes at school crossings be marked with standard paint line cross-walk markings.

FUNCTION OF PUBLIC AND PRIVATE SAFETY ORGANIZATION

20. That public and private safety organizations and groups assist colleges and universities in offering teacher preparation courses in driver education and traffic safety at graduate and under graduate levels leading toward a course for a degree in education.

That public and private safety organizations be encouraged to assist colleges and universities in providing basic courses in driver education (including practiced driving instruction) for all freshmen who have not had such a course in high school.

That public and private safety organizations assist elementary and secondary schools—private, public and parochial in the promotion of sound programs of safety education and that public and private safety organizations be encouraged to support legislation effecting school safety as recommended by this Seminar.

21. That a study group be formed to determine the feasibility of adult driver education programs designed to reach those persons who have not had the opportunity of formal instruction.

SAFETY ORGANIZATION COMMITTEE

Recommendations to the Seminar . . .

1. That the Michigan State Safety Commission be retained in its present form and that the chairman of the Public Service Commission and the Attorney General be made additional members by legislative act.
2. That the "Advisory Committee to the State Safety Commission" consider the changing of its name (suggested — Michigan State Traffic Safety Association, Council, or Federation) and that additional organizations be invited to become members of the committee.
 - (1) Michigan Road Builders Association
 - (2) Michigan Good Roads Federation
 - (3) Michigan School Board Association
 - (4) Michigan Association of School Employees
 - (5) Michigan Association of Broadcasters
 - (6) Allied Theaters, Incorporated
 - (7) Butterfield Theaters, Incorporated
 - (8) Michigan Outdoor Advertising Council
 - (9) Twin Cities Area Safety Council
 - (10) National Automobile Transporters Association. (Located in Detroit)
 - (11) Michigan Oil Industry Information Committee
 - (12) Michigan Table Top Licensees Congress
 - (13) Michigan Association of Supervisors
 - (14) Michigan Medical Association
 - (15) Automobile Maintenance Assoc.
 - (16) State Association of Optometrists
 - (17) Zonta
 - (18) Rotary
 - (19) Kiwanis
 - (20) Lions
 - (21) Exchange
 - (22) Michigan Bell Telephone Co.
 - (23) Consumers Power Company
 - (24) Detroit Edison Company
 - (25) Michigan Intra State Motor Tariff Bureau, Inc.
3. That the Advisory Committee to the Michigan State Safety Commission create 7 permanent functional committees to coincide with the 7 committees of the Michigan Highway Safety Seminar as follows:
 - (1) Enforcement
 - (2) Courts
 - (3) Engineering
 - (4) School and College
 - (5) Motor Vehicle Administration
 - (6) Safety Organization
 - (7) Public Information
4. That the legislature of Michigan give serious consideration to strengthening the organization of the State Safety Commission to enable it to effectively meet the mounting highway traffic accident problem which cost the lives of 1650 people, and the citizens of Michigan \$146 million in 1951.
5. That the following large Michigan cities should be encouraged to establish local safety councils to be privately financed, (as in Detroit, Kalamazoo, Benton Harbor, St. Joseph, Lansing and Grand Rapids) have a broad representation of all business transportation, industrial and civic groups, employ at least one full-time staff member and a secretary and operate in all fields of safety in the metropolitan area.
 - (a) The objective of a local Safety Council is to conduct public education; to support the official agencies of government, industry and business responsible for the safety of the people; and to educate all citizens to recognize and accept their individual responsibilities for avoiding and preventing accidents.

(1) Flint	(162,800)
(2) Dearborn	(94,529)
(3) Saginaw	(92,352)
(4) Pontiac	(73,112)
(5) Bay City	(52,372)
(6) Jackson	(50,904)
(7) Battle Creek	(48,469)
(8) Muskegon	(48,047)
(9) Ann Arbor	(47,279)

Comment: Consideration should next be given to the following cities:

(10) Port Huron	(35,597)
(11) Monroe	(21,275)
(12) Ypsilanti	(18,267)
6. That the Michigan State Safety Commission assemble a team of qualified persons to assist local communities in the formation of local safety organizations.
7. That in the establishment of local safety councils priority be given to the cities covered in Recommendation 5. The remaining cities in the state, in the order of their importance, should be encouraged to conduct organized safety programs in their areas. Existing organizations, such as a local Chamber of Commerce, a local Association of Insurance Agents, a local Association of Automobile Dealers, a local safety committee of the Automobile Club or others, be urged to assume the leadership in conducting a cooperative safety program in the community.

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