

Jaywalking can be a hazardous undertaking

Jaywalking is the major contributor in more than three-quarters of school-related pedestrian deaths, according to a special "Schools Open — Drive Carefully" study conducted by the Automobile Club of Michigan.

Auto Club's traffic engineers found that only one of 13 pedestrian deaths in 1979 involving youngsters traveling to and from school occurred at an intersection. Pupils were at fault in 10 of the fatal mishaps and in each of those cases jaywalking was a significant factor.

"With most schools opening Sept. 9, motorists should be extra vigilant for children crossing streets at unexpected places, especially between parked cars or at mid-block," said Robert V. Cullen, Auto Club's Safety and Traffic Engineering manager.

Other findings in Auto Club's study are:

- Youngsters aged 5-8 accounted for a disproportionate 61 percent of the accidents.
- Ten of the 13 fatal accidents occurred in the afternoon following dismissal.
- Five occurred on Friday, three each on Monday and Tuesday.
- Three deaths apiece were recorded in November and April and one in each of the other school months.

"Traffic accidents are the leading cause of death for children under the age of 14," said Cullen. "More than two of every five pedestrians injured or killed in Michigan last year were children in this age group."

Approximately 125,000 youngsters will be attending schools for the first time in September, with nearly one million elementary pupils crossing roads, streets and highways or waiting for buses.

"It's important that parents and teachers advise children to cross at intersections, especially if they are patrolled or controlled by traffic signals," said Cullen.

As part of its "School's Open — Drive Carefully" campaign, Auto Club is distributing safety posters, 10,000 ponchos, 10,500 badges, 15,000 belts, 68,000 training booklets and other safety patrol supplies to schools throughout Michigan. Free bumper stickers and placemats are available at Auto Club's 56 branch offices.



You can't run as long at mountain altitudes

Question: I will soon be vacationing two weeks in Mexico City and would like to continue my distance running program. Why does altitude impair athletic performance? Any suggestions for exercising at altitude?

T.R., Livonia

To understand why altitude leads to a reduction in physical fitness, we must first review the basic biochemistry of energy production.

In its simplest terms, any activity — even sitting or sleeping — requires energy. The body produces this energy by burning stored food in the presence of oxygen.

During exercise, it is important to deliver enough oxygen to all the areas where food is stored so the two can combine to produce energy. Thus, the availability of oxygen to the tissues is vitally important in maintaining moderate or intense activity for a sustained period of time.

THE MAJOR PROBLEM with exercise at altitude is the decreased availability of oxygen at the tissue level.

The surrounding air has the same percentage of oxygen as air at sea level. But because of a lower barometric pressure at high altitudes, the force driving oxygen into the blood and tissues is reduced.



fitness

Barry Franklin

When this occurs, arterial blood is less saturated with oxygen, and the tissues must operate with a decreased oxygen supply.

Elevations below 5,000 feet have little effect on performance. But as you go above 5,000 feet, it is estimated your physical fitness will decrease 3 to 4 percent for each additional 1,000 feet ascended.

In Mexico City, at an altitude of 7,340 feet, you can expect a 7-10 percent decrease in fitness. At 50 percent or more!

IT IS IMPORTANT to note that the decrease in performance occurs only in activities of an extended duration, like distance running. Sprint or burst-type activities requiring only a few seconds to complete, such as the 100-yard dash, will not be affected.

SEMTA sets fare hearing

A public hearing on a SEMTA proposal to boost fares for small bus riders during peak commuter hours will be 1 p.m. Sept. 18 in the SEMTA board room on the 13th floor of the First National Building, 660 Woodward, Detroit.

The proposal would increase small bus fares weekdays from 6-9 a.m. and 3-6 p.m., effective Nov. 2.

SEMTA (Southeastern Michigan Transportation Authority) planned the fare increase July 1, but the SEMTA board delayed action in June. SEMTA administrators estimate the fare change would boost coffers for the seven-county regional transportation administration by about \$185,000 a year.

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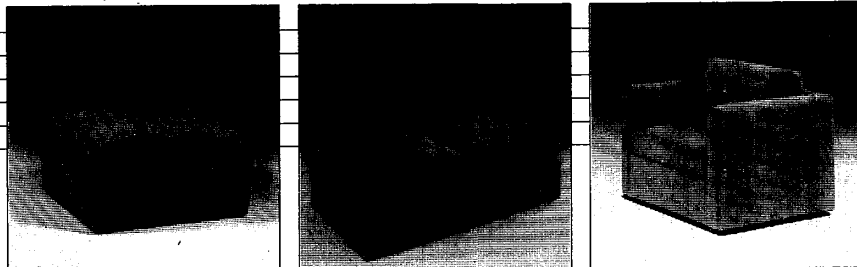
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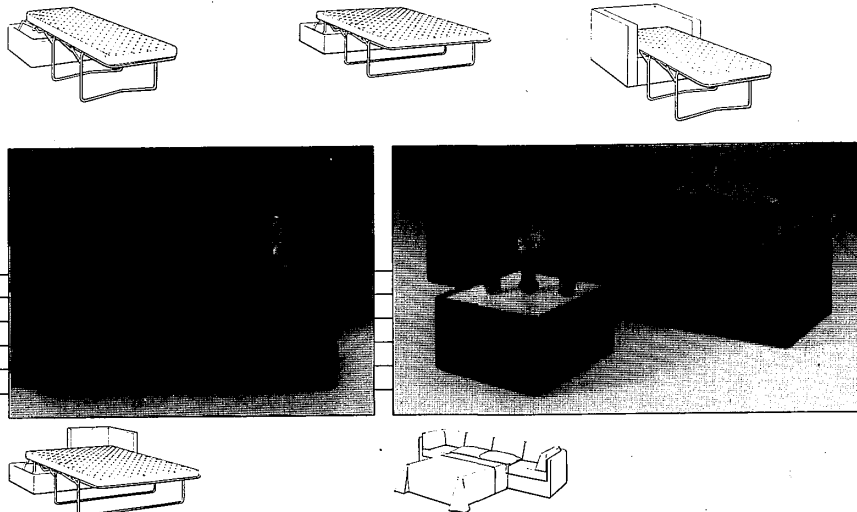


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