

# - Know Your Police -

This is the ninth in a series of articles introducing you to members of the City of Farmington Department of Public Safety and the Farmington Township Police Department.

A former Navy Shore Patrolman, Richard J. (Bud) Thomas, Jr., has been a member of the Farmington township police force for two and one-half years.

He is a patrolman and has lived in Farmington for four years.

Thomas, 38, attended Pontiac schools and graduated from Pontiac High in 1947. He attended Michigan State University for a year prior to entering the U.S. Navy in 1948.

He was separated from active duty in 1952 as a radarman, third class, having served two years in the submarine service and two years with a surface fleet in the Far East during the Korean War.

Thomas attended Wayne State University from 1954 to 1956. He is unmarried.

A sport car and sailing enthusiast, Thomas lives at 33167 Raphael.

## Cville Girls Avid Bowlers

Instead of rock and roll on Wednesdays between 7 and 8 p.m., it's bowl and scream at the Farmington Lanes for the girls of Clarenceville High.

After three weeks of bowling the two top averages are held by Pat Harrington at 112 and Barbara Weak at 111. The leading team is composed of three seniors and a junior. They are: Diana Argo, Sylvia Jones, and Donna Warden, seniors and Pat Harrington, a junior.

The past, the present and the future are really one—they are today. —Stowe.

Shop in Friendly Farmington



BUD THOMAS

## Delta Zeta Alumnae Meet

Delta Zeta sorority alumnae in Oakland county will mark their Founders' Day on Saturday, Oct. 24, with a luncheon at the Hunters Whip restaurant in Franklin Village. The luncheon will begin at 12:30 p.m.

Guest of honor will be Miss Robert Painter, who recently was provided with a hearing aid by the local Delta Zeta Alumnae. Sheri will be accompanied by her mother, Mrs. Joseph Painter. Speaker at the luncheon will be Mrs. William Wheeler whose topic will be "Rushing, the Delta Zeta Way." Mrs. Wheeler is the director of Epsilon Sigma chapter at Wayne university.

Shop in Friendly Farmington

# On-Street Parking on Road To Extinction, Mackie Says

Following are excerpts of remarks by State Highway Commissioner John C. Mackie at the recent annual banquet of the Michigan Society of Planning Officials at Saginaw State University.

"If it seems that curbside parking spaces are becoming scarcer while cars are getting longer and tempers are getting shorter, you are quite right."

"On-street parking on state trunkline highways in our major cities, like the hapless passenger pigeon, is on the road to extinction. Like this fabled bird, trunkline parking in cities will soon be as rare as wooden Indians, high button shoes, and the five-cent cigar."

"WE MOTORISTS of today face the problem of too many cars and not enough space to park. In 1958 there were 3,121,195 registered motor vehicles in Michigan. This figure does not include truck trailers, house trailers, or municipally-owned vehicles."

"This means that if every car in our state alone were lined up, they would stretch, bumper to bumper throughout the entire length and breadth of every mile of trunkline in both the upper and lower peninsulas of Michigan. And, I might add, to many a Sunday driver it seems as though they are."

"If you have ever wondered why traffic jams are such common occurrences in cities of even modest size, consider this fact. Nearly half, or to be precise, 42.4 per cent, of all motor vehicle travel in Michigan is logged on the 14,795 miles of roads and streets within cities and incorporated villages."

"In other words, nearly one-half of all automobile traffic in

our state is carried on the less than one-tenth of all roads lying within cities and incorporated villages."

"TRAFFIC IN Michigan from 1950 to 1958 increased by 500,151 vehicles, or at an average rate of about 100,000 more cars and trucks depending space on our roads every year."

"An average four-lane city street in the downtown area can carry an average of 1,530 vehicles per hour. Just one car parked at the curb can cut the street's capacity upward of 50 per cent, or by a volume of 350 cars per hour in the direction of travel where the car is parked. Cars parked on both sides of the same street would reduce the total carrying capacity of the roadway by 50 per cent or more."

"In effect, curbside parking can reduce a good four-lane thoroughfare to a poor two-lane street."

"Human psychology plays a major role in the parking problem. Surveys have proved conclusively that curbside parking cuts the workable width of a street by more than double the width of the parked cars. A minimum width of 14 feet should be set aside for parking if it is to be allowed. This provides for what we call a "safety distance" of about 6 to 8 feet distance from the cars at the curbside. Tests have shown that motorists will consistently veer toward the center of the road, away from the parked cars."

"IN PRACTICE this human trait has an adverse effect on traffic movement. For example, a 48-foot-wide pavement will be a prohibitive price to pay for the convenience of curbside

parking. However, if parking is allowed on this same street and the minimum of 14 feet is allotted on each side of the roadway for parking, the actual moving traffic is restricted to two 10-foot-wide lanes. By removing parked cars from the street, not only do we increase the street's capacity and facilitate traffic flow, but we also eliminate a major traffic hazard."

"Studies prove that accidents involving parking or parked cars account for about one-tenth of all accidents. About one-half of these accidents involve parked cars, next highest are cars moving out from the curb. Cars slowing to park, double-parked, and backing to park account for most other parking accidents."

"PARKED CARS are an important factor in fatal pedestrian accidents. Regularly, eight to ten per cent of the pedestrian traffic deaths involve persons entering the roadway from behind or between parked cars. The percentage of pedestrian injury accidents occurring from these circumstances is about the same."

"A study which sheds more light on this facet of the parking problem was conducted by the Highway Department last year. This study was centered on trunkline US 23 through the city of Mount Clemens. It disclosed that out of a total of 245 accidents, 40—or about 17 per cent of these accidents—were directly attributable to parking. In these 40 accidents there were 49 persons injured and two persons killed. This is a prohibitive price to pay for the convenience of curbside

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