# Autos not only key to pedestrian safety

Hope of lowering the nation's annual pedestrian fatality and injury toll lies in improving traffic patterns, lighting, education, law enforcement, driver training and licensing.

This is the joint conclusion of Trevor O. Jones, director, advance product engineering, General Motors engineering staff; Dr. Prian S. Repa, senior research engineer,

GM research laboratories' engineering mechanics department; and Javne Potigiesser, formerly of the GM engineers collected and analyzed data from a variety of sources relating to pedestrian-vehicle impacts which during 1973 caused 10,600 deaths and 120,000 disabling injuries in the United States.

"THIS IS NOT to say that modified design of vehicles cannot reduce pedestrian trauma," they reported. "All indications, however, point to the realization the reduction of pedestrian injuries through vehicle design may be minimal.

"Furthermore, because the pedestrian accident is a multiple impact event, vehicle design regions."

After reviewing accident data, they discuss several alternative countermeasures, most of which were based on case histories in the United States and abroad.

• Traffic control—pedestrian injuries and death dominate in urban areas.

o Lighting — a significant portion of pedestrian accidents occur in dusk-to-dawn hours, and as much as a 33 percent reduction in all nighttine accidents has been reported as a result of improved lighting. Lighting studies at urban sites in the United Kingdom showed that savings resulting from accident reductions were sufficient to over both improvement and operating costs.

• Pedestrian/vehicle isolation — bridges, underpasses, fences and sidewalks designed to reduce potential vehicle-pedestrian encounters may prove cost-effective in reducing fatalities in troublesome areas. In central business districts the "mail concept" can effectively isolate the vehicle from the pedestrian. A Virginia traffer report showed that the highest number of injuries and fatalities occurred in urban areas where sidewalks were unavailable.

• Public information programs

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• Public information programs he destrian protection programs the content of the program was initiated in 1937, the number of pedestrian death toll. AAA began a nationwide pedestrian death to take the program was initiated in 1937, the number of pedestrian deaths has been cut in half while all other traffic fatalities have risen 35 percent. The results, of course, were not achieved overnight but resulted from community efforts have slackened and in the last 10 years pedestrian accidents have increased 28 percent from their all-time low."

Engineering-enforcement-ed-ucation — they advocated continu-

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ing child and adult pedestrian education programs; strong secondary school driver education programs; driver licensing programs including adequate examinations and followup to correct or remove troublemakers; enactment of sound traffic laws and vigorous; mpartial enforcement.

They said it was doubtful that any sizeable fatality reduction could be expected from changes in which could be expected from changes in Adding to the problem is the fact that the consequences of pedestrian accidents are very dependent on many major factors addition to vchicle design, such as whicle speed, pedestrian height and age, and posture at impact.

and age, and posture at impact.



## Court orders Clarkson to reconsider case

By ROBERT KIPPER OAKLAND COUNTY — South-field 46th District Court Judge S. James Clarkson has been ordered to reopen one of the five drug cases he recently dismissed and to bind the defendant over for trial in cir-

the defendant over for trial in cir-cuit court.
Circuit Court Judge James S.
Thorburn ruled Tuesday Clarkson was wrong in dismissing charges against Leo G. Donigan Jr., who faced charges of selling drugs.
The Donigan case was one of five dismissed by Clarkson that formed the basis of a lawsuit gainst the judge by Prosecutor L Brooks Pat-terson.

terson.
Patterson charged Clarkson with violating his oath of office in dismissing the five suspected drug deales. Besides asking that each case be reopened, Patterson's suit asked that Clarkson be barred from hearing criminal cases in the future.

JUDGE THORBURN will rule OUDGE THORBURN WILL THE OTHER CONTROL OF THE OF THE OF THE OTHER CHAPTER OF THE OTHER CHAPTER OF THE OTHER CHAPTER OTHER CHAPTER OTHER CHAPTER OTHER CHAPTER OTHER OTHER

Judge Clarkson from future criminal cases.

When he dismissed the cases,
Clarkson ruled the suspects had been illegally entrapped by police officers. Calling the practice "repugnant to fair play and justice," Clarkson suggested that courts refuse to allow convictions based on entrapment.

Each drug arrest was based on purchases by undercover Narcotics Enforcement Team (NET) officers. This federally-funded unit is suspervised by the Michigan State Police and composed of officers from various police departments in the county.

THE ARRESTS, made on four separate occasions, occurred between Feb. 5 and April 16. Ruling on just the Donigan case, Thorburn contended this week that Clarkson's assertion of entrapment wasn't sufficiently established.



## LIVONIA HARDWARE

5 MILE ROAD HEARMINGTON BOAD 937-1511 GA 2-1155 OPEN DAILY 9 a.m.-9 p.m SUNDAY 10-2 p.m To make the Donigan arrest, NET used an undercover agent who arranged to purchase drugs from Donigan.

Thorburn said for the NET action to be interpreted as entrapment, NET would have had to control many other elements of the arranged sale, such as supplying the drugs or furnishing the location.

#### Community band meets at Harrison

FARMINGTON — Musicians interested in joining the Farmington Community Concert band are invited to attend a meeting and rehearsal of the band, Tuesday, Sept. 17, at 730 p.m., in the Harrison High School band room. Paul Barber, the director of the band will answer questions about requirements, uniforms, practice times, and offer other information dealing with the band. The community band is going into its eighth season this year. The meeting at Harrison is open to students and adults. Harrison High is located on 29995 W. 12 Mile, between Middlebelt and Orchard Lake Rd.

#### Quiet, please; it's the law

FARMINGTON HILLS — The Farmington Hills council may make the city a quieter place.

A change in the disorderly conduct ordinance introduced by the Hills council Monday would make it a misdemeanor to disturb the neighborho

nance has been revised several times.

Monday, it was altered again, when it was pointed out the text was so restrictive it would have prohibited high school football games, according to the city attor-

games, according to the city attorney.

A proposal by Mayor Frederick
Lichtman that noise permits be
issued by city hail was also rejected.

"The main problem," Councilman Joan Dudley, who originally
asked for the ordinance, said, "Is
that under our current statutes
someone can complain and nothing
can be done — this gives the policy
something to charge them with."

#### Jaycees seek new members

FARMINGTON — Oakland County Sheriff Johannes Spreen will be the guest speaker at the Farmington Jaycees membership

Farmington Jaycees membership night. Membership night will be held on Friday. Sept. 20 at 8 p.m. at the Farmington Community Center on Farmington Rd. north of 10 Mile. Men between the ages of 18-35 are invited to attend, and bring their wives. Members of the Jaycees Club will present to answer questions.

will present to answer questions about the organization.

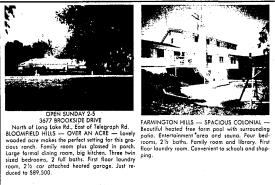
Refreshments will be served.

#### Earns assistantship

FARMINGTON — Sue Ann Johnson, Farmington, received a graduate teaching assistantship in the Department of English at Idaho State University.



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