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Acronyms in this issue

AASHTO	American Association of State Highway and Transportation Officials
CTRE	Center for Transportation Research and Education
FHWA	Federal Highway Administration

Iowa DOT	Iowa Department of Transportation
ISU	Iowa State University
LTAP	Local Technical Assistance Program
MUTCD	Manual of Uniform Traffic Control Devices

Iowa's "border to border" enforcement projects

ENCOURAGING MOTORISTS to obey speed limits, drive responsibly, and wear their seat belts is a significant traffic safety issue that law enforcement agencies take seriously. Coordinated corridor enforcement efforts can be particularly effective.

"Seeing a string of cops slows people down," says Captain Bob Rushing, law enforcement liaison with the Iowa Governor's Traffic Safety Bureau (GTSB), a position administered by CTRE.

In 2002, nine "border to border" corridor projects were conducted on

- US Highway 34, April 25
- Interstate 29 and Avenue of the Saints, May 23
- US Highway 61, June 21
- Interstates 35 and 80, August 29
- US Highway 71, September 12
- US Highways 20 and 30, October 17

More than 1,000 law enforcement personnel from many different city, county, and state police and public safety departments cooperated in each event leading to more than 6,000 speeding violations and more than 2,500 safety belt violations. Approximately 60 motorists were also arrested for operating while intoxicated (OWI), and 150 commercial vehicles were put out of service.

Rushing, a retired captain from the West Des Moines Police Department, coordinates all the corridor enforcement projects each year and responds to local requests for such projects. "We tune the motoring public up pretty frequently in Iowa," he says.

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(Top) Law enforcement personnel from six agencies participated in the I-80 event in Pottawatomie County. (Bottom) During this traffic stop on US 61 in Dubuque County, officers discovered that the vehicle was stolen, and the driver was arrested.

Correction

The cover story in the January–February 2003 issue of *Technology News* inaccurately defined fiber reinforced polymer (FRP) as "a . . . resin system reinforced with . . . glass or epoxy fibers." Wally Mook, director of public works for the City of Bettendorf, has pointed out that the correct definition is "a . . . resin system (polyester, vinyl ester, or epoxy resin) that holds together a system of glass, carbon, or Aramid fibers."

Thanks for straightening us out, Wally.

LAW continued from page 1

The GTSB goals for corridor enforcement are

- to achieve motorists' compliance with traffic laws. The enforcement project is well advertised in the media before the event to eliminate the "gotcha" factor and to encourage compliance.

- to make a long-term, positive impact on motorists. Rushing hopes that the public will wonder how long the project will last. Maintaining a perception of high enforcement encourages compliance with traffic laws. •

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