

**PROGRAM
DISTRICT III TECHNICAL SESSION**

Thursday, October 23, 1975

1:00 PM **Welcome**
Stan Cool, President, Michigan Section

1:10 PM **Technical Council
Presentation**
Nels Burns, Chairman
Technical Council

1:30 PM **55 MPH-Energy
Accidents & Enforcement**
Dan Minahan
Highway Safety Research Institute
University of Michigan

2:15 PM **Right Turn on Red -
A Panel Discussion**
Indiana

Harold Michael, Professor
Purdue University

Ohio
Stephen J. Welk
City of Columbus
Michigan

William T. Lebel
Michigan Department of State Highways
and Transportation

3:15 PM **Coffee Break**

3:35 PM **Small Car Vehicle Design**
Robert C. Nixon
Director of Exterior Design - AMC

4:20 PM **Student Papers**
Indiana Student

Wayne Snowbarger, Purdue
"An Analysis of Intersection
Delay Measurements"

Michigan Student
Dave Perkins, Wayne State University
"Priority Analysis Procedure for
Ranking Pedestrian Safety Improvement
Projects"

6:00 PM **Social Hour**
Attitude Adjustment

7:00 PM **Dinner - Prime Rib**
Following dinner there will be a brief
District business meeting.

Speaker:
ITE President Harold L. Michael
"Status and Activities of the Institute"

Friday October 24, 1975

8:30 AM **Traffic Engineering for Small
Communities Panel Discussion**
Indiana

William J. Fehribach, Vice President
A & F Engineering Company
Ohio

Robert E. Wert, City Traffic Engineer
City of Kettering
Michigan

Ursel Savage, Supervising Engineer
Community Assistance Unit
Michigan Department of State Highways
and Transportation

AAA

Robert DeCorte
AAA Traffic Division

9:45 AM **ITE Technician Program**
Thomas W. Brahms

Director of Technical Affairs
Institute of Traffic Engineers

10:30 AM **Coffee Break**

"ONLY ONE ROAD
- THE BIKE/CAR TRAFFIC MIX"
AAA Foundation for Traffic Safety, film.

10:50 AM **Bicycle Lanes**
Carl Jaeger, Chairman

Non-Motorized Transportation Committee
Michigan Department of State Highways
and Transportation

11:30 AM **Bus Lanes**
Mid-Size City

Bill Habig, Executive Director
Mid-Ohio Regional Planning Commission
Large Size City

Virgil R. Dahlman, Project Leader
GM Transportation Systems Division



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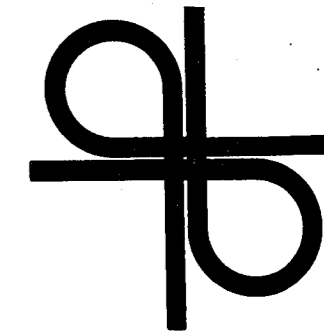
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**MICHIGAN SECTION
INSTITUTE OF TRAFFIC ENGINEERS**

Report From Seattle

PRESIDENT'S COLUMN

Reflections and impressions of the 45th Annual Meeting in Seattle, Washington. I will try not to duplicate information which Gene Riser included in his report of the Board of Direction meeting, printed elsewhere in this issue.

I was amazed at how many Michigan people I saw at the meeting. Those I can remember: Mr. & Mrs. John Gray, Mr. & Mrs. Art Gibson, Mr. & Mrs. Gordon Melvin, Mr. & Mrs. Tony Freed, Mr. & Mrs. Dave Groenleer, Mr. & Mrs. Al Hayes, Mr. & Mrs. Ed Wujcik, Mr. & Mrs. Bob Decorte, Mr. & Mrs. Jerry Blair, Mr. & Mrs. Herb Henry, Bob Carroll, Adrian Koert, Jere Meredith, Dave Bacon, Tom Urbanik, Tapan Datta, Ray Severy, Mirza Baig and John Crane. Former Michiganites I saw were Bill Marvin and Mike Burke.



COOL

Seattle is a beautiful city, in topography a lot like San Francisco (many steep hills, intersections where you don't dare cross against the light because you can't see the traffic coming). I arrived late Saturday night and spent a good part of Sunday getting acquainted with the city - took a Gray Line Bus tour and also a boat tour. It was a beautiful day even with a forecast of "70% chance of showers". I also enjoyed dinner at the Space Needle which provides a spectacular view of Seattle as the restaurant revolves at a rate of one revolution per hour.

I attended the District and Section Officers breakfast (but had to leave early to attend the Department 6 Standing Committee meeting). A committee has been established to review District and Section Boundaries as required by the Constitution every three years (Bruce McDonald, Chairman; John Edwards and Marty Blachman). All boundaries officially end as of December 31st. The Board has approved a change in the Charters of Student Chapters which will permit Chapter members (like section affiliates).

(Continued on Page 2.)

Advance notice to student members and university advisors: There will be a student paper competition sponsored by the Michigan Section. Oral presentations of selected papers will be held in 1976. Details regarding the competition will be promulgated during November and December. Students are urged to start their preliminary work in advance of the formal notice.

PARKING - A THINKING MAN'S GAME

by
Theodore M. Perez, Traffic Engineering
and Parking Services Department
City of Grand Rapids

Effective administration, operation and planning of municipal parking systems so as to ensure proper interfacing with traffic, highways and other elements of the increasingly complex urban transportation environment requires more than just "gut-feeling" or "rule-of-thumb" measures of the parking characteristics, patterns and related travel phenomena of urban trip-makers.

The traditional principles and methodologies underlying C.B.D. parking studies have, accordingly, evolved into relatively sophisticated planning tools. Following is a brief description of on-going efforts in Grand Rapids to conduct studies requisite to development of alternative parking strategies responsive to intermediate and long term transportation and developmental trends.

Study Area and Design

The area selected for study is comprised of a 55-block expanse bounded on two of four sides by major barriers; I-196 on the north and U.S.-131 on the west. The use of man made or natural barriers as study area boundaries helps preserve the statistical integrity of adjacent study units (blocks or aggregations of blocks).

Selection of constituent study units was performed with deliberate reference to previously delineated study zones incidental to: (1) Grand Rapids relatively long history of land use and transportation planning; (2) past consultant inputs; and (3) the Federal decennial census and the vast array of useful (from a transportation standpoint) demographic data derived from it. A less deliberate or entirely ad hoc delineation of study units does not permit maxi-

(Continued on Page 2.)

**3-PLUS IN OAKLAND COUNTY
OPTIMIZED BY UNIQUE PROJECT**

Oakland County recently launched a traffic engineering project which, by definition of authorities at all levels from Washington, D.C. on down, is totally unique in its concept.

In essence, the three year national demonstration project will seek to "optimize" implementation of the Three Plus Standards on a countrywide basis with the total highway and street network of the county viewed as a single system rather than a conglomerate of separate, uncoordinated and fragmented sub-systems.

The Michigan Office of Highway Safety Planning provided funds for the project, the need for which was recognized several years ago by task forces of the Traffic Improvement Association of Oakland County. Funds were officially awarded to the Oakland County Board of Commissioners which named TIA as the administering agent.

According to Bruce Madsen, TIA manager and director of the project, work will concentrate on the standards in the Highway Safety Act of 1973 which include:

- Identification and surveillance of trouble spots.
- Highway design, construction and maintenance.
- Traffic engineering services.
- Pedestrian safety (as related to traffic engineering).

Mr. Madsen said that, while specific physical improvements in traffic operations are the ultimate goal in this project, TIA will be working with local authorities to apply a "systems management" plan for traffic engineering on an areawide basis. He said this plan would:

1. Provide for the logical establishment of project priorities on a county basis.
2. Establish a vehicle for improved coordination in the efforts of area officials having traffic engineering responsibilities.
3. Develop a systems management plan which will serve Oakland County for years beyond the duration of the project.
4. Provide for greater efficiency and maximize the return on investments in physical improvements.
5. Meet virtually all of the Federal Highway Administration recommendations necessary for complete problem identification and surveillance.

(Continued on Page 7.)

MICHIGANITE

Official Publication
Michigan Section

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Richard F. Beaubien, P.E.
Transportation Engineer
500 W. Big Beaver Road
Troy, Michigan 48064

DISTRICT III ANNUAL MEETING
ITE District III Annual Meeting will be held Thursday and Friday, October 23 and 24, 1975, at Weber's Inn, Ann Arbor. Program details on page ten. See page three for District and Section officers.

GRAND RAPIDS PARKING

(Continued from Page 1.)

mum use of data derived from previous studies.

Planning for the data assembly phases of the study has emphasized data processing as much as the data. A major feature of the survey form is a capacity for self-coding (numerical) the parking characteristics obtained on the form. This facilitates both the coding and key punching necessary for subsequent computer tabulation.

The survey form contained a capacity for eleven (11) parking characteristics or "data fields" including fee paid, arrival and departure times, trip frequency, purpose, duration, origin, destination, walking distance and lastly, a numerical factor for grossing the survey sample to the total "population" of vehicles parked.

The survey form designed for Grand Rapids contains two notable errors. The form combines work and business trips within a single trip purpose category. The presence of a large number of short term parker generating banks and other financial institutions distorts the walking distance and parking duration characteristics of both working and business trips. The other error was one of omission; we neglected to record readily available data on vehicle occupancy.

Data Processing

The data processing requirements related to a study of the scope and magnitude attempted in Grand Rapids nearly rendered in-house performance technically and financially infeasible. Fortunately we were able to gain access to required computer hardware, software and related professional talent at no cost through the cooperation of the Urban Transportation Planning Division of Michigan Department of State Highways and Transportation.

Present data processing efforts have produced 33 tabulations of parking characteristics, in matrix form, of varying interest and planning value. Disappointment was experienced with one tabulation that was anticipated with particular interest: an array of walking distances by the parking fees paid.

PRESIDENT REPORTS FROM SEATTLE

(Continued from Page 1.)

Congressman James Howard of New Jersey was the speaker at the keynote luncheon. He is Chairman of the Surface Transportation Subcommittee of the Public Works and Transportation Committee of the House of Representatives and a former school teacher. It was refreshing to hear a man who obviously has a real grasp of the transportation situation. His topic was Highway Legislation 1975 and Future. He is working on a means of maintaining the Highway Trust Fund but developing the same kind of financial assurance for Mass Transit. "Our roads are falling apart 50% faster than we can fix them".

The Congressman predicts greater use of traffic engineers and traffic engineering principles to get greater utilization of our existing facilities. "We need to stop the battle between the highway, rail and tran-

(Continued on Page 8.)

An accurate measure of the trip-makers trade-off between an "acceptable" walking distance and "reasonable" parking fee was intended to be a key element in subsequent efforts to develop a disutility based parking simulation or allocation model. Unfortunately, the presence of a parking validation program providing "free" or artificially low cost parking at favorably proximate locations throughout Downtown distorted the expected trade-off patterns.

Some General Findings

The 4,400 interviews obtained during the survey represented a 42.0 per cent sample of approximately 10,400 vehicles (seasonally adjusted) counted between 8:00 A.M. and 6:00 P.M. on the survey day. Trip distributions by purpose demonstrate the relatively recent (Post-1960) decline of C.B.D. retail activity precipitated by the profusion of suburban shopping centers and the consequent emergence of government, commercial office and financial institutions as the predominant land uses within the urban core.



Eleven parking characteristics are noted on Grand Rapids' survey form.

Approximately 70.0 per cent of all parkers indicated work or business as the purpose of their trip while a comparatively negligible 12.0 per cent identified shopping as their primary purpose for coming downtown. Moreover, approximately 57.0 per cent of this small number of shoppers indicated a downtown shopping frequency of less than once per week.

The Final Study Focus

City staff are presently examining the usefulness and cost (principally data processing) of developing a parking model based upon disutility theory. Should the evaluation affirm reasonable value and cost effectiveness, source data would be reprogrammed and processed accordingly. An unfavorable evaluation will prompt reliance upon conventional procedures for study completion.

Procedures notwithstanding, one phase of the study will certainly examine the growing impact of the energy crisis on vehicle occupancy and modal preference. Significant and permanent increases in fuel costs may begin to rationalize access-oriented parking strategies locating new or relocating existing parking spaces to outlying park and ride/kiss and ride assembly points.

MICHIGANITE

Official Publication
Michigan Section
of the

Institute of Traffic Engineers

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Detroit, MI 48224

Michael F. Kobran, Jr.
City of Detroit
Department of Transportation

OUTLINE OF CHANGES TO THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

Page	Description	
iva	New page for record of revisions	
vi, viii, xvi	Contents adjustment	
8a through 8i	New pages for alphabetical listing of signs	
10	Typographical error	
19	Dimension line drafting error	
20	Clearance increased to .6 feet minimum on freeways	
25	Sign code numbers added	
26	See description for page 20	
29, 30, 31	Divider bars added to directional signs	
34	Illustration R1-3 and R1-4 made proportionate	157
41	Additional R3-2 permitted on one-way streets at intersections	159
43	Clarification of relationship between Lane-Use Control signs and R3-10. Permits other legend on R3-7a.	173
44	Permits other legend on R3-8	183
58, 59	Standardizes bottom line of R7-13 to read "Local Ordinance" to cover all governmental units	184
64, 66	Provision made for R10-12 (EMERGENCY SIGNAL) sign	185
69	New R12-5 sign (symbol-type) added	187
70	Variable size indication for R12-6 and R12-7 added	190
97	Change made to comply with section 640, Michigan Vehicle Code, by replacing "or" in third line with "and/or".	196
99	Typographical error	211
102	Revision of directional arrow dimensions to correspond to Michigan's standard directional arrow	215
107	Typographical error	220
115	M4-8a (DETOUR ENDS) sign added to this page from page 347	226
123	Typographical error	230
124	Divider bars added to sign illustrations D1-2, 2a, 3, 3a.	231
126	New third paragraph added to section 2D-40 (approved by NAC Ruling Sn-82).	232-233
127	Text from page 126 carried onto this page	
129	New paragraph added at bottom of page to permit 21-inch by 15-inch arrow panel to be used in lieu of 24-inch by 6-inch arrow panel with D5-5a sign.	241
133	Change similar to page 129, which applies to D9-2 sign.	242
134	Change similar to page 129, which applies to D9-3 and D9-3a signs.	243 through 246
135	Provision made for smaller Milepost sign and change similar to page 129, which applies to D11-1 sign.	247
136	Change similar to page 129, which applies to D11-2 sign	248
137	Sizes added to typical supplemental panels	
138	Last sentence added to sec. 2D-50 to clarify application of I-Series signs	
139 through 141b	Descriptions for I-Series signs added	
141c	Page added to permit inclusion of 18-2 (AIRPORT) sign	
141d	New page needed to retain existing sec. 2D-51 (no textual changes)	
145	Provision made to include street or road name on signs (sec. 2E-8).	
146	Corrections made to dimensional details for US and State route markers	

Nineteen members and affiliates responded to the listing of new Technical Committees which was sent early in July to all Michigan members and affiliates. President Stan Cool has forwarded the names of interested persons and the committee(s) to the appropriate persons for appointment. A total of 32 potential committee assignments were realized through this effort. The response by our Section Membership has gone a long way toward meeting the Section's goal of increasing participation of Michigan people on National Technical Committees.

249	Typographical error
254	Textual change for item 2(b), sec. 4B-6
255	Reference made to RIGHT, LEFT, or THRU signs rather than the LEFT TURN SIGNAL sign at top of page. Also, a new last sentence added to end of same paragraph.
257	Figure 4-1 revised
259	Typographical error
260	Second sentence in item 4 at the top of the page was eliminated to avoid conflicts with Michigan Vehicle Code.
261	Third paragraph from end of sec. 4B-12 revised for reason stated for page 260.
288	Reference to "flashing" RED X eliminated in item 4, sec. 4E-9 (approved by NAC Ruling Sg-13).
293	Reference to R10-12 (EMERGENCY SIGNAL) sign made in third paragraph, sec. 4E-20.
301	Typographical error
313	New last sentence added to third full paragraph for benefit of public utility companies.
319	Sign code numbers added
320, 321	Figure 6-7 expanded and revised to make requirements more practical for public utility companies.
322	Sign code numbers added
329	Figure number corrected
338	Art work for W6-3 revised to keep sign proportionate in size.
339	W5-1 sign changed to standard size (36" x 36").
349	Barricade design changed to allow only orange and white stripes (per F.H.W.A. Notice N5160.3)
351	Table V1-1 revised to permit barricade size changed and drum design changed to allow only orange and white stripes (per F.H.W.A. Notice N5160.3). (On page 350, the minimum length of rail for a Type III barricade should have been changed to 2 feet. This will be corrected by a future revision).
352	Portable flasher support replaced by a Type II barricade (per F.H.W.A. Notice N5160.3). Also, figure number corrected.
353	Vertical panel design in sec. 6C-5 changed to allow only orange and white stripes (per F.H.W.A. Notice N5160.3).
356	Figure number corrected
358	New last sentence added to sec. 6C-10 (approved by NAC Rulings, Volume V, Errata item #16).
364	Reference to portable flasher support eliminated (per F.H.W.A. Notice N5160.3).
365	Section concerning "Sequential Flasher" eliminated. (Requested by F.H.W.A.)
366, 367, 368	Revision of text and figure 6-21 to eliminate the use of a flag by flagmen for traffic control. Figure 6-21 revised further to include details of paddle sign and vest for flagmen.
383	The sign S4-2 (WHEN CHILDREN ARE PRESENT) eliminated because of enforcement difficulties.
384	School speed limit sign illustrations revised
413, 417	Index sheet corrections
418, 420, 427	Index sheet corrections

MICHIGAN SECTION 1975 COMMITTEES (Chairmen listed first)

Membership	Nominating
Bill Lebel	Weldon Borton
Dave Bacon	Bob Larson
Ken Underwood	Dick Beaubien
Technical	Legislative
Alan Richardson	Jim Neve
Ray Severy	John Robbins
Herb Crane	Adrian Koert
Public Relations	Hospitality
Paul Riley	Jere Carrier
Stan Gross	Art Gibson
Gerald Holmberg	Herb Henry
Traffic Safety	Program
Chuck Maltese	Richard Blost
Max Hoffman	Alan Richardson
Lt. Harry Wilson	Meeting Host(s)
I.M.S.A. Liason - S.T.A.T.E.S. Rep.	
Jere Meredith	

REPORT FROM SEATTLE

(Continued from Page 2.)

sit interests and work together to solve our country's transportation problems". One possibility being considered is a network of important rail routes owned by the Federal Government - an interstate program for the railroads.

Since I could read in the compendium the papers presented at the other sessions, Monday afternoon I attended the AOD session hoping to learn about new products. Quite frankly this session was poorly attended and if you subtracted all the AOD representatives, there were only a handful present to learn. I was disappointed in the format and content of the session and was pleased to learn later that AOD has established a committee to try to improve the format. This is an important area as we all need an effective means of keeping current on products and systems which are available.

EXPLORING DOWNTOWN SEATTLE

Not being too fond of fish, having already seen the city by boat and not having my family with me, I chose to skip the Blake Island Family Outing Monday night. I understand that it was a good affair but had a few problems (like transportation difficulties - getting people on the right boats, etc. and then not being able to leave the party when you wanted to because you had to wait until the boats left). I heard many comments on how nice the Monday night party in Detroit was. I spent Monday evening exploring on foot downtown Seattle and had a lovely Japanese dinner at Bush Gardens.

About 210 persons attended the technical committee sessions on Tuesday morning. Tuesday afternoon I attended the session on Education and Professionalism which consisted of two panels. In the first, on Education of Traffic and Transportation Engineers, both the basic education and continuing education for our profession were discussed.

COMPETENCY UNDER DISCUSSION

As some may be aware, the topic of insuring competency of professional engineers is under discussion by engineering societies on the national level. One means through re-examination, and another through required attendance at continuing education courses. There is considerable concern over the ability of our educational institutions to meet such an increased burden. It is a problem which must be faced. It is not just going to go away.

One interesting quote from panelist Harry Skinner of the FHWA, Denver office: "FHWA has told its high level people that they need to get acquainted with the traffic engineering profession" because that is where it is going to be at in the years to come - better utilization of existing roads and streets rather than wholesale new construction.

The second panel was on professionalism. Chris Kinzel of California discussed registration of Traffic Engineers in his

state. California is the first state to register Traffic Engineers as such. However, the last roster of Architects, Professional Engineers, and Land Surveyors, published by the State of Michigan in 1966, shows D. Grant Mickle as a registered Traffic Engineer.

LIMITED TO CONDUCTING STUDIES

It should be noted that in California a registered Traffic Engineer is limited to conducting studies. If he wants to do geometric design he needs to be a registered Civil Engineer as well, or if he is to design traffic signal systems, he must also be a registered Electrical Engineer. It seems like this is a problem area that may not be limited to California for long and it behooves us to be alert. I have a copy of Kinzel's paper and will be glad to send you a copy on request.

I attended the annual meeting of the Consultants Council (CCITE). This organization which is now about a year old has 102 member firms. One of the items of interest was the matter of State Highway Departments doing traffic engineering work for communities in their state. This is somewhat of a problem here in Michigan but in California it is a very serious problem.

Much effort was devoted by CCITE to a resolution which was overwhelmingly endorsed by those present at the ITE Annual Meeting. The new Chairman of CCITE is Bill McGrath.

AN OPTIMISTIC REPORT

On Tuesday evening the Michigan contingent were the guests of Dave Bacon of Carrier and Gable at the Snoqualmie Falls Lodge. All had a great time viewing the Falls (268' high), and enjoying the festivities that followed, arriving back in Seattle well stuffed. On behalf of all present, I wish to extend our gratitude for a wonderful evening to Dave and C & G.

Wednesday morning was spent at the ITE Annual Meeting. The Convention Chairman, Paul Hooper, reported a total of 1,260 registered at the meeting (708 men, 302 women and 150 children). Over 700 were expected to attend the banquet Wednesday evening. President Harold Michael gave an optimistic report on the status of the Institute.

There is an 18 member policy committee that has the job of updating existing ITE policy as well as recommending new policy. Executive Director Ken Layer reported that headquarters has an 11 person staff and that they expect to hire an additional person to handle legislative, publicity and educational affairs. It presently costs \$65 annually to service each member.

We have grown from 5427 members in September 1974 to 5560 in August of 1975 (560 students, 2359 associates, 1775 members, 769 fellows, 49 affiliates, 13 Honor-

Any person or organization interested in inserting an ad or professional directory card in the Michiganite is urged to contact the editor or any of the officers of the Section.

aries and 37 inactives). The 1976 budget (balanced) is \$440,550 which includes a 20% rebate to District 7 (Canada).

The Fee Fund has a net worth of \$97,920. Last year's voluntary dues supplement drive had a goal of \$32,000, which the membership exceeded and enabled ITE to enter 1975 on a sound financial basis.

A valid petition was received to change the name of ITE to Institute of Transportation Engineers, Inc. (ITE). Since no modifications to this petition were made at the annual meeting, the name change will be submitted to the membership for ballot approval shortly.

UMTA has approved a grant of \$80,000 to work on increasing the number of traffic engineers of minority background.

Seven resolutions were voted on at the Annual Meeting (in addition to the one proposed by the Consultants Council). I have copies of each for anyone that wants a copy.

RESOLUTION APPROVED

Resolutions one and two were housekeeping in nature and were passed. Number three which adds the following paragraph to the Canons of Ethics for Traffic Engineers also passed: "Section 14: He will not offer to or pay either directly or indirectly any commission, political contribution, or gift, or other consideration in order to secure or retain work, exclusive of securing salaried positions through employment agencies".

Resolution four was also approved. It in essence asked the Board of Direction to adjust its policies to reflect the fact that ITE is now an international rather than a U.S. organization. Resolution five which puts us on record as favoring retention of the U.S. Highway Trust Fund was approved (there was much debate and many attempted amendments on this one).

GWYNN IS PRESIDENT-ELECT

Resolution six, supporting U.S. Congressional review of agency regulations was defeated after much debate and amendment attempts. Resolution seven which expressed appreciation to the hosts of the meeting was unanimously approved.

It was announced that our 1976 President will be David "Bill" Gwynn and our new Vice President will be Ed Mueller. New board members: District 3 - Art Gibson, District 5 - C. Edwin Vick and District 6 - Jim Cline.

I want to thank each of you for your support and for the \$100.00 which the Section gave me towards my expenses at the Annual Meeting. Because of inflation which has occurred since the \$100.00 figure was put in our by-laws many years ago, your Section Board has voted to recommend to you an amendment to the by-laws which would permit a payment up to \$200.00 for the Section Representative to the Annual Meeting. This will help to ensure that future section presidents can represent you at the Annual Meeting. You will receive further notice of this in the near future and, of course, will be able to cast your ballot on the proposition.

Stanley D. Cool
President

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Clarence E. Riser
Division of Traffic Engineering
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INDIANA

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(District 3 Vice Chairman)
W. Lafayette, Ind.

Vice President: Paul E. Newville
(District 3 Board)
Indianapolis, Ind.

Secretary: Steve Holder
South Bend, Indiana

Treasurer: Lloyd V. Line
Anderson, Indiana

Director: Walter Stout
Ft. Wayne, Indiana

MICHIGAN

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(District 3 Treasurer)
Southfield, Michigan

Vice President: Richard L. Blost
(District 3 Board)
Lansing, Michigan

Secretary: Jere E. Meredith
Grand Rapids, Michigan

Treasurer: Gordon E. Melvin
East Lansing, Michigan

Director: David A. Merchant
Lansing, Michigan

OHIO

President: Joseph A. Ridgeway, Jr.
(District 3 Secretary)
Columbus, Ohio

Vice President: John C. Niehaus
(District 3 Board)
Cincinnati, Ohio

Secretary: Charles A. Clinard
Columbus, Ohio

Treasurer: John W. Clark
Columbus, Ohio

Director: David G. Fielder
Akron, Ohio

DISTRICT TECHNICAL COMMITTEE

Chairman - Alan Richardson, Michigan
Lamar Ziegler, Indiana
Alf Hansen, Ohio

\$5 MILLION AVAILABLE FOR OFF-SYSTEM ROADS PROGRAM

There is now a Federal-aid highway program for construction, reconstruction and improvement of rural roads not on the Federal-aid System. A total of \$5,645,277 is presently available to Michigan. The funds are being allocated to the counties by the Michigan Department of State Highways and Transportation on a basis similar to the county secondary funds.

This program will be administered similar to the secondary road plan. As with most non-interstate Federal-aid programs the matching ratio will be 70 - 30.

Update on Highway Safety Program

Michigan's obligation FY 74: \$900,000; Obligation FY 75: \$13,000,000; Remaining: \$21,200,000. The on-going coordination

SKIDPROOFING OF INTERSECTIONS

The Michigan Department of State Highways and Transportation annually allocates \$6 million for developing "spot improvement" safety projects at locations experiencing correctable accident problems. One of the more successful types of projects, in terms of accident reduction, has been "skidproofing" of intersections that experience a large percentage of rear-end collisions that have occurred on wet pavement.

Computer programs are used to identify locations on the State Trunkline System experiencing an unusually large number and high percentage of wet surface accidents. Skid tests are then conducted to determine those areas with low coefficients of wet sliding friction (WSF). Construction estimates and benefit/cost analyses are prepared for the resulting candidate locations and those deemed cost effective are approved as projects in the Safety Program.

There are several methods now utilized or being evaluated, to improve the skid resistance of the highway surface. The primary method now being used is a bituminous "mat" with a relatively high skid resistance which is placed over the existing pavement surface.

Between 1965 and 1974, 154 locations were "skidproofed" at a cost of \$3.5 million. Before and after studies of accidents for those projects constructed between 1965 and 1972 revealed a 38 percent reduction in wet surface accidents. Total casualties (fatalities and injuries) decreased by approximately 400.

It is our intention to continue to search out, identify, and correct locations with low coefficients of wet sliding friction (WSF) and disproportionate numbers of wet surface accidents. We are actively seeking and experimenting with new methods for improving the skid resistance of pavement surfaces. As technology improves, we hope to minimize the wet surface accident problem.

John P. Woodford
MDSHT-Director

(Excerpts of a letter and report to Gov. Milliken dated August 12, 1975.)

and unification of the highway safety program continues with the appointment of Mr. Howard Anderson, formerly Regional Engineer for Region 5 which includes Michigan, as the new FHWA Associate Administrator for Safety in the Washington Office.

Also, legislation currently being considered includes provisions to consolidate the number of Federal-aid funding categories from 30+ to 4 or 5. Of the 4 or 5 categories, one of the proposed new categories provides separate funding for safety with the three elements: correction of high-hazard locations, improvement of traffic control devices and replacement of structurally deficient bridges.

No matter what action Congress takes on the Administration's proposed legislation, funding of a continued safety program seems assured.

Led by Michigan, the six States of FHWA Region Five were successful in obligating over \$58 million in FY 75 in the five categorical safety construction programs: Section 203 - Railroad Highway Crossings, Section 205 - Pavement Marking Demonstration Program, Section 209 - Projects for High Hazard Locations, Section 210 - Program for the Elimination of Roadside Obstacles and Section 230 - Safer Roads Demonstration Project (elimination or correction of safety hazards of all the previous categories on roads not on the Federal-aid system). All the categories are 90 - 10 except for 205 which is 100% Federal funding.

Although FY 75 was very successful, increased efforts will be needed by all to provide for an effective highway safety program. The Division efforts will emphasize a continuing refinement of the process for the development of safety projects. In addition, our goal is to have the remaining \$21 million obligated by July 1, 1976.

Again important to the success of the entire highway safety program is local involvement, for it is up to the local agencies to identify a problem and initiate a safety project to correct it. This is especially true in the 230 program which is for the exclusive use of counties, cities, townships, villages, etc.

Over \$8 million is still available in 230. Any local agency interested in additional information should contact the MDSHT Local Government Division.

Rudolph M. Umbs
Safety and Traffic Operations
Engineer - Coordinator
Michigan Division
Federal Highway Administration

**WRONG
WAY**

**Trip Generation Study
Commercial And Residential Developments
City of Southfield, Michigan**

Each day, Traffic Engineers, Planners and other officials rely on traffic generation information to make decisions regarding traffic control devices, roadway geometrics and the nature of developments which may or may not be allowed. To date it has been general practice to use modified ITE national averages or figures from traffic generation studies developed by other states. At times the validity of this data is questioned, and although it may reflect generally workable data, it's true to a degree that the traffic situation here cannot be compared to that in Ohio, California, Nebraska, or even in our parent city of Detroit.

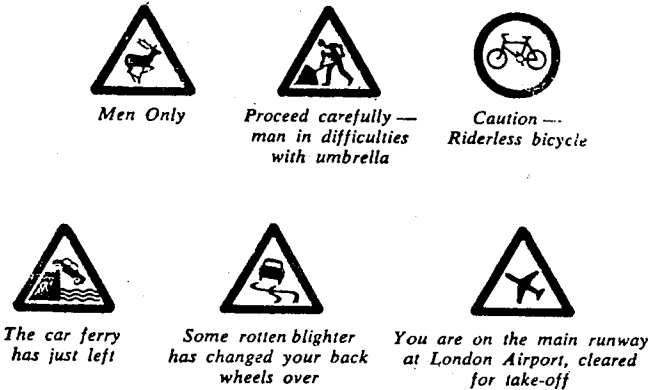
This being the case, and because of a data collection effort in conjunction with the Southfield Transportation Study; we have taken this opportunity to assemble the attached information for our daily use and for use by other concerned individuals who feel the need for additional material of this nature which more accurately depicts the suburban Detroit motorist.

This material is presented in three segments as follows:

1. A single family residential sample of approximately 8.4% in Southfield is presented and accompanied by a brief chart which displays similar data from other parts of the country for comparison.
2. A 35% sample of Southfield's multi-family development is offered with a breakout summary of low-rise and high-rise.
3. A 4.2% sample (by net floor area) of commercial office development is also attached.

In our opinion the sample material for single and multi-family developments is ample, accurate and provides a sound base upon which to base related decisions. The commercial data obtained to date is attached for your information, however it is incomplete statistically. We will continue to collect information in this area in order to build up a reliable base. That material, when obtained and compiled, will supplement this report.

This lighthearted look at symbolic road signs appeared originally in Barclay's D.C.O. Quarterly, published in Britain. All the signs are currently in use in the United Kingdom.



**TRIP GENERATION STUDY
CITY OF SOUTHFIELD, MICHIGAN
SINGLE FAMILY RESIDENTIAL**

Subdivision Area	Number of Dwelling Units	24 Hour Data		Peak Hour Data						Property Value Range and Average	
		Vol.	Trips/DU	Volumes		Vehicle Trips/DU		Peak Hour			
				AM	PM	AM	PM	AM	PM		
1	111	1098	9.89	87	107	.78	.96	7-8	5-6	\$46 - 60,000 \$48,100	
2	153	1647	10.8	113	168	.74	1.10	7-8	5-6	\$20 - 42,000 \$27,100	
3	206	2338	11.35	153	262	.74	1.27	7-8	5-6	\$32 - 42,000 \$36,600	
4	160	1839	11.5	144	162	.90	1.01	8-9	4-5	\$16 - 56,000 \$36,800	
5	400	4775	11.94	273	484	.68	1.21	8-9	5-6	\$34 - 58,000 \$38,400	
6	113	1697	15.02	102	174	.90	1.54	8-9	3-6 4-5	\$46 - 92,000 \$63,400	
Totals from 12 residential dead end streets*		176	1973	11.21	158	187	.90	1.06			
TOTALS AND AVERAGE VALUES		1319	15367	11.65	1030	1544	.78	1.17			

*Dwellings per street range from 5 to 25

Traffic Engineering
April 1975

**TRIP GENERATION STUDY
CITY OF SOUTHFIELD, MICHIGAN
MULTIPLE-FAMILY DWELLINGS**

Development	Number of Dwellings	24 Hr. Data		PEAK HOUR DATA												No. of bedrooms as % of Total Units				
		Vol.	T/DU	AM				PM				Peak Hour								
				Vol. In	T/DU In	Vol. Out	T/DU Out	Vol. In	T/DU In	Vol. Out	T/DU Out	AM	PM							
Break Out of Low Rise	1855	12853	6.93	194	.11	818	.44	1012	.55	902	.49	366	.20	1268	.69			18	59	23
Break Out of High Rise	1683 1366	8942	5.31	**	**	**	**	695	.41	**	**	**	**	874	.52			50	48	2

THREE - PLUS IN OAKLAND

(Continued from Page 1.)

Gerald G. Lonnstrom, a graduate in civil engineering from Wayne State University has been hired by TIA as a traffic engineering specialist on the project. Mr. Lonnstrom formerly worked for the City of Pontiac in pedestrian, bicycle and railroad grade crossing safety as well as transportation studies.

In addition, TIA has a sub-contract with Wayne State University to provide assistance in all phases of the project. Dr. Tapan K. Datta is the principal investigator for WSU, and will be substantially involved in project planning, implementation and pre-program and post-program evaluation.

"We are well along the way with plans to photolog every foot of highway and street in Oakland County," Mr. Madsen said. "We're doing this primarily to develop a complete sign inventory for all our communities. But, we will also use this photolog to create a street index to convert our present accident locating system to - MALT - the new state location index program.

He added that they hope to begin photologging in September and, when this is completed, TIA will work with local communities in obtaining 90% funding for sign upgrading.

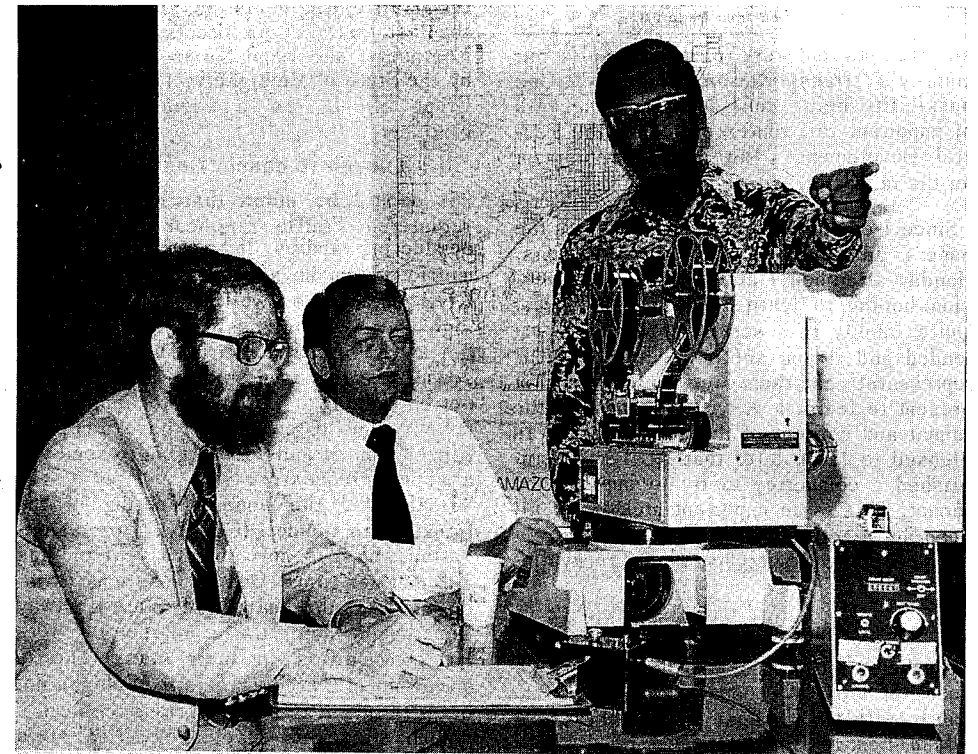
Planning activities were launched in April of this year to pave the way for introduction of the first actual physical traffic improvements at local levels in January of 1976. At that time the project will also seek to increase public awareness of the magnitude of the highway crash problem and the need for improved traffic engineering.

The project will also seek to assist the some 60 to 70 county authorities having traffic engineering responsibilities through practical, advanced courses of study. And, as a long-range aim, the project hopes to bring about, in each of the larger cities, appointment of a clearly defined traffic engineering authority together with the assignment of responsibilities to trained staff.

According to Mr. Madsen, the Oakland County project will serve two major purposes. "The first," he said, "is to bring about a measurable reduction in our county's substantial traffic loss through the acceleration of projects urgently needed to create a safer driving environment for our rapidly growing county. Second, but of equal importance, is the fact that this will be of value to traffic engineering authorities beyond our border."

He said that all planning, procedures, problem identification techniques and evaluation approaches will be thoroughly documented, providing a traffic engineering management systems "cookbook" which others may use in developing similar approaches elsewhere.

The major steps and activities included in Oakland County's comprehensive traffic engineering project are summarized as follows:



Dr. Tapan Datta, standing, consultant to the Oakland TIA, briefs Jerry Lonnstrom, left, and TIA Manager Bruce Madsen on photologging every mile of Oakland County's road network as a means of developing inventories of signs, obstacles, markings and other road conditions.

Step 1 - Formation of Traffic Engineering Services Group:

Comprised mainly of Oakland County authorities having traffic engineering responsibilities and representatives of national, state and regional agencies.

Step 2 - Pre-program assessment and evaluation:

Develop evaluation strategy and design the instrument for assessing levels of performance and survey local communities.

Step 3 - Analysis and prioritization of "Three Plus" needs:

Analyze crash data for past three years, identify training needs, compare existing traffic engineering activities, identify primary projects.

Step 4 - Develop master plan:

Develop description of needs and rationale for improvements and review and approval of master plan.

Step 5 - Implementation:

Undertake countywide improvements including coordination, assistance in preparing funding applications, and advisory engineering assistance.

Step 6 - Public support programs:

Develop an awareness of the magnitude of Oakland County's highway crash problem and an understanding of the traffic engineering role in accident reduction.

Step 7 - Post-project evaluation:

Evaluate specific improvements and overall effectiveness and accomplishments.

In reporting on progress since April, Mr. Madsen cited two significant accomplishments in addition to the usual "gearing



Jerry Lonnstrom, left, of the Oakland TIA, and consultant Dr. Tapan Datta check out mobile photolog equipment being used to record the state of the county's roads.

up" details of staffing, orientation meetings, sub-contract details and the like.

"With the help of consultants and a review by traffic technicians from the federal, state and local levels, we have developed a survey questionnaire which will give us a good handle on our traffic engineering strengths and weakness in Oakland County," Mr. Madsen said.

He reported that authorities who reviewed the survey questionnaire indicated that it is the most comprehensive they have seen and has significant potential value for use elsewhere. The survey questionnaire will be used in interviews throughout Oakland County beginning September.

DISTRICT THREE NEWS
August 25, 1975

To: District Board and Alternates
From: C. E. Riser, District 3 Director

Subject: Synopsis, ITE Board of Direction Meeting, August 14-16, 21, 1975, Seattle, Washington, District 3 Election Results

Following is a synopsis of the subject Board meeting held in conjunction with the ITE Annual Meeting.

1. Approved minutes of April Board Meeting.
2. Lou Bender received *Matson Award*.
3. Transportation and Traffic Engineering *Handbook* to be released for sale on November 15, 1975. Authors to be given a free copy each.
4. *Manual of Traffic Engineering Studies* to be released for sale on October 15, 1975. District and Section loans are insuring publication. (District 3, Michigan Section and Indiana Section included).
5. ITE is working with Prentice Hall on publication of Introduction to Highway Transportation Engineering, publication still in doubt.
6. Federal Highway Administrator has authorized research on pedestrian safety to include School Crossing Signals at Intersections (*Wichita Proposal*).
7. Institute Headquarters Activities and Staffing Study asked Board if Headquarters should be headed by a traffic engineer or "non-traffic engineer". No Board consensus. Dave Baldwin to survey his committee. If no consensus, will propose alternate organizational structures.
8. Progress continues on PDC proposals.
9. President Michael to attend August 26 *White House* briefing with NSPE liaison societies to discuss views of engineering profession on science and technology, funds for basic research, manpower, bidding, energy and transportation.
10. Appoint District Boundary Review Committee (required by Constitution): Directors MacDonal, Blackman and Edwards.
11. AOD and Consultants Council to discuss solicitation of funds and make recommendations to January Board Meeting. President Michael to write letter to Districts and Sections.
12. Proposals of Detroit group on Annual Meeting referred to Staff for report.
13. Board received new Board *Procedures Book* and is now making update.
14. Traffic Technicians Training Curriculum is proceeding well - could be the financial stabilizer for ITE.
 - a. Series 100 should break even by end of year.
 - b. A PR firm's comments on driver education to TTC Committee and discussion with consultant.
 - c. Board authorized proceeding with 200 Series (Traffic control and flagging through maintenance and construction areas).
- d. Joint ITE - IMSA Task Force to study 300 Series on signals.
15. Traffic Engineering magazine advertising down slightly. Address labels fell off April issue; will be remailed upon request.
16. A correspondence course in transportation and traffic engineering is available for \$50 from Don Woods, Secretary-Treasurer of the Texas Section.
17. Traffic Engineers are being grandfathered into registration in California.
18. A new District 7 (Canada) Charter was approved. District 7 has completed a PDC.
19. Director Furness of District 8 has resigned and been replaced by Clifford Evans of Wales.
20. Board appointed a District 8 Board.
21. Board approved a new Brazil Section.
22. AOD membership is up. Requested that AOD dues be used to advance technical work and special projects as required by the Constitution.
23. The Institute is reasonably solvent financially.
24. Authorized Technical Council to budget some travel expenses.
25. Authorized borrowing of \$25,000 from Fee Fund for cash flow purposes (This a typical year end requirement).
26. Authorized \$200 for each recipient of the Past President's award (There were two this year).
27. No amendments to the name change proposal were made. The proposal "*Institute of Transportation Engineers*", will be sent to the voting membership. I read the Ohio Section Executive Board's letter into the record at the Annual Business Meeting.
28. The question of being a "legally registered engineer" (Constitution Language) for members outside U.S. to be studied.
29. Resolutions 1 through 5, approved at the Annual Business Meeting, were approved by the Board. The Consultant's Council Resolution decrying states that furnish traffic engineering consulting services to local governments was also approved.
30. The Equal Opportunities Committee's application to increase the number of traffic engineers from minority background has been approved by the UMTA Administrator. The Executive Committee was authorized to negotiate a contract with UMTA.
31. An article explaining the Computer Exchange Group will appear in the September Traffic Engineering magazine.
32. Parts 1 through 5 (revised) of the NEMA controller standards will go to letter ballot. Approval possible by first of year.
33. The NCUTLO met in July and considered 178 proposals. The prohibition of studded tires and required use of seat belts is being mail balloted (and will likely fail). (Ed. note: it did.) RTOR was approved (a landmark). Model laws approved which define bicycles: (1) as vehicles when ridden in streets, requiring motor vehicles to yield to them, and

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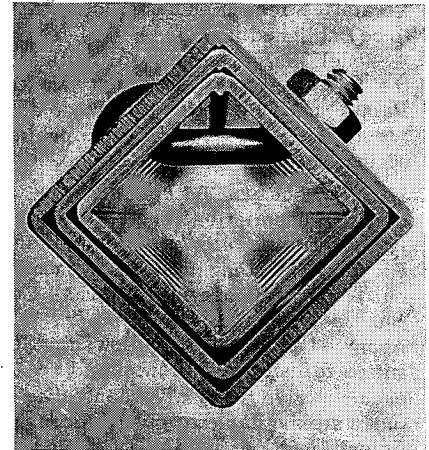
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- (2) as pedestrians when ridden on sidewalks and requiring them to yield to foot traffic. Curb marking alone sufficient to prohibit parking. A NCUTLO supplement to be available in about six months.
34. The NACUTCD met in July. A new bicycle section is to be added to the MUTCD. New symbols have also been approved and are being studied.
 35. Fifteen percent of the membership participates on Technical Council Committees: 24% Michigan Section; 15%, Indiana Section; 16%, Ohio Section.
 36. A joint meeting of Technical Council, Policy Committee and Legislative Committee was held to discuss: metric conversion, bicycle safety, truck weights and sizes. A literature search on truck weights and sizes will be made for possible future legislative proposals.
 37. Delegates to NACUTCD approved.
 38. Student paper competition approved. This was a proposal originating from the Michigan Section.
 39. Awards for Student paper winner and Past President's Award winner increased to \$400 each.
 40. Signal Systems Definition approved as "tentative recommended practice" and to be published in T.E.
 41. A Model Performance Specification for the Purchase of Pavement Marking Paints and Powders approved as a "tentative standard" and to be published in T.E.
 42. Next 5 issues of *Technical Notes* will be a \$5 subscription. Thereafter a yearly subscription rate will be established.
 43. Progress is being made by committee on Traffic Engineering for Small Communities.
 44. Approved proposal of Fellowship Committee to increase fellowships to \$5000 each and give them only when sufficient funds are available to give three. Insufficient funds are available for academic year 1976 and no fellowships will be offered. Contributions from Districts and Sections are appreciated.
 45. Approved amending the Student Chapter Charters to allow for Chapter Members (analogous to Section Affiliates), their right to vote, and to open to anyone enrolled at the university to join the Student Chapter.
 46. Authorized Executive Committee to contract with Neil Rowan and Ken Courage for Traffic Signal Systems Seminars for which they will be reimbursed for "out of pocket" expenses and on a "per attendee" basis with maximum payment. Tentative first seminar is scheduled for May 15, 1976, possibly in Columbus, Ohio.
 47. Matters concerning Highway Safety to be "pipelined" through Highway Users Federation. There is disagreement among "highway people" on continuation of the Highway Trust Fund. The Annual Meeting Membership, confirmed by the Board, favors retention. The Keynote Speaker, Rep. James Howard who is Chairman of House Subcommittee on Surface Transportation, favors a Transportation Trust Fund. There will be more to come on this matter.
 48. Budget Committee to study adding one employee (about \$18,000) to be concerned with Legislative, Education and Public Relations matters. This is a PDC recommendation. In my opinion, there is little room in the budget for this and it impairs payback of the Fee Fund for our future projects.
 49. Received letter from Jim Hunnicutt (ITE Fellow) of EPA concerning EPA's retreat on Indirect Source Review and Parking Management Regulations.
 50. Policy Committee now organized. New procedure will allow for deliberative process, including public hearing at Annual Meeting, on long range policies of ITE.
 51. NSPE is fighting Federal Court rulings on bidding for engineering services. U.S. Supreme Court has ruled that professionals are a special case and returned the case to a lower court. Fee schedules have been deemed illegal, however.
 52. A conference, Goods Transportation in Urban Areas, will be sponsored by the Engineering Foundation September 7-12, 1975.
 53. The Educational Division of ARBA will sponsor a Conservation of Energy and Transportation conference in September.
 54. Walter Craft is the ITE representative to the Engineers Joint Council concerning the Engineering Bicentennial Program.
 55. See the Compendium for the two winners of the Past President's Award.
 56. Broader distribution of ITE's publication on historical devices was proposed.
 57. Director Desjardins reported that Michael Vance, a public relations expert, might be an appropriate speaker for the 1976 Annual Meeting.
 58. The following Board Procedures were approved:
 - a. Procedures of the Board of Direction (replacing Board Rules and Policies)
 - b. Mail ballots to Non-Voting Members.
 - c. Inactive status
 - d. District Membership for Director Elections
 - e. Policies of the Institute
 - f. Procedures of the Finance Review Committee
 - g. Prohibition of sub-divisions (UTEC and Consultants Council) on a regional basis,
 59. There were 708 members and 1260 total registrants at Seattle. *This was the largest Annual Meeting ever held.*
 60. Progress is being made for the Baltimore (1976) and Mexico City (1977) Annual Meetings.
 61. Harold Raynor was appointed General Chairman for the Atlanta (1978) Annual Meeting and Grant Bacchus for the Toronto (1979) Annual Meeting.
 62. Boston was chosen as the site of the 1981 Annual Meeting.
 63. Two grades of Affiliate Members will be studied.
 64. The Board found sufficient cause in two

personal conduct cases to hear the charges and defense at the January Board Meeting.

65. Virginia has been approved as a new Section in District 5.
66. The following 1976 committees have been appointed by the 1976 Board with District 3 representation as shown:
 - a. Nominating: Dave Baldwin, Chairman, and Jim Cox (Indiana Section).
 - b. Constitution: Sam Cass, Chairman, and Jim Davis (Ohio Section).
 - c. Resolutions: Earl Williams, Chairman, and Stan Cool (Michigan Section).
67. The 1976 Board approved appointments to the Technical Council. Nels Burns was reappointed as Chairman.
68. The Board will meet next at 10:00 A.M. on Thursday, January 22, 1976 in Washington, D.C.

If you wish, I will furnish additional details.

In accordance with our District Charter and by-laws, I appointed the following Tellers Committee to count the ballots for election of a District Director for the 3 year term beginning January 1, 1976:

Benjamin McKay, Chairman (Ohio)
Gordon Melvin (Michigan)
Floyd Kline (Indiana)

The Tellers Committee reported as follows:

For Arthur C. Gibson	115 votes
Blank Ballot, No vote	3 ballots
Unsigned Envelope,	
not opened	1 envelope

I announced to the Annual Business Meeting that *Art Gibson was elected District 3 Director*. I am sure all of you will join me in congratulating Art and wishing him well with three years of an experience he will undoubtedly find rewarding.

C. E. Riser
 District 3 Director

TREASURER'S REPORT MICHIGAN SECTION ITE
 April 8, 1975 - September 3, 1975

Balance as of April 8, 1975	\$1,123.73
Receipts	
1975 Dues	\$ 205.00
Ann Arbor Meeting	6.00
April Meeting - Jackson	357.00
May Meeting - Warren Valley	362.25
Michiganite Advertising	80.25
Total Receipts	\$1,010.50
Expenditures	
William T. Lebel - Postage	\$ 45.00
City of Southfield - Postage	49.60
Gordon Melvin - Postage	20.00
Jere Meredith - Postage	50.00
Stanley Cool - Expenses	16.32
Stanley Cool - Annual Meeting	100.00
Jere Meredith - Expenses	30.00
City Printing - Michiganite	136.00
William F. Savage	2.30
April Meeting - Jackson	372.30
May Meeting - Warren Valley	277.50
David Perkins - Student Paper	50.00
Hasselbring Co. - Mailing Labels	10.66
Total Expenditures	\$1,209.68
Balance as of September 3, 1975	\$ 924.55*

*Balance includes \$37.29 in Hospitality Fund.

Location of Funds:
 First National Bank of East Lansing - Checking Account.

Gordon E. Melvin
 Treasurer