MICHIGAN SECTION I.T.E. 1979 MEETING SCHEDULE

<table>
<thead>
<tr>
<th>DATE</th>
<th>PLACE</th>
<th>HOSTS</th>
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<tbody>
<tr>
<td>&amp; 17</td>
<td>(District Ill Meeting)</td>
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<tr>
<td>June 28</td>
<td>Southfield (Technical Session)</td>
<td>Tom Yukovich</td>
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<tr>
<td>Sept. 13</td>
<td>Golf &amp; Rapids (Golf Outing/Dinner Meeting)</td>
<td>Meredith</td>
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<tr>
<td>Sept. 23-27</td>
<td>Toronto (International Meeting)</td>
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<tr>
<td>Oct. 11 &amp; 12</td>
<td>Ft. Wayne (Dist. III Meeting)</td>
<td>Indiana</td>
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<tr>
<td>Nov./Dec</td>
<td>Detroit (Technical Session &amp; Annual Meeting)</td>
<td>Leighton, Gross</td>
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**INTERIM RESULTS OF SURVEY/QUESTIONNAIRE**

Sixty-seven seventy questionnaires have been returned from Michigan Section members. The following is a summary of how they responded to the nine questions:

1. Do you believe Michigan should have a mandatory safety belt law?
   - Yes 38 (57%)
   - No 27 (40%)
   - N.R. 2 (3%)

2. Do you wear your safety belt?
   - Yes 61 (91%)
   - No 6 (9%)
   - N.R. 0

3. Do you believe I.T.E. should pursue metrication?
   - Yes 25 (37%)
   - No 37 (55%)
   - N.R. 5 (7%)

4. Do you believe the police accident form (CD-10) should be revised?
   - Yes 19 (28%)
   - No 28 (42%)
   - N.R. 23 (34%)

5. Are you familiar with MALIP?
   - Yes 59 (88%)
   - No 7 (10%)
   - N.R. 1 (2%)

6. Are you familiar with MDASA?
   - Yes 31 (46%)
   - No 35 (52%)
   - N.R. 1 (2%)

7. Would you like the section to be publicly outspoken on special/controversial subjects?
   - Yes 51 (76%)
   - No 14 (21%)
   - N.R. 2 (3%)

8. Are you planning to go to the September 24 - 27, 1979 ITE meeting?
   - Yes 19 (28%)
   - No 20 (30%)
   - N.R. 1 (2%)
   - Maybe 27 (40%)
   - Maybe 23 (34%)

A more detailed analysis will be conducted when we are sure that all of the surveys have been returned.

Robert DeCorte, Treasurer

**MICHIGAN SECTION OFFICIAL PUBLICATION**

**VOLUME 14 NUMBER 2 SUMMER 1979**

**LEGISLATIVE REPORT**

Goverror Milliken introduced the 1979 legislative year with the annual State of the State message. In that message, the Governor expressed his concern for the increasing number of fatalities on Michigan highways. He noted that after the dramatic casualty reductions following imposition of the 55 mph speed limit, fatalities in Michigan numbered more than 2,100 in 1978. In his message the Governor indicated that the Transportation Safety Task Force (which he established last year) has identified fragmentation of the state’s safety efforts as a problem. He has instructed the Department of Transportation to assign staff to the task force to examine this problem and define how better transportation safety efforts can be coordinated.

Alcohol abuse was also singled out by the Governor for attention. He directed appropriate state agencies to speed up the development of abuse programs, specifically those aimed at young drivers.

The Governor also expressed his support of the occupant restraint systems (25 mph speed limit). While backing programs which focus on voluntary restraint usage, he stopped short of endorsing mandatory seat belt use legislation.

It appears an effort will be made to mount this year to legislate penalty “points” for violation of the 25 mph speed limit. The Governor has urged the legislature to enact such a law.

There has been some sentiment in the legislature this year to raise the 55 mph speed limit, at least on freeways. At the time, however, such proposals have not generated significant support. The bill which is moving quite quickly (House Bill 4100) mandates that the reduced school speed limit law enacted last year be extended to state technical schools and rural highways. Of additional concern to many traffic engineers, particularly those in local agencies which posted 25 mph zones in response to last year’s law, is an amendment requiring 25 mph speeds adjacent to all of the prescheduled school zones.

William T. Landis
Chairman, Legislative Committee
MINUTES OF MICHIGAN SECTION
I.T.E. EXECUTIVE BOARD MEETING
March 22, 1979 — TIA Office

Members Present:
Robert DuCote
Gerald Holberg
William Lobe
David Merchant
Alan Richardson

Also Present:
Richard Beaubien
Richard Cundari
Herb Henry

President Holberg called the meeting to order at 10:15 a.m.

The minutes of the February 15 Executive Board meeting were approved.

The minutes of the February 15 Section meeting were approved.

Final arrangements for the March 22 technical session were reviewed.

Arrangements for the May 4 ladies night program were made by Herb Henry. It was agreed that advance reservations would be requested. A $5 per couple charge would be honored.

The May 24 meeting agenda was reviewed. Advance reservations would be strongly encouraged. Golf fees must be prepaid. Students would be charged $5 for this meeting.

Preliminary arrangements for the June "New Products" meeting were discussed. The secretary was instructed to write a letter to Mr. Vukovich formally requesting use of the Southfield garage for this meeting.

Mr. Holberg reviewed the June Polkagon meeting announcement. Our membership will be encouraged to attend this highly attended meeting.

Alan Richardson discussed the next MICHIGANITE. The projected publication date is early May (Ed. Note: We tried).

There was some discussion with Herb Henry relative to more active vendor participation in the affairs of the Section.

Mr. Cundari submitted a summary of the questionnaire responses sent recently to our membership.

Mr. Cundari proposed that the Section take a formal position on child restraint. After discussing this topic at length, the Executive Board instructed Mr. Cundari to develop a public information program which we could sponsor as a Section project.

Mr. Holberg discussed the Professional Advisory Panel (State Safety Commission) to study school bus accidents. Mr. Lobe will attend this group's next meeting.

Mr. Merchant was instructed to prepare a constitutional amendment to add a new affiliate member to the Executive Board, as discussed on previous occasions.

The next Executive Board meeting will be April 26 at 10 a.m. at the Wayne County Road Commission.

The meeting was adjourned at 12:45 p.m.

William T. Lobe, P.E., Secretary

ATTENTION VENDORS:
I'm sure you all receive a copy of the "Michiganite" publication. This is issued quarterly and contains a great deal of information, relative to the transportation engineering field, which is most helpful to all of us who are active in this ever changing field.

It is also, a very worthwhile way of communicating to its many readers, who appreciate being informed, the various types of expertise in products and services available. I would appeal to you to take advantage of this low-cost exposure in your area of involvement. The rates are as follows:

$15.00 per year to insert a calling card size ad; $25.00 per year for 1/3 column (approx. size – 2 calling cards)
$35.00 per year for 2/3 column

If you have difficulty wondering what to insert, just mail some of your letterheads listing products and services, calling cards, catalog covers, copies of existing or old ads, or, if you choose, the name of your company and list of expected people together with your address, to the Editor and an ad will be built for you at very low cost.

Again, I would strongly suggest that you take advantage of this coverage in the "Michiganite", who would certainly appreciate your support.

Herb Henry

TELESARP, sign support systems represent an important advance in sign support technology. That’s why more and more of the new uniform symbol signs are being mounted on TELESARP supports.

Signs man all over the country are discovering that the TELESARP system can reduce overall costs while outperforming all previous support methods.

TELESARP supports offer four-side mounting, high salvage and labor saving installation. A full complement of fittings and hardware gives the system unequalled flexibility. And exclusive anchor post installation offers the first real improvement in replacement of damaged signs in 50 years.

The TELESARP system is available locally through UNISTRUT TELESCAPER.

Get the whole TELESARP story. Write for brochure TEL-101 today.
HAVE YOU PAID YOUR DUES?

If you have, the membership committee will consider your continuation, if not already, to see how you would like your name to appear on your new Membership Card. To be considered for membership, you must show evidence of active participation in our organization.

The Board of Directors has voted to have these certificates made for our members. The process includes obtaining photographs, printing, binding, and mailing. This is a one-time fee for all members.

MIX BUSINESS AND PLEASURE?

Of course you can…at the ITE District meeting in June 1979. The Outing will take place at Pilgrim State Park in Angola, Indiana.

Schedule: Friday, June 15-17, 1979. The Outing will give District III members and their families the chance to enjoy boating, swimming, hiking, and other activities as well as an interesting and social program.

Room rates below are based on the European plan (no meals included). You may eat when and where you like but do plan to attend the catered cookout scheduled for Friday night.

<table>
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<tr>
<th>Room Type</th>
<th>Rate</th>
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<tbody>
<tr>
<td>Double Bed</td>
<td>$21.00</td>
</tr>
<tr>
<td>Twin Beds</td>
<td>$22.00</td>
</tr>
<tr>
<td>Double Bed with Private Bath</td>
<td>$24.00</td>
</tr>
<tr>
<td>Cabin Room (no TV)</td>
<td>$25.00</td>
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3 It’s sure to be a great weekend, so mark your calendar now and plan to attend.
As a prelude to the new requirements our Michigan FHWA area engineers, in company with MDOT district engineers, recommend periodic statewide review of traffic control in all project locations during the summer of 1978. The recommendations include project locations in a district other than the project area so that the assessment was quite interesting to see the reactions when confronted for the first time to a new project route closure in an unfamiliar territory.

We have now completed a final report and concluded that Michigan’s trunk highway construction work is in substantial compliance with the new directive. In fact the new directives were largely written around procedures now used in Michigan. The review did uncover several areas that will need additional attention.

Earlier project coordination, during the design stages is needed. Trunk highway construction, local road construction, utility relocations, and major maintenance activities can be found in the revised Code of Federal Regulations was revised to impose the following requirements on all federally funded highway construction projects:

1. All projects must incorporate plans for control of traffic in construction zones. This sounds like a lot of work, but clearly required can vary with need and scope of work. Actually it is a realistic approach. Many plans will include a reference to the MUTCD, others will require considerable more detail.

2. A qualified person is to be designated at the project level to assure compliance with the plan. The intent is to assign this responsibility in some one with direct and daily contact, such as the project engineer or, on large complex projects, but independent sub contracts.

3. Pay items are to be included for traffic control, for signing, and for maintenance of these items. The intent is to strengthen these items by actual payment, in lieu of minimizing their importance by incidental bidding.

4. A process is to be developed for training responsible people to control. Michigan is sending five (5) shuttle monitors to an instructors’ training course in April. These instructors will then be available to conduct training for those within the state for the state.

5. An annual evaluation of selected projects is to be made including an evaluation of construction zone procedures. The intent is to evaluate existing procedures and make improvements where necessary.

Jackson Meeting, 2-15-79

Some conclusion drawn about the citizen involvement process:

1. Citizen involvement was essential to develop a concept about what to do with the road. It was important to enter the process with the attitude that it was important to achieve a consensus about what to do than to assume any particular course of action.

2. The citizen involvement process created a cadre of well informed citizens, able to respond to questions about the impacts of various alternatives. For example, the economic and financial feasibility concern, the percentage of the city’s tax base is in the corridor and what the tax revenue implications of zoning changes in the corridor would be. The traffic and transportation committee believe came consistent with highway capacity levels of services. This cadre of citizens should be capable of effectively analyzing any challenges which may arise out of the election campaign. This task citizen officials in a disinterested position during the election, ready to implement whatever results from the citizen questions.

3. The committee had some initial difficulty in defining what to do. It seemed after the fourth month of working to identify the issues. It was important that the re

4. The committee is difficult to face up to making the final decision. Time limits imposed by city Council were important in forcing a decision to be made by a certain date. The structure sometimes was not comfortable operating in full public view, but some private meetings might have been useful, they were compelled to comply with the open meetings act at all times.

6. The demanding schedule of meetings caused by severe time constraints created some very tired citizens who were a large group of citizens give this group a big stake in the eventual outcome of the ballot question, but it was necessary to be lined up to fight for their recommendation.

7. An elaborate citizen involvement process such as this one is not recommended for all issues, but it can be a useful tool for projects which prove to be controversial and needs a consensus approach to the problem.

8. It is hoped that this citizen involvement process can be used to satisfy at least some of the federal requirement for public participation and environmental review.

Richard Beaufien
Technical Chairman
Southfield, 3-22-79

Beaufien

Fully Actuated Signal at Ten Mile Road-Southfield Intersection

A sake system was installed at Ten Mile Road and Southfield Road. It was the first time a controller of this type was used in Oakland County, and it was installed to help alleviate the serious accident problems at the intersection. Because of the signal systems’ unique nature, the design, installation and maintenance of the signal have been given special attention. Additionally, the accident experience at the intersection has been continually monitored since the installation of the fully actuated equipment. Although accident rates are subject to variation, this project has been a positive learning experience for the traffic department.

Akev B. Brennan
Oakland County Road Commission

Beaufien

Big Beaver Corridor Study

In June, 1978 the Oakland County Board of Commissioners approved a letter of intent requesting the support of the Michigan Department of Transportation to develop a corridor study for the Big Beaver project. The City Council of Troy decided to use the big Beaver project. The City Council felt that to secure voters were making an effort to be more involved in the project. City citizens’ committee should be appointed a study of the project. The effect of the impact of each proposal, and recommended ballot language. In April, 1979 a ballot question was presented to the voters following a report of the citizens committee.

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MINUTES OF MICHIGAN SECTION II AREA MEETING
Hilton Inn—Southfield
March 22, 1979

A very informative technical program began shortly after 1 p.m. and lasted until 5:30 p.m. Details of topics discussed are below.

The social hour preceded a very good roast beef dinner.

A brief business meeting preceded the program—a discussion by Mr. Thomas Rowl, recently appointed Executive Director of Michigan Association of Traffic Safety. Mr. Rowl outlined future traffic safety priorities and directions of the private sector in Michigan.

The meeting was adjourned at 8:45 p.m.

William T. Lebel, P.E.
Secretary

If the standards are not met by 1982, as is the case with the Detroit metropolitan area, a vehicle inspection and maintenance program is required by the Clean Air Act. In other areas that do gain attainment by 1982 (all other urban areas in Michigan), documentation that emission reductions are continuing must be provided as attainment of the standard can be demonstrated.

The technical capability to assess transportation actions in these terms only partially exists in Michigan. MDOT is currently engaged in studies to expand state and local transportation agency capabilities in these areas. Soon local transportation planners will be meeting with implementers to identify a transportation control planning process for their particular area. This process must yield a completed analysis of alternatives (at least in a sketch planning sense by July 1980).

Most of the alternatives described in the Act are typically those transportation engineers and planners are currently considering, though without knowledge as relative air quality or energy benefits. The urban areas have until December of 1982 to identify an actual plan and receive local public official and implementer endorsement. A rigorous public involvement program will be necessary and coordination between central, state and local officials will be extremely important, as will coordination between planners and transportation engineers involved in all modes.

-Sanford South, MDOT
Southfield, 32-22-79

Traffic & Transportation Engineering Services

Sanborn

MOBILE SOURCE AIR QUALITY PLANNING

The 1977 Clean Air Act Amendments required increased emphasis on the use of air quality and energy evaluation criteria in the selection of transportation projects and programs. Studies performed by the Department of Natural Resources and the Michigan Department of Transportation indicate that Transportation Control Plans (TCP's) will be required in the major urban areas of the state.

The goal of these plans is the reduction of hydrocarbon (HC) and/or carbon monoxide (CO) emissions from mobile sources. Reductions required are yearly tonnage reductions of specified pollutants which when added to stationary source reductions will result in attainment of air quality standards by 1982.

SUSTAINED'S DOWNTOWN PEOPLE MOVER

During April 1979 the SUSTA Board of Directors will be identifying a preferred route as well as station for the Downtown People Mover (DPM). Where should the stations be built? What route should the system travel? What effect will route alignment and station locations have on the system's cost, ridership, etc.? George A. Sustead, P.E., SUSTA's Director of New Systems Development, described the four DPM alignments currently under consideration and explained their similarities and differences. These alignments vary from a 3.7 mile loop with 11 stations to a 3.2 mile loop with 14 stations.

-Sanford South, MDOT
Southfield, 32-22-79

SUBSCRIPTION ORDER FORM

(Subscription service includes subsequent MUTCD revisions for an undetermined time period.)

ENTER MY SUBSCRIPTION TO: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD)

@ $18.00 Domestic; @ $22.50 Foreign.

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COMPANY NAME OR ADDITIONAL ADDRESS LINE

STREET ADDRESS

CITY

STATE

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[Box for Remittance: "Remittance Enclosed. Make checks payable to Superintendent of Documents"

[Box for Charge to Deposit Account: "Charge to my Deposit Account No."

MAIL ORDER FORM TO: Superintendent of Documents
Government Printing Office
Washington, D.C. 20402
I was very pleased when Dave Mc-

chan asked me to be your "after din-
ner speaker" this evening—ever-

knowing of all the potential risks and bad-

moods that are involved in assuming an assign-

ment like this. But, in any case—I promise to be brief—I realize that the human mind and body can only take so much, and you've already had a long . . . and judging from your sche-

ule, a productive day.

However, I would like to give you some additional matters to think about, and in particular like you to reflect for just a moment on where we're (the high-

way safety "community"), if you will, have been in the last 13 years—why 13 years? Well, 13 years ago it was 1966—a year very familiar to most of us in this room because of the passage of the initial federal highway safety acts. But, 1966 was also the year when TSM was started—at that time under the leadership of Governor Romney. I don't mean to say that there wasn't any sort of private sector, or even government activity in highway safety prior to this time, but there is little question in my mind, at least, that this was the year when things really got started.

Since that time, the states (and, of course, the federal government) have received over a billion dollars in "402 funds," and sums surpassing this fi-
ture out of the federal aid highway pool (categories programs), if you will), and yet . . . in spite of these resources last year nearly 52,000 Americans lost their lives in highway crashes.

So I do not apologize to home, during this same 13 year period, over 27,000 persons were killed here in our own state, Michigan, an average of more than 2,100 deaths every year. About the only real encour-

agement we have seen this year is the annual reduction in the number of fatalities in highway crashes. However, while we are pleased to see this reduction, we must recognize that we are only halfway to the goal of eliminating highway death and injury. We must continue to work hard to achieve this goal.

The primary reason for this is that, although we have made significant progress in reducing highway fatalities, we still have a long way to go. The number of fatal crashes has not decreased as rapidly as the number of fatalities, and we must continue to work to reduce both these numbers.

The role of TSM, in this regard, is to provide leadership and direction in the development and implementation of highway safety programs. TSM plays a crucial role in helping States develop and implement effective highway safety programs. TSM provides assistance and guidance to States in the development and implementation of their highway safety programs. TSM also provides technical assistance and training to States and local governments.

The role of TSM is not only to provide technical assistance, but also to serve as a focal point for the coordination of highway safety activities. TSM provides a forum for the sharing of information and best practices among States, and facilitates the development of national standards and guidelines for highway safety programs.

TSM also works closely with other federal agencies, such as the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA), to ensure that highway safety programs are consistent and effective across the country.

In conclusion, it is clear that the role of TSM is critical to the success of highway safety programs. TSM provides essential leadership and support to States in developing and implementing effective highway safety programs. TSM's role is essential to achieving the goal of reducing highway fatalities and injuries, and we must continue to support and strengthen this role.