

INTERIM RESULTS OF SURVEY/QUESTIONNAIRE

Sixty-seven survey/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 (UD-10) should be revised?
Yes 16 (24%) No 28 (42%) N.R. 23 (34%)
5. Are you familiar with MALI?
Yes 59 (88%) No 7 (10%) N.R. 1 (2%)
6. Are you familiar with MIDAS?
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 International I.T.E. meeting in Toronto on September 24 - 27, 1979?
Yes 19 (28%) No 20 (30%) N.R. 1 (2%)
Maybe 27 (40%)
9. Would you like to be included in a plan for the members to go as a group on a train?
Yes 17 (25%) No 23 (34%) N.R. 4 (6%)
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

Increased Funding For Traffic Control Signalization Projects

Sections 117 and 129 of the Surface Transportation Act of 1978 revised Federal regulations to allow for a 100% Federal funding ratio for the construction of traffic control signalization projects. The Act allows for up to 10% of all Federal-aid system funds to be spent for this purpose. There are, however, no new funds available, only a provision for a different use of existing monies.

Types of projects considered eligible for this increased funding include 1. Projects to develop new timing plans; 2. Projects to provide communication elements now missing from a system; 3. Implementation of new technology to improve signal control; 4. Upgrading of systems to meet visibility and operational requirements and 5. Interconnection between traffic and rail crossing signals. Any proposed projects should be systems oriented.

Submission of projects meeting these criteria should be made through the Local Government Division of the Michigan Department of Transportation.
David Merchant

THE WINTER OF 1978-79



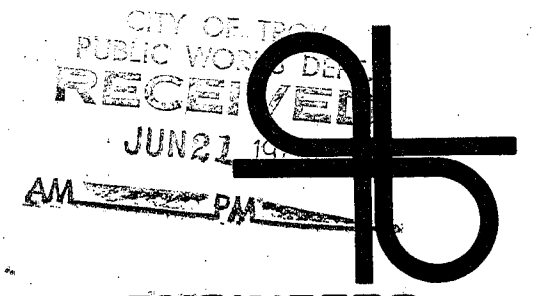
MICHIGANITE

OFFICIAL PUBLICATION

VOLUME 14 NUMBER 2 SUMMER 1979

MICHIGAN SECTION

INSTITUTE OF TRANSPORTATION ENGINEERS



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PRESIDENT'S COLUMN

First of all, I would like to welcome all of the new members who have joined the Michigan Section in recent months. This increasing support is very gratifying to your Executive Board, the various committees and the hosts of our meetings who have worked hard to provide excellent programs to keep the interest of our longtime members, as well as recruit new members.

In this vein, your Executive Board has chosen a direction for 1979 whereby the Michigan Section ITE will become more visible, more visible not only to you, but to Michigan residents, in general. It is our intent to speak our piece where traffic safety and transportation are concerned. We have a wealth of expertise within our ranks on all aspects of this subject and we should make ourselves known.

We intend to begin accomplishing this goal in the following ways:
1. Take an active role in Michigan Legislation which promotes the officially adopted policies of International ITE.

2. Create a panel of volunteers to act as a speakers bureau.

3. Through our public relations committee, we plan to offer the achievements of our members and the highlights of our programs to the various local newspapers.

To begin this "visible" role, we intend to work with the Secretary of State Office to promote the "1979 Year of the Child" campaign. The Transportation Safety Committee is presently putting together the details. If you wish to participate in this or any of the previously mentioned projects, please contact any member of the Executive Board.

Your help will make our goals successful.

Our Technical and Program Committees have put together an excellent mixture of activities and meetings this year. Included is a District III spon-



HOLMBERG

sored family outing at Pokagon State Park, to be held on June 15, 16 and 17. Michigan has not been very well represented at this event in recent years. I encourage each of you to bring your family to Pokagon this year.

I would also like to take this opportunity to thank Gordon Melvin for his excellent leadership during 1978 and I look forward to a rewarding experience as President of the Michigan Section for 1979.

Gerald M. Holmberg
1979 President

New Products Technical Session

A joint ITE/IMSA Technical Session on New Products will be held on Thursday, June 28 at the Southfield Department of Public Works garage, beginning at 1:30 p.m. We expect another successful program, similar to last year's, when 16 companies showed their products to over 100 appreciative members of ITE or IMSA.

At 5:30 p.m. the program will shift to the Southfield Holiday Inn, where a Cash Bar will be set up for the group. At 6:30 p.m. dinner will be served. The evening speaker will be a representative of Public Technology, Incorporated, a space age spin-off public service organization whose mission is to seek out and help develop answers to practical problems of cities, counties, and states. We believe you will find this a very interesting program.

There will be no cost for the New Products Technical Session. The dinner meeting will cost \$9.00 for members and \$11.00 for non-members (deduct \$1.00 if advance reservations are made). For reservations, contact:

MR. TOM VUKONICH
Traffic Engineer
26000 Evergreen Road
Southfield, Michigan 48076
Phone (313) 354-4764

LEGISLATIVE REPORT

Governor 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.

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 for occupant restraint systems. While backing programs which focus on voluntary restraint usage, he stopped short of endorsing mandatory seat belt use legislation.

It appears that an effort will, however, be mounted this year to legislate penalty "points" for violation of the 55 mph speed limit. The Governor 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 this time, however, such proposals have not generated significant support.

One bill which is moving quite quickly (House Bill 4010) mandates that the reduced school speed limit law enacted last year be extended to state trunkline 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 20 mph speed limits adjacent to all of the prescribed school zones.

William T. Lebel
Chairman, Legislative Committee

MICHIGAN SECTION I.T.E. 1979 MEETING SCHEDULE

DATE	PLACE	HOSTS
June 15, 16 & 17	Pokagon, Indiana (District III Meeting)	District Tech. Comm.
June 28	Southfield (Technical Session, W/IMSA, New Products)	Tom Vukonich
Sept. 13	Grand Rapids (Golf Outing/ Dinner Meeting)	Meredith
Sept. 23-27	Toronto (International Meeting)	
Oct. 11 & 12	Ft. Wayne (Dist. III Meeting)	Indiana
Nov. 15	Detroit (Technical Session & Annual Meeting)	Leighton, Gross

MICHIGANITE

Official Publication
Michigan Section

310 Veterans Memorial Building
151 West Jefferson Avenue
Detroit, Michigan 48226



Richard Beaubien
City of Troy
500 West Big Beaver
Troy, Michigan 48084



NEW NATIONAL MEMBERS

Dennis D. Barnes
Transportation Engineer
Michigan Department of Transportation

Richard M. Gould
Transportation Engineer
Michigan Department of Transportation

Robert E. Maki
Transportation Engineer
Michigan Department of Transportation

Sgt. John P. Stillman
Traffic Bureau
Taylor Police Department

Desi Strakovits
Transportation Engineer
Michigan Department of Transportation

Mark L. Wartella
Transportation Engineer
Michigan Department of Transportation

WELCOME NEW SECTION MEMBERS

Isidro Aguilera
Engineering Technician
Oakland County Road Commission

Donald Beard
Path Master
Twinsburg, Ohio

Daniel C. Bednarski
Engineering Technician
Oakland County Road Commission

James L. Belles
Electronics Technician
Michigan Department of Transportation

David R. Branch
Traffic Technician
Michigan Department of Transportation

Patrick T. Costigan
Traffic Technician
Michigan Department of Transportation

James H. Crocker
Senior Traffic Engineer
Sperry Rand

Hani Y. Dekho
Planning & Traffic Engineering Div.
Detroit Department of Transportation

James W. Edick
Traffic Technician
Michigan Department of Transportation

Bruce L. Floyd
Transportation Engineer
Michigan Department of Transportation

Earlie Giles
Traffic Technician
Michigan Department of Transportation

John J. Haley, Jr.
Technician Supervisor
Michigan Department of Transportation

Kenneth C. Jennings
Union Metal Company
Canton, Ohio

Harold E. Jentzen, P.E.
County Highway Engineer
Livingston County Road Commission

Kenneth W. Johnson
Transportation Engineer
Michigan Department of Transportation

Keith L. Killough
Coordinator, Long Range Planning
SEMCOG

Michael P. Krause, P.E.
Transportation Engineer
Michigan Department of Transportation

Herbert W. Kruse
WL V Sign & Supply
Springfield, Illinois

Allen A. Lampela, P.E.
Transportation Engineer
Michigan Department of Transportation

Robert J. Marble
Traffic Technician
Michigan Department of Transportation

David A. McKervey
Traffic Technician
Michigan Department of Transportation

Jon B. Mersman
Director
Saginaw Co. Metro Planning Comm.

William Nicol
Sergeant, Traffic Safety
Dearborn Police Department

Robert Northrup
Assistant Traffic Engineer
City of Southfield

Frederick P. Orloski
Area Engineer
FHWA

A. George Ostensen
Area Engineer
FHWA

Michael R. Oyler
Chief of Police
Howell Police Department

Ratnakara Rai, P.E.
Transportation Engineer
Goodell-Grivas, Incorporated

Thomas M. Rathbun, P.E.
Transportation Engineer
Michigan Department of Transportation

Thomas Reel
Executive Director
Michigan Assoc. for Traffic Safety

Adrian Q. Sanchez
Transportation Engineer
Michigan Department of Transportation

Douglas J. Shooks
Traffic Technician
Michigan Department of Transportation

Edward W. Swanson
City Traffic Engineer
Grand Rapids

Gerald E. Varga
Taylor Police Department
Taylor, Michigan

Carl E. Walter
Engineering Technician
Oakland County Road Commission

Mark L. Wartella
Transportation Engineer
Michigan Department of Transportation

MICHIGANITE

Official Publication
Michigan Section
of the
Institute of Traffic Engineers

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Prepared by the
Traffic Safety Association of Detroit

MINUTES OF MICHIGAN SECTION I.T.E. EXECUTIVE BOARD MEETING March 22, 1979 - TIA Office

Members Present:

Robert DeCorte
Gerald Holmberg
William Lebel
David Merchant
Alan Richardson

Also Present:

Richard Beaubien
Richard Cunard
Herb Henry

President Holmberg 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 discussed by Herb Henry. It was agreed that advance reservations would be requested. A \$5 per couple charge will be added at the door.

The May 24 meeting agenda was reviewed. Advance reservations will be strongly encouraged. Golf fees must be prepaid. Students will 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. Vukonich formally requesting use of the Southfield garage for this meeting.

Mr. Holmberg reviewed the June Pokagon meeting announcement. Our membership will be encouraged to attend this family oriented 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. Cunard distributed a summary of the questionnaire responses sent recently to our membership.

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

Mr. Holmberg discussed the Professional Advisory Panel (State Safety Commission) to study school bus accidents. Mr. Lebel 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. Lebel, 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 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:

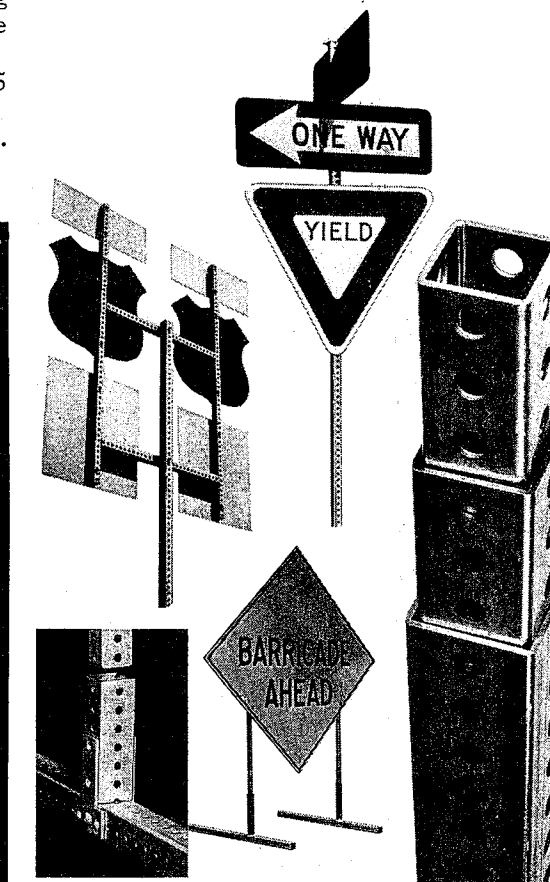
- \$15.00 per year to insert a calling card size ad.
- \$25.00 per year for 1/3 column (approx. size - 2 calling cards)
- \$35.00 per year for 2/3 column.

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 employees, 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

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Left to right: Mayor Benjamin Pinkos, Jack Hinsberg of AAA, and public safety officer Paul Crooks.

GROSSE POINTE WOODS WINS AAA AWARD

A six-point pedestrian safety program is credited by Automobile Club of Michigan with making Grosse Pointe Woods the safest city for pedestrians of any town its size in the nation.

That city was presented its fifth national AAA Grand Award for Pedestrian Safety last December. The Grand Award is the highest honor in the AAA Pedestrian Safety Program.

Grosse Pointe Woods' safety program is proven and might well be copied statewide since that community has not had a pedestrian traffic death in 20 years, according to Jack Hinsberg the Auto Club's Grosse Pointe manager.

Factors that contribute to pedestrian safety in Grosse Pointe Woods are:

- Strong public support of the city's pedestrian safety program.

- Police officers from the city's Safety and Youth Service divisions spending several hundred hours each year presenting specially prepared pedestrian safety programs to school children.

- Youth Service Division officers teaching scheduled traffic safety classes.

- Adult crossing guards and trained safety patrollers protecting pedestrians at all main intersections.

- A juvenile pedestrian violation program requiring that parents sign and return to the police any citations issued to their children.

- Constantly emphasizing pedestrian safety through safety films and displays in schools and by periodic distribution of safety handouts to parents and children.

Graphics in this issue by Libby Reid and Jan Schlain.

MIX BUSINESS AND PLEASURE?

Of course you can...at the ITE District III Technical meeting and Family Outing, to take place at Pokagon State Park in Angola, Indiana.

Scheduled for June 15-17, 1979, the Outing will give District III members and their families the chance to enjoy boating, swimming, golfing and other activities as well as an interesting and informative technical 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 cook-out scheduled for Friday night.

Average Room Rates

1 Double Bed	\$21.00
2 Twin Beds	22.00
2 Double Beds	25.00
Cabin Room (no TV)	25.00

It's sure to be a great weekend, so mark your calendar now and plan to attend.

MICHIGAN SECTION ITE TREASURER'S REPORT

April 23, 1979

Balance Forwarded 3-20-79		
Savings Account	\$1,759.83	
Checking Account	759.66	\$2,519.49
Receipts:		
Membership Dues -		
Savings	120.00	
Checking	200.00	
Bank Interest	18.54	
Macomb County Meeting	310.00	
Michiganite Ads	15.75	
Transfer from Savings to		
Checking	500.00	\$1,164.29
Expenditures:		
Certificates (Tibbits)	29.60	
Postage (Lebel)	20.59	
Macomb County Meeting	382.54	
Bank Charge	3.93	
Postage (Lebel)	40.94	
Transfer from Savings to		
Checking	500.00	\$ 977.60
Balance on Hand 4-23-79		
Savings	1,724.12	
Checking	982.06	\$2,706.18
Hospitality Fund	\$246.35	
Balance		\$ +186.69
	Robert V. DeCorte	Treasurer

HAVE YOU PAID YOUR DUES?

If you have, the membership committee will be contacting you soon, if not already, to see how you would like your name to appear on your new Membership Certificate.

The Board of Directors voted to have these certificates made for our members and affiliates. Pictured here is a sample. We are proud of our Section and believe displaying these certificates will promote further recognition of our professional organization.

Larry Tibbits
Chairman, Membership Committee

INSURANCE APPROACHES TO THE ROAD LIABILITY PROBLEM

by Brent O. Bair

Risk Management Coordinator
Oakland County Road Commission

Many cities and counties across the nation are finding it increasingly difficult to obtain liability insurance coverage for daily operations. This is particularly true where a road liability exposure is present. Many insurance carriers are either refusing to write this coverage anymore, or are charging higher and higher premiums. The insurance carriers have seen multi-million dollar shock losses across the nation, and are quite frankly running scared. They cannot tell you what their actual underwriting profit and loss picture looks like for this book of business, since they have not kept the statistics on this type of business separated from most other general liability risks.

In view of the above, the administrators in public agencies responsible for handling insurance protection have been looking around for alternative ways of dealing with the problem. Two of the most common alternative approaches that have come to the surface have been the formation of insurance pools and the establishment of individual self-insurance. With the insurance pools, a group of agencies or "risks" with similar exposures simply get together and pool their resources, thus to some extent, form their own insurance company. They may buy outside insurance in excess of some agreed limit, thus not absorbing the total exposure themselves. Outside adjusting services are also acquired. By doing this, and placing the pool in a non-profit basis, the pool members avoid some of the overhead and profit charges that are built into normal insurance premiums. Thus, an initial savings can be realized.

Under the individual self-insurance program, an individual agency simply decides to assume losses up to some limits, and purchase insurance beyond that point. This is similar to the colli-

sion deductible on automobiles, with the exception that with a self-insured retention, the individual agency must also provide for defense costs and adjusting services. With the deductible, the insurance companies still provide those services. In addition to the retention of a limited amount of the possible damages for each accident, the individual risk also should look for a limit as to the total possible exposure in any one year. This is called an aggregate. For example, the agency might have a retention of \$25,000 per occurrence, with an annual aggregate of \$250,000 in maximum total claims payments in any one year. Excess insurance coverage would then be acquired to cover losses in excess of both the \$25,000 and \$250,000 limits. Once again, although the agency will have to contract for adjusting and defense services, it should realize a savings in that the same overhead and profit margin contained in insurance premiums is avoided.

Unfortunately, what may be happening far too often is that agencies are running to an insurance pool to self-insurance program and looking to this new arrangement to solve all of their liability exposure problems. While the programs mentioned above may initially save the agencies some money, they will not solve the underlying problems. Only the initiation of an extensive loss prevention program can have an effect on the underlying and growing exposure. This is true whether you are considering Worker's Comp and injury to employees, fire insurance and protection for the agency's own property or general liability exposures and the possibility of lawsuits because of such things as road defects. Especially in the road liability area, unless addressed directly, the problem may continue to fester and grow. As we all know, most decisions are made on the basis of economics. In the past, the traveling public has been forced to bear the financial impact of automobile accidents, even though we professionals all recognize that there are three potential factors involved in accidents: the driver, the vehicle and the roadway. Through the court system in recent years, judges and juries are now beginning to transfer some of the economic impacts to those responsible for the vehicle and roadway factors. Witness, for example, Ford's problem with the Pinto. Also note the size and number of lawsuits against road agencies where immunity has been abolished or has substantially deteriorated. It very well may be that the road liability problem will eventually prov-

ide the economic stimulus necessary for a greater effort in improving highway safety.

BUCKLE UP FOR YEAR OF THE CHILD

1979 is the International Year of the Child, and there is much that we, as members of the Institute of Transportation Engineers, can do to help the children of Michigan.

One such important area in which the ITE can provide an important service is in the reduction of injuries suffered by children while riding as passengers in motor vehicles.

In Michigan during 1977, 26 child passengers under five years of age were killed and 4,200 were reported as injured. According to the Secretary of State's Office, an estimated 12,000 to 14,000 additional children under five were injured in non-reported incidents. These numbers, which the State Police indicate are even higher for 1978, make the automobile the number-one cause of death for children past the first few weeks of life and a major cause of all serious and permanent injuries.

Why are so many of our children being injured in cars? Because parents do not buckle them in safely constructed child restraint ("car seats") or in lap belts. If they did, the effectiveness of those protective systems would significantly reduce this threat to children.

The most immediate need is for support of the new transportation safety legislation being developed by the Department of Social Services and the Secretary of State. This legislation will require that any child being transported by a day care provider will be protected from injury by a safe child restraint or a lap belt. Additional legislation being introduced will require child restraint within all vehicles on the highways.

The Michigan Section executive board is considering the development and presentation to the state legislature of policy statements indicating our official support of this type of legislation. You can help by letting your local representative and senator know of your feeling regarding this legislation and the need for the safe transportation of children.

But most importantly, you can help by making sure your children are safely restrained within your own vehicle.

Richard A. Cunard, Chairman
Transportation Safety Committee

Institute of Transportation Engineers
Michigan Section

This is to certify that
John R. Doe
Member

of the Michigan Section of the Institute of Transportation Engineers is fully entitled to all privileges granted in its section charter and by-laws.

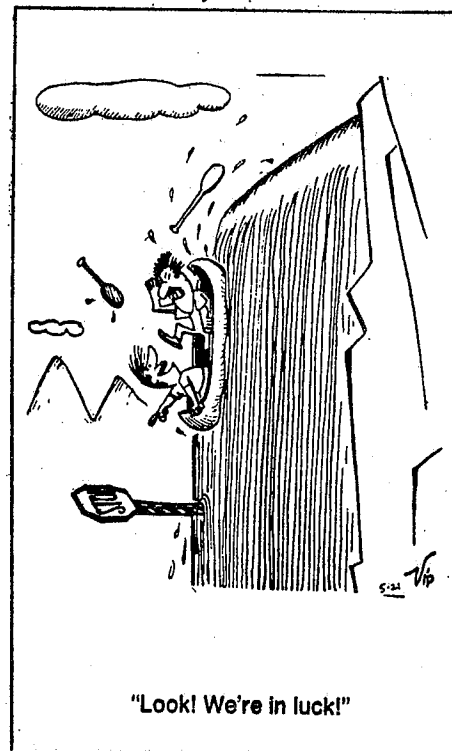
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BIG GEORGE By VIRGIL PARTCH



"Look! We're in luck!"

Apologies to the Detroit Free Press.

Traffic Control in Construction Zones

By John C. Kliethermes
District Engineer, FHWA

The Federal Highway Administration recently informed all state highway agencies that Traffic Control Plans will become a requirement for federal-aid funded highway projects. The Code of Federal Regulations which outlined the specifics of this requirement was revised in October, 1970. This action was taken because of the observed need for improved traffic control in construction zones, and the trend towards more rehabilitation of the existing roadway system.

Prior to discussing this new requirement, I would like to trace the history that preceded this action. Most of you can recall the increased emphasis on highway safety that began in the late 60's and accelerated into the 70's. Remember the early reaction to the yellow book? You will recall the mixed emotions and reactions to such a radical change. There were those who said we would never survive the cost of a 6.1 slope. How about bridges with full width shoulders, set back piers, long spans? Many of us were very concerned about the cost and impact of such a change.

The Yellow Book did survive that initial test. Soon to follow was the 1973 Federal Aid Highway Act which for the first time allocated specific funding for highway safety. Also at this time,

special interest groups became active in highway safety. One of the more vocal units has been the Center of Automotive Safety. They accused highway agencies of a lack of sensitivity to real safety needs. One of their very strong recommendations was to place the administration of the highway safety program in an independent unit of government, rather than FHWA. They were a very strong force in accelerating the highway safety program.

As an off-shoot of the safety program, the Center for Automotive Safety conducted an on-site review on active highway construction work in the Washington D.C. area. The results were less than complimentary. You may have seen the films where lanes were shown that directed traffic into wooden barriers. These same barriers afforded little or no protection for an errant vehicle.

As a result of these findings FHWA did a nationwide review in the summer of 1976. The ultimate conclusion was that a more positive effort was needed to control traffic in construction zones. In the fall of 1978 the Code of Federal Regulations was revised to impose the following requirements for all federally-funded highway construction projects:

1. All projects must incorporate plans for traffic control in construction zones. This sounds like a lot of work, but the detail required can vary with need and scope of work. Actually it is a realistic approach. Many plans will simply include a reference to the MUTCD, others will require considerably 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 to someone with direct and daily contact, such as the project engineer or, on large complex projects, his inspector.

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

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

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

As a prelude to the new requirements our Michigan FHWA area engineers, in company with MDOT district construction personnel, conducted a statewide review of traffic control in construction zones during the summer of 1978. The reviewers were given project locations in a district other than their permanent assignment. It was quite interesting to see the reactions when confronted for the first time to a lane or route closure in an unfamiliar territory.

We have now completed a final report and concluded that Michigan's trunk highway system 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 same general area without the benefit of overall coordination. The lack of coordination results in overlapping detours, multiple road lane closures, and ultimately in irate confused motorists. These problem locations are largely found in major urban centers. Although there is no ready-made solution to this problem, a clearinghouse procedure would seem in order.

We hear that some local units of government are resisting the traffic control plan as yet another "Federal Requirement". ITE can do much to overcome this resistance. Obviously if there is no need for a project Traffic Control Plan, none should be required. On the other hand, if needed, it should be a part of the project. We believe that if more sensitivity to the TCP concept is developed, especially at county and municipal administration levels, resistance will diminish.

Again, Michigan is already in general conformance with the Traffic Control Directive and should be complimented for its leadership. Several procedures do need fine-tuning which is now underway. We expect there will be a wide range of compliance to the new directive among the numerous independent local agencies. We are however seeking a high performance level of traffic control on all projects both on and off the Federal Aid System. The results can be of great benefit to the road user.

- Jackson Meeting, 2-15-79



Akey & Brennan

FULLY ACTUATED SIGNAL AT TEN MILE-SOUTHFIELD INTERSECTION

On December 4, 1977 the Oakland County Road Commission installed an eight phase fully actuated controller at the intersection of Ten Mile 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 an analysis of this information suggests that some problems still remain, it can be said that the safety of the intersection has been greatly improved and that the project has been a positive learning experience for the traffic department.

Les Akey & Tom Brennan
Oakland County Road Commission
Southfield, 3-22-79

BIG BEAVER CORRIDOR STUDY

Citizen Participation in Transportation Planning

In June, 1978 the Oakland County Board of Commissioners passed a resolution suggesting that the city of Troy place on the ballot an advisory question asking voter's opinion on the Big Beaver project. The City Council felt that to assure voters were making an informed decision, a broad-based citizens committee should be appointed to study all proposals, report on the impact of each proposal, and recommend ballot language. In April, 1979 a ballot question was presented to the voters following a report of the citizens committee.

Some conclusions drawn about the citizen involvement process:

1. Citizen involvement was essential to develop a consensus about what to do with the road. It was important to enter the process with the attitude that it was more important to achieve a consensus about what to do than to adopt 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 comm. knows what proportion 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 became conversant with highway capacity levels of service. This cadre of citizens should be able to respond to any challenges which may arise out of the election campaign. This puts city officials in a disinterested position during the election - ready to implement whatever results from the ballot question.

3. The committee had some initial difficulty in defining what to do. It had to develop its own leadership and direction. It was important that the resource people allow this initial fumbling to occur so they could maintain their advisory role and not be involved in leading or making decisions.

4. The committee found it difficult to face up to making the final decision. Time constraints imposed by City Council were important in forcing a decision to be made by a certain date.

5. The committee sometimes felt uncomfortable operating in full public view. Although they felt that some private meetings might have been useful, they were compelled to comply with the open meetings act at all times.

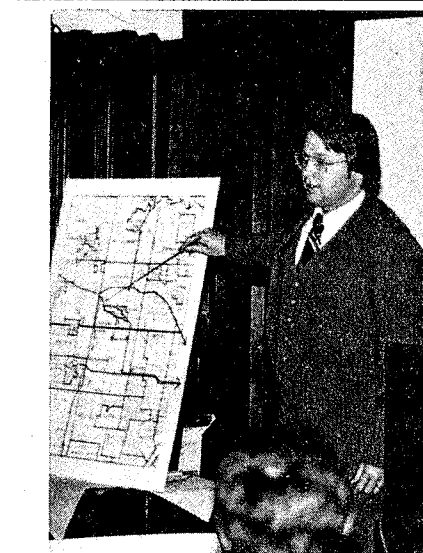
6. The demanding schedule of meetings caused by severe time constraints created some very tired citizens after the fourth month of weekly or twice weekly meetings.

7. The investment of substantial amounts of time by a large group of citizens give this group a big stake in the eventual outcome of the ballot question. They are likely to be inclined to fight for their recommendations.

8. 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 need a consensus before implementation.

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

Richard Beaubien
Technical Chairman
Southfield, 3-22-79



Rushfeldt

ESTABLISHING A PARK-N-RIDE LOT

The process of establishing a park-and-ride lot was illustrated by using a case study of a recently implemented and successful park-and-ride route. The required steps, from initial planning through final implementation and evaluation of the service were presented. The park-and-ride lot site selection criteria and steps necessary to secure an agreement for use of the lot were discussed in the context of their real life application. Also a number of the potential problems hindering the implementation of a park-and-ride route and possible solution to these problems were presented and discussed.

Thomas L. Rushfeldt, P.E.
SEMATA's Park-and-Ride Coordinator
Southfield, 3-22-79



Beaubien

**MINUTES OF MICHIGAN SECTION
ITE SECTION MEETING**
Holiday 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 Reel, recently appointed Executive Director of Michigan Association of Traffic Safety. Mr. Reel 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



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.

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 so 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 implementors 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 or 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 implementor endorsement. A rigorous public involvement program will be necessary and coordination between federal, state and local officials will be extremely important, as will coordination between planners and transportation engineers involved in all modes.

-Fred Sanborn, MDOT
Southfield, 3-22-79



Swede

Semta's Downtown People Mover

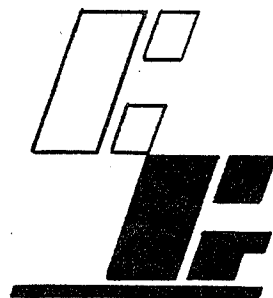
During April 1979 the SEMTA Board of Directors will be identifying a preferred route as well as station for the Downtown People Mover (DPM). Where should the stations be built? What route should the system travel? What effect will route alignment and station locations have on the system's cost, ridership, etc.? George A. Swede, P.E., SEMTA'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 2.7 mile loop with 11 stations to a 3.2 mile loop with 14 stations.

Southfield, 3-22-79

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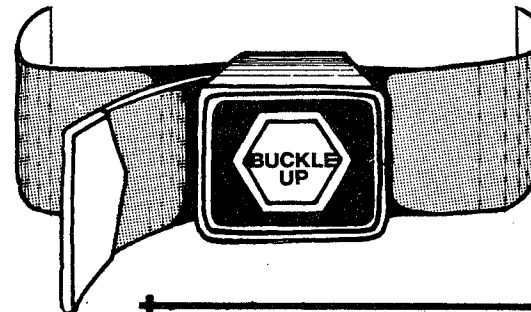


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The 1978 edition of the Manual on Uniform Traffic Control Devices (MUTCD) is now available. The MUTCD is the national standard for signing on all streets and highways open to public travel in the United States. The newest edition incorporates all of the official revisions that have occurred in highway signing since 1971. It continues the trend set forth in the 1971 version toward broader use of symbolic signing. Significant changes have been accomplished in freeway and expressway signing, including diagrammatic and lane drop signing, and two new parts have been added to deal with rail-highway grade crossings and bicycle facilities.

To familiarize those concerned with and responsible for the design and management of signing operations, the Federal Highway Administration, in cooperation with the State Transportation Agency, is sponsoring a one day training course in each State

during 1979. Michigan's training will be conducted on August 17, 1979 in Lansing at the State Law Auditorium. By using the auditorium, a large number of participants can be accommodated.

Anyone wishing to attend the session should contact Mr. Weldon Borton of the Michigan Department of Transportation, who is coordinating this effort, at 517-373-2870 or Morrie Hoevel, Federal Highway Administration at 517-373-2094. There is no cost for this workshop. An order form for the manual is also included below.

COMMITTEE CHAIRMEN

The following individuals have been elected chairmen of the various Section committees for 1979:

MEMBERSHIP - Larry Tibbits
NOMINATING - Gordon Melvin
TECHNICAL - Richard Beau-bien

LEGISLATIVE - Bill Lebel
HOSPITALITY - Herb Henry
PUBLIC RELATIONS -

Weldon Borton
TRANSPORTATION SAFETY - Richard Cunard

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- ITE MEETING -
MARCH 22, 1979
Remarks by
THOMAS O. REEL

I was very pleased when Dave Merchant asked me to be your "after dinner speaker" this evening - even knowing of all the potential risks and hazards that are possible in accepting an assignment 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 schedule, 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" (the highway safety "community", if you will) have come 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 that TSM was started - at that time under the leadership of Governor Romney. I don't mean to imply that there wasn't any sort of private sector, or even government, concern or involvement 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 local communities) have received over a billion dollars in "402 funds", and sums surpassing this figure for highway improvements (the categorical programs", if you will); and yet . . . in spite of these resources last year nearly 52,000 Americans lost their lives in highway crashes.

Bringing the problem closer to home, during this same 13 year period, over 27,000 persons were killed here in our own state as a result of traffic crashes, an average of more than 2,100 deaths every year. About the only real encouragement we had was during the energy crisis years when the annual toll dropped to slightly over 1,800 in 1975,

the lowest in a number of years. Unfortunately, the trend has been "inching" steadily back upward ever since.

I suppose each of us could provide a variety of useful explanations for our lack of progress in reducing these highway deaths, and some would no doubt quickly point out that we have, in fact, produced a lower U.S. death rate (5.25 in 1967 to 3.38 in 1977). However, even these rates increased in 1977 over 1976. In Michigan, the death rate for 1978 was up to 3.1 from 3.0 in 1977.

But, was this really significant? You tell me.

My point is that in spite of important progress in many areas, the problem of people dying in highway crashes is still very much with us; and it seems to me more evident than ever before that further progress...that is production of *meaningful*, "bottom line" results, is going to require renewal efforts - especially from within the *private sector*. It seems quite apparent that government at all levels needs our help; the effort is going to take a strong commitment on the part of the entire private sector "community" and a commitment from top corporate leadership not unlike that which we saw in 1966 when the organization I represent was first started.

THE TIME IS RIGHT

Frankly, this is a major reason why I accepted this position - I firmly believe that the time is right for action by all types of businesses, corporations, associations and support groups. It's really a matter of, I think, getting their attention. But, of course, it's *not* as easy as it sounds. However, I don't think we've begun to explore, in the depth necessary, how to get the involvement and support of the private sector, or of the private citizen, for that matter. Seems to me we've pretty much just backed off in the face of "competition" from other social problems and issues of the day.

In the remaining few minutes I would like to present to you some of my thoughts and ideas with respect to future areas of concern and activity. The items I will touch on will provide the basis of a fairly detailed program plan which we intend to prepare each year.

Although one of the initial and early concerns of TSM was to promote and assist with, where appropriate, the implementation of the highway safety program standards, most of the states, including Michigan, have generally now achieved conformity with all or most of these "standards". However, since the Congress recently decided that the standards should be retained at this

time, at least for the purpose of "experimentation" and "evaluation", and since it is their intent to conduct oversight hearings (which started just this week), I am going to propose that the association promote and encourage the OHSP and the various involved state agencies to initiate a review of Michigan's progress under the current standards and to develop, with the direct assistance of the private sector and TSM, a formal position on the present and future usefulness of the standards and suggestions for both "technical" and substantive amendments. This review should also address the issue of retaining some or all of the present standards, and the six recently proposed uniform requirements, within the context of the new "problem identification, problem solution" planning approach now required of the states.

A second area of concern to our association is the matter of *priorities* for future highway safety program activity. Within the past several years a great deal of effort has been spent attempting to identify the most productive and cost-effective countermeasures presently available to the states. Two relatively recent DOT reports, the *Highway Safety Needs Study and the Evaluation Report to the Congress* (1977) provide useful direction in this area, and Michigan's recent work plans have generally acknowledged and reflected the findings of these two documents.

However, it seems quite clear that for the present and at least the immediate future (3-5 years) the greatest concentration of program activity should really be in three major areas - *safety restraints*, *speed control* or reduction, (including continued support for the national maximum speed limit) and combined *alcohol and drug abuse* countermeasures. In addition, because of the continuing overinvolvement of the young driver (18-24), and our very young and elderly *pedestrians* in traffic, we must be certain that these persons are included in any program activities advanced or supported in the future.

FUTURE DIRECTIONS

Although none of these are "new" in the sense that we haven't known for some time about their contribution to our problems (or perhaps their potential for reducing the problem), unfortunately, we have failed to recognize, I believe, that future progress in any or all of these areas is going to demand more resources and, even more importantly, more involvement and support from the private sector. And, development of *citizen* awareness and support is also necessary.

With these considerations in mind, I see our association continuing to work in close cooperation with both state and local officials to insure that these problem areas are being fully addressed on a priority basis...and, the precise role of TSM will be to enlist the support of the "private sector" or "business community", if you will, to bolster the "public sector" effort.

In this regard, an immediate association priority will be to promote *safety restraint use* by business and industry. Having recently been appointed to the Occupant Restraint Committee (a committee of the Michigan Traffic Safety Information Council of the State Safety Commission), as TSM director, I will be directly responsible for working with businesses throughout the state - to place in their hands the information they will need to encourage employee restraint useage. Tied directly into this effort is the Safety Conference program aimed at Michigan businesses to be held in Lansing next month.

In the area of *substance abuse*, an invitational state conference on "alcohol, drugs and highway safety" coming up this spring is expected to provide future directions for countermeasure programs and I am optimistic that the results of this important conference will give all of us much work to do.

These two major areas of concern will receive the greatest attention during this next year.

Turning next to the *legislative* area, the role of TSM, as in the past, will be to support the enactment of those priority items proposed by the Safety Commission (and in some cases, individual state agencies). This year, the list includes such things as penalty points for violations of the 55 mph speed limit, outlawing of radar detectors, requiring driver education for motorcycle riders, maintenance of the helmet law, and changes to the basic driver education program including funding. Still under consideration by the Commission at this time are two proposals, one which would require the use of safety belts and another which would mandate the use of child restraints for youngsters age four and under. The next issue of our newsletter will include the entire listing of proposals.

The association will also continue to work with the key legislative committees with the goal of becoming a reliable resource for committee members and their staffs as various measures are proposed and debated. Our proximity to the Capitol certainly will enable us to work closely with the members of the legislature as well as the executive office and the various state agencies.

I'm very much looking forward to our participation in this area.

Another area of involvement for the association will be at the *local level*...local government, local citizens, local business and local safety organizations. It seems clear that all these various "elements" are necessary to the production of meaningful results - and none can be overlooked.

My goal is to see the association become a resource for all these groups in terms of support for key legislative efforts, assistance on securing federal funding for local program improvements and the coordination of public information programs and special projects, to name just a few. The Peat, Marwick, Mitchell & Co. report, *Managing Highway Safety*, first released in 1974, contains other excellent suggestions along these lines.

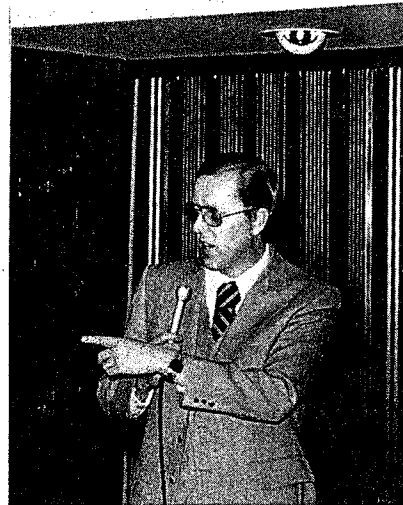
THE ROLE OF TSM

Because of the increasing complexity and wide range of highway safety activities presently being carried out, especially at the local level, the problems of coordination and duplication of effort have become more critical than they might have been at one time...and this holds true in the area of legislation, as well.

Although a couple of years ago we saw evidence of coordination in the defeat of measures proposed to repeal Michigan's motorcycle helmet law, it is now apparent that continuing success in this area and others will depend in large part on the "voice" of the private sector, and especially individual citizens who share our concerns. The local safety organizations and the state-sponsored regional steering committees are ideally suited to assist in these kinds of activities. Here the role of TSM would be to assist in the coordination of such activities to help insure the most effective impact.

Moreover, coordination of program activity, whether safety belts, alcohol or driver education, is at least as critical as coordination of legislative efforts, and again I see TSM playing a major role of assistance here, especially in conjunction with the local safety organizations.

In order to get moving in these two areas, I am hoping that TSM can sponsor a one or two-day meeting this spring of the local safety organizations, in effect, the present informal "Federation" as it has been called, to review legislative items, consider various "strategies", and also to review current state programs and materials that can be made available. Even this brief



time spent together would serve to greatly enhance our joint efforts and I think the need to continue to meet together on a regular basis will become quite apparent.

Before concluding, I want to assure each of you that the private sector safety effort in Michigan is very much "alive and well" - the future is bright...and I personally look forward to working very closely with the Michigan ITE in the months and years ahead. Thank you.

(Ed. Note: Tom Reel had been the Executive Director of the Michigan Office of Highway Safety Planning for several years before taking over in February the TSM spot which had been handled for the last 18 months by Howard Cox as acting director. Cox was serving under a contract from TSM to the Traffic Safety Association of Detroit, which he heads. Since the changeover, Reel has changed the name from Traffic Safety for Michigan to *Michigan Association for Traffic Safety*. The new name for the *Government Bulletin* is *FORMATS*.)

