MICHIGANITE Official Publication Michigan Section

Michigan Section of Transportation Engineers

PRESIDENT'S COLUMN

In this year of celebration of the Golden Anniversary of ITE, it is only natural that we look back and recognize just how much has been achieved in transportation engineering. Nostalgia — so long as it isn't overdone — does have a place and this year is an appropriate time to re-examine and enjoy our roots. Gerry Holmberg has taken on the task of providing some of our historical moments at our Section Meeting this year. If you have past material that might be worthwhile, share with our membership, please contact him. He, and we, will be glad you did.

There have also been changes in our annual District Technical Session. Because of the close working relationship between Henry Ford's "Train Lazy" and ITE, the Technical Session will be held in Dearborn this year. In recognition of the impact of the automobile on transportation, the session will focus on how Dearborn Inns on October 2 and 3 will include dinner at, and a tour of, the Ford Museum.

Looking back may be enjoyable, but it is not always helpful, unless we try to learn some lessons from our experience. One message is clear, our forebears were a resourceful and creative group, who were stimulated by challenges. As a result, ITE has had a major role in shaping and managing the most comprehensive highway transportation system in the world. We need to use some of that same ingenuity in retaining and reshaping our total transportation system to become more effective.

It is not an easy task, but an energizing and environmentally sensitive world. We hope to develop a project investigating some of the energy savings that can be accomplished through transportation engineering, with the sponsorship of the Transportation Projects Committee. Adrian Koet is Chairman of this project.

Dave Merchant

MOHSP Director Haseltine Addressee Michigan Section

I would like to express my appreciation to the Michigan Section, Institute of Transportation Engineers for inviting me to join you with this evening. It is always a special privilege to meet and talk with fellow professionals, who are dedicated to making travel on Michigan's streets and highways safe and efficient. And, it is particularly enjoyable for me, as I live in your home community of Farmington Hills.

We have just concluded what the preliminary data suggest was a relatively good year in traffic safety. Traffic fatalities in Michigan declined from 2,076 in 1978 to 1,879 in 1979, a 11.9% reduction. Some of this reduction is undoubtedly attributable to a corresponding 3.7% reduction in miles traveled. However, the long term trend suggests that something besides travel fluctuations has occurred. Michigan traffic fatalities declined more than 25% from 1969 to 1979. Clearly, the traffic safety community has done some things right during the decade of the '70s. Working together, we have had an impact on this societal problem, one which we all face every day.

Now we are embarking on a new decade, one which promises new significance, and perhaps drastic changes in the manner in which our highways function. The demands placed on our highway systems will be tremendous. We can expect to see the continuation escalation of motor fuel prices, primarily due to unjustified price increases by the OPEC Cartel.

Until recently, we assumed that the fuel supply was unlimited, a situation which we are all aware no longer exists. 771, which supplies and pricing situations, coupled with the broader effects of the recession are we presently in the midst of, the advent of more fuel-efficient vehicles and our constantly improving public transit systems will combine to significantly affect fuel consumption patterns, and hence travel patterns during the 1980's. In addition, we have seen many recent enhancements in transportation technologies. Most of our major

(Continued on page three.)
Detroit Keeps People Moving

The Detroit Downtown People Mover (DDPM) project is in the final stages of preliminary engineering with construction scheduled to begin as early as 1981.

The DDPM, a 2.9 mile elevated loop, will be automated and operate at a maximum speed of 30 mph and will take approximately 15 minutes for a round trip. It will have 13 passenger stations and will cost approximately $80,000,000 in 1979 dollars.

The route is as follows: beginning at Woodward-Park-Witherell, thence to Broadway, Farmer, Gratiot, Macomb, Brush, Jefferson, Randolph, Larned, Shelby to the Detroit River, to “Third”, Larned, Cass, Times Square, Bagley, Park Avenue to Woodward.

The station names and locations are Grand Circus Park (at Woodward), Broadway (at John R), Cadillac Square Shopping Center (Gratiot-Farmer), Greektown (Monroe-Beaubien), Brush-Buffalo, Jefferson-Civic Center, Michigan Avenue Station (Randolph-Jefferson), Financial District (Monroe-Larned), Joe Louis Arena (Jefferson-Civic Center Dr-Third), Fort-Cass, Michigan Avenue (at Cass) and Times Square (at Grand River). There will be a maintenance garage and system control facility at the Cobo Hall station to be located on the N.S. of Larned, between Cass and Brush, which will be servicing and controlling the system, and the storage of cars. A bypass station will be located there and at the Lafayette-Beaubien station.

Bids are to be solicited at the end of May and the bidders are to have their proposals completed soon thereafter, the selection of a system supplier could be made by the end of November, after all bids are evaluated. A rather complicated evaluation process will be followed in selecting the System Supplier, since there are many subsystems involved in such as automated system. The System Supplier will be selected on a turn key basis.

The type of system to be used is unknown at this time, since there may be up to nine qualified bidders who have systems that would be acceptable for such a People Mover. However, it will be either a bottom-supported (LPM or rubber-wheeled), bottom-suspended with over-ride, or a top-supported system (Monorail), wherein the guideway would in some cases be very narrow and not very intrusive to the surrounding environment.

Such a project must be approved by many agencies such as UMTA, SEMTA, City of Detroit, and several state agencies. Funding for the project will be 80% from UMTA funds and 20% from state funds.

A pre-bidders’ informational conference was held in March, with prospective system suppliers in order to obtain their comments and feedback in an effort to obtain a larger number of competitive bids.

The draft Environmental Impact Statement (EIS) is near its final form, and will soon begin its public circulation for a period of 30 days, after which a public hearing is to be held. Comments from this hearing and those of other agencies will be used to revise it, and will then become the final EIS. If satisfactory to all the above agencies, the funds will be approved by UMTA sometime this fall, and a System Supplier will be selected shortly thereafter. Final design will then begin, with construction starting as early as next spring on the footings for columns and other items wherever possible.

The DDPM will improve circulation for commuters, tourists, downtown employees, as well as for vehicles, and will thereby help revitalize the CBD and further stimulate development along its route. It will also interface with the rapid transit line to be built under Woodward Avenue as soon as funds become available.

Moving Right Along

Steve Tott is now City of Detroit liaison with SEMTA for the deployment of the Detroit Downtown People Mover. He was formerly with the Project Planning & Programming Section of the Transportation Engineering Division of D-DOT.

CROSSING THE FREEWAY AT WASHINGTON BLVD.

Approaching Ren. Cen. from the north

CROSSING WOODWARD BY THE CITY-COUNTY BLDG.

Aerial photo courtesy of:
Atlanta Aerial Survey Corporation
Haseltine Addresses
(Continued from page one.)

construction projects have been completed and we are faced with changing public attitudes toward major new construction efforts. These issues, coupled with the existing and predicted future economic climate in Michigan will substantially impact traffic safety and the manner in which we carry out our job responsibilities.

Let's spend the next few minutes discussing briefly the state of the economy and what we can expect during the next few months and years. Then let's talk about the state government budget and how it affects highway safety. Finally, I would like to discuss some of the priorities programs we are planning within the Office of Highway Safety Planning to help get us through these difficult times as safely as possible.

Several key economic indicators suggest rather strongly that we are, indeed, in the midst of a recessionary period. The real gross national product for fiscal year 1980 is predicted to be 1% below that of FY 79, the first such reduction in national output in several years. Normally, GNP increases by 3 to 5% per year. U.S. motor vehicle production is expected to drop almost 18% this year and we all recognize the impact of that future on the Michigan economy.

Employment in Michigan during FY 80 is expected to be 60,000 below the FY 79 level and it will be late 1981 before as many Michiganders are employed as during the third quarter of 1979. Other economic indicators, including real personal income, are down as well.

This economic situation has resulted in Governor Milliken recommending to the Legislature the tightest proposed state budget in recent history. This budget reflects a modest increase in general fund expenditures of less than 5%. Eighty-seven state programs have been eliminated entirely. Program reductions and eliminations will save the state over $400 million. 1,651 fewer positions will be funded in state government next year due to these program reductions and eliminations. On the whole, services provided by state government will be more austere next year and probably during the following year as well.

That’s the bad news, now let's talk about some good news. Assistance to local governments will increase by 13.8%, including $50.5 million in additional, no-string, state-to-local revenue-sharing programs for distressed communities. In general, the Governor indicated to the Legislature that his recommended budget, “emphasizes programs designed to maintain the health, welfare and safety of Michigan’s citizens.”

In the area of transportation, the Governor recommends expansions in a number of public transportation programs including an additional:

- $4.1 million for statutory and supplemental public transit operating programs.
- $1.6 million to expand the state's small vehicle program.
- $1.8 million for the rail passenger operating grant program.

PHILIP W. HASELTINE
Executive Director of the Office of Highway Safety Planning

Included in other transportation department recommendations was $450,000 to improve traffic safety operations.

Traffic safety programs did not, however, totally escape the budget-cutting knife. Among the recommended program cuts and eliminations are:

1. The elimination of State Police patrols on urban and suburban freeways outside the city of Detroit and a reduced Detroit freeway patrol as well.
2. The elimination of road tests prior to driver licensing for applicants having successfully completed driver education programs.
3. Reductions in State Police personnel for school bus inspections, hazardous materials programs and for routine patrols.

There are numerous other recommended cuts that will affect all of us who work in the transportation field in general, and particularly those of us who work within the highway safety field.

What are we going to do about it? We're not going to be able to get most of these programs put back into the budget by the legislature. The revenues are simply not there.

The Office of Highway Safety Planning has taken careful note of the proposed reductions and in some cases has worked with executive office and Department of Management and Budget personnel to maintain critical programs. One proposed budget cut victim was the Michigan Accident Location Index System (MALI). I am now confident that we have found a way to maintain this program, which is crucial to traffic engineering and law enforcement interests alike, utilizing 100% federal funding. I can tell you with certainty that this vital program will be continued.

In putting together next year's highway safety plan, the document which enables us to receive federal Section 402 Highway Safety Funds, we are looking at the voids created by state budgetary restrictions, with an eye toward finding legitimate and meaningful ways to fill those voids. We will be continuing, and hopefully expanding, the federally-funded programs to provide both manual and computerized traffic control device inventories.

We will continue our efforts to provide educational opportunities for those local officials who have traffic engineering responsibilities, but who lack a formal engineering background. We also intend to continue those additional programs which assist in improving traffic engineering capabilities throughout the state. Finally, we will continue our attempts to increase the proportion of the funding we receive which goes directly to local government.

This sums up our strategy and viewpoints over the next few years. We are going to have to do with less and utilize our existing resources more efficiently. Clearly, our transportation systems will continue their dynamic characteristics. We will be faced with new and different challenges during the decade of the 80's.

I am convinced that the 1980's will go down as the decade in which economics, not new technologies, becomes the prime factor affecting how we improve our transportation systems and how we impact transportation safety. I'm confident that we can meet these challenges and appreciate the opportunity to share the thoughts of our agency with you this evening.

Philip W. Haseltine
TELESPAR® 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 TELESPAR supports.

Sign men all over the country are discovering that the TELESPAR system can reduce overall costs while outperforming all previous support methods.

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

The TELESPAR system is available locally through UNISTRUT DETROIT 4045 Second Street Wayne, Michigan 48184

Get the whole TELESPAR story. Write for brochure TEL-101 today.