1985 MEETING SCHEDULE

Date	Location	Host	Event
July 26-27	Mt. Pleasant	Tim DeWitt	Family Weekend
Aug. 18-22	New Orleans	National ITE	Annual ITE Meeting
September 13	Saskatoon	Grand Rapids	Golf Outing/Dinner
October 22	Detroit	Carmine Palombo	ASCE/District III Meeting
November 7	Flint	Don Berry	Lunch Meeting
December	Detroit Area		Annual Meeting/ Technical Session

MICHIGANITE

Official Publication Michigan Section

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MICHIGANITE

SUMMER 1985 **VOLUME XX, NUMBER 2**

OFFICIAL PUBLICATION OF THE MICHIGAN SECTION OF THE INSTITUTE OF TRANSPORTATION ENGINEERS

24 VENDORS IN 8TH ANNUAL PRODUCT DISPLAY

PRESIDENT'S COLUMN

FROM THE DESK OF . . .

BOB LARIVIERE

During the past 18 months discussions have taken place at the National level regarding various aspects of membership from who should be a member to what should the grades of membership be. Many questions have been raised which I believe are worthy of consideration by our membership.

The issue of who should belong to the Institute was addressed by the ITE Identity Task Force, Future Directions Committee. The International Board of Direction has approved in concept the Task Force recommendation to broaden the Institute by adding new members from over 20 additional disciplines. This action raises the question of whether expansion should occur using other disciplines as a source of membership or by increasing our recruitment efforts aimed at individuals currently eligible for membership?

Related to these considerations is the need to review all aspects of membership including membership type and current grades. There has been some discussion to reduce the membership grades to three or one. In each of these cases specific supplemental designations (Life, Honorary, Retired, etc.) will be used to further classify the membership grades. Any changes in membership grade should be reviewed to determine the financial impact to the Institute and its members.

Another recommendation related to membership grade is the elimination of the P.E. requirement for the grade of "Fellow". At the April 1985, International Board meeting a majority voted to eliminate this requirement which will now be voted on by the membership. Some believe the registration requirement should be discontinued since it is not required by many sub-disciplines and is not recognized in some Districts with the same importance as in other districts. On the other hand, registration is an accepted standard to measure the professional competence of engineers providing a means to judge education, training, and experience.

How do you feel about these issues? They represent significant changes in Institute membership and are being debated now! Your opinions are important to the International Board as they determine the future direction of the Institute. Please contact your District III Executive Director, Dick Beaubien, any Michigan Section Board member, or National President, John Edwards with your comments on these issues.

The 8th Annual Product Display was once again a great success. It was held on Friday, May 17 in the Southfield Department of Public Service garage; one of the nicest facilities of its kind anywhere.

A record was set this year with 24 displayers paying to show their products and services. Pictures of each displayer are shown on the inside pages of the Michiganite. Attendance this year was the second largest ever with people attending from all parts of southern lower Michigan.

Over 1100 brochures were mailed this year to ITE, IMSA and MPA members, all county road commissioners, many city engineers and managers, public works directors and purchasing agents.

Special thanks go again to the City of Southfield for letting us use their great facility and to Bob Northrup, Marv Misiak, and Vicki Hall for their help in making it all possible.

VENDOR'S DAY
PRODUCT DISPLAY
PICTURES
ON PAGES 7-10

Whether you call it a "Mixed Social" or "Ladies Night", the 94 lucky people who took advantage of it had a great time.

It began immediately after the Product Display with a refreshment hour at the Dearborn Inn, followed by an excellent dinner at the Henry Ford Museum. Just down the hall was the next attraction, a 1928 play entitled "Holiday" which was enjoyed by all in the beautiful Henry Ford Auditorium. This was followed by coffee, hot dogs, and more back at the Dearborn Inn.

The good times were due to the efforts of several individuals led by Jerry Carrier (the master mind of the event); Herb Henry, who ran the refreshments including the morning after coffee and doughnuts (how does he do it); Ida Mucciante, who was the financial manager and also led the Friday afternoon tour of Meadowbrook Hall; and Dee Campbell, our fast and unruffled refreshment server.

GETTING TO KNOW YOU

One of the goals of the Institute of Transportation Engineers leadership this year has been to increase the communications between the International officers and the membership. To make improved communications a reality, International President John Edwards, Vice President Jim Kell, and Executive Director Tom Brahams have undertaken an extensive travel schedule - attempting to visit every Section and District with a membership of 75 or greater. President John Edwards visited the Indiana Section in March, and he expects to be at the District III meeting in Detroit October 21-23 and at the Ohio Section meeting in December. John hopes to use these visits to explain the programs of the International organization and to receive direct input from members on future directions of the Institute. As District III Director, I attended the Indiana Section meeting in March, and I expect to attend the Ohio Section meeting in June.

To be more responsive to the needs of its members, the Institute will be establishing three new councils:

1. Transit
2. Transportation Planners
3. Expert Witness

These new councils are intended to provide a forum for an exchange of ideas and information among members with shared interests. These new councils would serve a function similar to the already existing Consultant's Council and the Urban Traffic Engineers Council. The Transit and Transportation Planning Councils should make ITE membership more attractive to transit operators and transportation planners. Members interested in the activities of these new councils should contact ITE Headquarters.

The campaign to increase ITE membership to 8500 is starting to show some encouraging results. Student membership has more than doubled - to a total of approximately 700. However, much more should be done to increase the number of regular members, particularly in District III. District III is the smallest of the ITE Districts, and it suffered a net loss of members in 1984.

ITE Headquarters had added staff to assist in improving the appearance and content of the ITE Journal. Results of the effort to improve the magazine should be more evident in the April and May issues. The magazine still needs good quality technical articles, so send your written contribution to the ITE Journal Editor at ITE Headquarters.

Please feel free to contact me if you have questions or comments about the activities of District III or the International Organization. We hope to get to know you better.

By Richard F. Beaubien, P.E.

MICHIGAN SECTION ITE - TREASURER'S REPORT

Balance: February 15, 1985	$2,193.64
Receipts:	
Dues and Interest	$1,139.73
Michiganite Ads	2,020.00
Meetings	3,265.50
	$6,425.23
Expenses:	
Meetings	$3,261.21
Michiganite	702.00
Printing	78.51
Postage	555.07
	$4,596.79
Balance: May 31, 1985	$4,022.08

Treasurer, Don Wiertella

MICHIGANITE

Official Publication of the
Michigan Section
Institute of Transportation Engineers

MICHIGANITE is published quarterly by the Michigan Section of the Institute of Transportation Engineers. It is distributed to more than 300 ITE members and over 100 cities and counties in Michigan. Address communications regarding the Michiganite to the Editor, Weldon Borton, 1014-B Montevideo, Lansing, Michigan, 48917 (Telephone (517) 321-5457).

PEOPLE in the news . . . .

ART GIBSON RETIRES

Art Gibson, P.E., manager of the Community Relations Area of the Auto Club of Michigan has retired after 17 years with AAA. He served the I.T.E. as President of the Michigan Section and as Director of District III. He was also very active on several national committees of I.T.E. and the AAA Traffic Safety Foundation. He recently became a Fellow Life member of I.T.E. and was presented a plaque at the Michigan Section's March meeting acknowledging this achievement.

PRESIDENT LARIVIERE PRESENTS AWARD TO GIBSON

After graduation from the University of Michigan with a Master's Degree in Civil Engineering, he began his long traffic engineering career with the Michigan State Highway Department. He later worked for the city of Detroit in the sign and signal shop and retired from the city as manager of the Traffic Department after 25 years of service.

He and his wife, Marge will be moving to Connecticut where they have a condominium. He hopes to remain active in traffic engineering as a consultant for the AAA Traffic Safety Foundation and a consulting firm.

We will all miss Art's quick wit, wide expertise in the traffic engineering profession, and participation in I.T.E. meetings. We wish Art well and thank him for all he has done for our profession.

By Joe Marson

WANTED

If you have knowledge of someone's promotion, transfer, retirement, or other information appropriate for "People In The News...", please let us know by calling the editor, Weldon Borton at (517) 321-5457.

IN MEMORIAM
ALGER F. MALO

Alger F. Malo, a Fellow-Life Member of I.T.E., recently passed away at the age of 79.

Mr. Malo spent 38 years of his career with the city of Detroit, having served as the Director of the Streets and Traffic Department from 1952 to 1971. He started as an engineer in the Department of Street Railways in 1933, and was also a consulting engineer in the Detroit Expressways Division. Mr. Malo was a member of the Highway Research Board, National Academy of Sciences, I.T.E., and the Engineering Society of Detroit.

He was very well liked and respected inside and outside of the engineering community. He is survived by his wife Esther, three daughters, Joanne Shuler of Algonac, Carolyn Mermer of Grosse Pointe Woods, and Mary Mardell of Elk Lake, and eight grandchildren.

FHWA REPORTS

CONTINUED FROM PAGE 13

"Improving Highway Information at Hazardous Locations," FHWA - This report summarizes the successful use of the "positive guidance" procedure to reduce accidents at seven sites throughout the nation. Positive guidance is a structured approach to problem solving at complex, high-accident locations.

By D. A. Morena

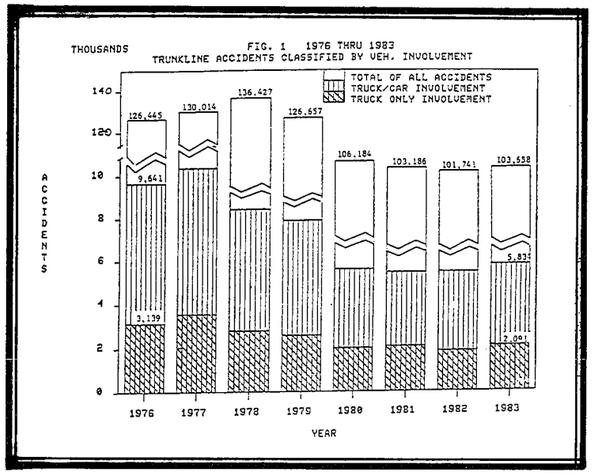
SAFETY IMPACT

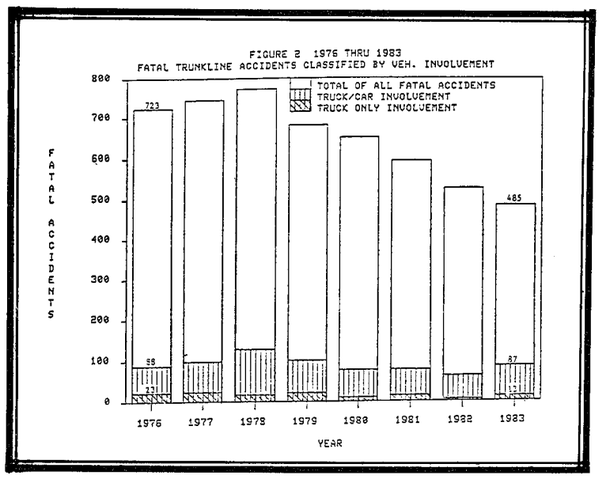
CONTINUED FROM PAGE 14

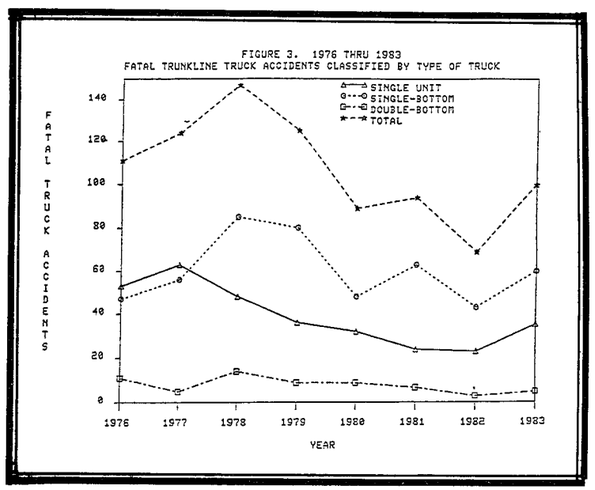
Figure 3 categorizes all truck-involved fatal accidents between 1976 and 1983 by type of truck. Although all categories showed varying degrees of increase in 1983, over the years, total fatal truck accidents decreased from 111 to 100, a 10 percent drop. Single-bottom trucks were involved in the majority of the fatal accidents, single unit trucks the next highest, and double-bottom trucks were the least involved. This may or may not be what is expected as exposure rates (number of units and miles driven) for the various truck classes are not readily available at this time.

In summary, the incidence of truck accidents has declined significantly on our state highways in recent years--an encouraging trend. The reason for the improved safety record is undoubtedly attributable to a number of factors. But the general concern is whether or not the allowance of even larger trucks will have a negative effect on highway safety. As part of its continuing interest in highway safety the Department of Transportation plans to continue monitoring truck accidents. MDOT will direct specific attention toward the various sized trucks with interest aimed at determining any safety impacts larger trucks may have.

Reprinted from the November 1984, MDOT Report to the State Safety Commission







THE SAFETY IMPACT OF LARGE TRUCKS

Recent legislation now allows larger and wider trucks on our highways, creating a greater interest in truck safety. During the last several years, truck-related accidents as well as total motor vehicle accidents have displayed a decreasing trend. This trend is noteworthy since the number of vehicle miles driven for both trucks and cars has remained relatively constant.

Figure 1 shows that despite increases which occurred in 1983, a declining trend of all truck accidents on our state trunkline system has occurred since 1976. Accidents involving truck only collisions decreased from 3,139 to 2,091 - a 33 percent decrease. Accidents involving truck/car collisions dropped from 9,641 to 5,834 - a 39 percent decline. The total of all accidents decreased from about 126,000 to just under 104,000 - a drop of 18 percent. On a percentage basis, truck accidents dropped at about twice the rate of total accidents.

Figure 2 shows the trend of fatal truck accidents on our state trunklines between 1976 and 1983. Fatal accidents involving trucks only dropped from 23 to 13 - a 43 percent decrease. Fatal accidents involving truck/car collisions remained relatively constant during the 8-year period with high and low figures of 129 and 64 occurring in 1978 and 1982 respectively. By comparison, total trunkline fatal accidents dropped from 723 to 485 - a 33 percent decrease.

CONTINUED ON PAGE 15

FEBRUARY LUNCH/TECHNICAL SESSION — ANN ARBOR

Ken Feldt, City of Ann Arbor Traffic Engineer, was the host of the February 21, I.T.E. Lunch/Technical Session, held at the Holiday Inn, West Bank. The session featured Richard Gould of the Michigan Department of Transportation, speaking on "The I-94 and Southfield Freeway Interchange Reconstruction," and Robert Newhouser, of SEMCOG, speaking on "Transportation in Japan, Singapore and Hong Kong." The buffet style luncheon featured baked ham, roast beef and a multitude of entrees.

After lunch, Richard Gould discussed the $48 million I-94/ Southfield Freeway interchange reconstruction project. The 45 year old interchange is inadequate by todays standards, evidenced by the 364 accidents occurring from 1981-1983, of which 184 were injury accidents. Dick stated the interchange currently serves 180,000 vehicles per day, with 275,000 v.p.d. projected in the year 2000. An unusual aspect of this project is the closure of all ramps for a two-year period to expedite construction and reduce costs; considerable advance publicity and alternate signed routes have minimized driver confusion.

The next speaker, Robert Newhouser of the Southeast Michigan Council of Governments, was part of an eleven-member task force that visited the Orient in September, 1984. His discussion centered around the rapid transit systems of the Orient and his entitled slide show, "Trip on the Orient Express", provided a view of transit systems available in Japan, Singapore, and Hong Kong.

Mr. Newhouser showed prime examples of efficient transit systems which can be successfully operated in areas with an extremely dense population. He also explained how commuters are discouraged from using the automobile by high car and gasoline prices, car excise taxes, and, in the case of Singapore, violations issued for vehicles driven with less than 4 people. In addition, very little parking is made available for autos, as evidenced by the Neosaka Stadium which has only 60 parking spaces. Robert's colorful and interesting slide presentation demonstrated how subway grafitti is virtually non-existent.

Many thanks are extended to the speakers and to Ken Feldt for making this a successful meeting.
By James Cubera

HIGH RISK DRIVERS

It is often claimed that young people are high-risk drivers but studies show that the elderly are also involved in a disproportionately high number of fatal car accidents.

A CROSSING GUARD PROGRAM WE CAN LIVE WITH

No other issue raises the ire of a parent faster than a request for placement of an Adult Crossing Guard by a mother or father, who emotionally feels the Crossing Guard is necessary.

Prior to 1978, no set procedure dictated selection, training, and placement of Adult Crossing Guards. The majority were hired by individual School Districts and placed generally where parents felt a hazardous situation existed. Then, in June of 1978, Senate Bill 587 passed both Houses of the State Legislature to become the first comprehensive law establishing a uniform system of placing Adult Crossing Guards.

The new law addressed the following items:

1. Definition of school crossing.
2. Requirements of an Adult Crossing Guard.
3. Establishment of a school crossing based on a traffic engineering study, conducted by the authority having jurisdiction.
4. Placement of school crossing signs as well as crosswalk pavement markings.
5. Establishment of working hours for Adult Crossing Guards.
6. Requirements for vests and hand-held stop signs (located in MMUTCD Part VII - School Areas)
7. Assignment of responsibility for Adult Crossing Guards to the local law enforcement agency having jurisdiction over the crossing.
8. Establishment of training requirements which includes 4 hours for new guards and two hours before each school year. The course of instruction is a coordinated effort between the Department of Education and the Department of State Police.
9. Enforcement establishment of procedure which provides a penalty for the driver who disobeys an Adult Crossing Guard with a presumptive clause that the owner of a vehicle is guilty of a misdemeanor based on an observation and vehicle description (i.e. license plate) by the Adult Crossing Guard.

In April of 1980, the State Appelate Court reaffirmed the legislative intent of placing the responsibility for Adult Crossing Guards with the local law enforcement agency having jurisdiction over the crossing. The law clearly defines the duties of the Adult Crossing Guard and what local law enforcement agencies must do to place them in service.

The required training sessions include:

1. Review of school child accident problems.
2. Review of warrants for placement of Adult Crossing Guards.
3. Police Department orientation.
4. Responsibilities of Adult Crossing Guards.
5. The use of required traffic control devices.
6. Coordination with school safety patrols.
7. Proper personal appearance and conduct.
8. A working knowledge of local traffic regulations.
9. Vehicle identification.
10. Emergency situation procedures.
11. First aid.

The required traffic engineering study to establish school crossings includes an engineering review of the following information:

1. Gap studies.
2. Available sight distances.
3. Vehicular traffic volumes.
4. Pedestrian traffic volumes.
5. Ages and grade of students
6. Vehicular speeds.
7. Light conditions.
8. Truck traffic volumes.
9. Existing traffic controls.
10. Accident experience.

CONTINUED ABOVE

The aforementioned warrant system does take additional time, but it is complete and detailed and usually results in better pedestrian and vehicular flow. All studies should be reviewed periodically to establish the continued need for an Adult Crossing Guard at a particular location. Particular attention should be paid to areas around schools that are slated to close, as these children may have to select alternate routes to nearby schools.

Ostensibly the law should reduce pedestrian-vehicular accidents throughout the state through the uniform application of the warrants to establish a School Crossing and by providing for Adult Crossing Guards to control pedestrians and vehicles.

By: Lt. Thomas Derocha and Officer Terry Burns
Sterling Heights Police Department (313) 977-6425

STUDY EYES TRANSPORTATION NEEDS

Preservation of existing systems, rather than expansion, should be the focus of all Michigan transportation programs to the mid-1990s, according to a recent study of the state's transportation needs.

More than $9 of every $10 should be spent just to maintain and improve what is already in place, the study said. Even then, it said, revenues from existing federal, state and local sources will fall $5 billion short of the $27.6 billion required to meet the basic needs of highways, roads, streets, bus systems, airports and other transportation through the year 1994.

Inflation likely will widen the gap between needs and projected revenues to $12 billion as costs continue to rise and consumption of gasoline, the main source of transportation tax revenue, declines.

The four-year study was made in compliance with state law under the direction of a 15-member committee appointed by Gov. James Blanchard and representing all transportation modes and systems.

State Transportation Director James Pitz noted that the dollar estimate of needs is only half of what was projected in the last study completed in 1980.

"By shifting to a preservation strategy, we have narrowed the difference between the needs and the anticipated revenues by about two-thirds," said Pitz, chairman of the study committee.

"The data base is highly credible and the cost estimates are realistic," he added. "Altogether, this study sets the stage for developing a transportation plan that will be achievable."

The study found that more than 80 percent of the needs for the 12-year period ($22.18 billion) are for the state's 117,000-mile network of state highways, county roads and city streets. Passenger services - by bus, rail, air and water - required about 17 percent ($4.67 billion). Needs of freight services, including marine freight and publicly supported rail freight, totaled 3 percent ($741 million).

Of the total, the study said, $19.4 billion should be spent to preserve existing services and systems, or 70 percent of the $27.6 billion projected needs. About $5 billion should be spent to improve what is now in place and $2.29 billion to establish new facilities or services. Debt service will require $904 million.

The study made no recommendation on how to raise revenue to narrow the gap between the needs and anticipated income.

Reprinted from the Oakland Press

VAN BUREN COUNTY ACCIDENT DATABASE ON A MICROCOMPUTER

It is now possible for individual counties, municipalities and other units of government to have instant and convenient access to automated accident records. Because of a recent project by Michigan State University, the Van Buren County Road Commission can search three years of accident data and answer questions about the location, type and severity of accidents. Because the project is designed around MALI (Michigan Accident Location Index), it is easily transferrable to other counties and cities.

The development of the software for searching and analyzing the accident records was sponsored by the Office of Highway Safety Planning and conducted by Michigan State University in cooperation with Van Buren County. The accident data was obtained from the Michigan Department of Transportation and "downloaded" from the mainframe computer to a microcomputer. The data management programs were written using R-BASE 4000 because of its speed of retrieval. Most of the developmental work was done by Dr. Jim Lubkin (presently in Indonesia).

The system designed for Van Buren County is capable of producing reports on a system-wide, location or specific accident record level of detail. Some of the possible reports are: (a) a general purpose summary for MALI segments, (b) short report on accident by road conditions, (c) short report on accidents by type, (d) intersection accident summaries, (e) a ranking of high accident segments, and (f) a one-line listing for each accident record at a specified location.

Virtually any number of reports can be constructed because the system is designed to allow the user to search the system by any combination of conditions, such as right angle injury accidents which occurred on wet pavements at night. Little computer expertise is required because digitally coded data are automatically converted to "English" descriptions and the system is executed via user-friendly menu driven programs.

The hardware used in Van Buren County is an IBM PC-AT with a 20 mb hard disk, and 512 kb memory, a 1.2 mb floppy disk and a 360 kb floppy disk. It also has a 80287 coprocessor. The cost of the total system is less than $8,000. The system will also operate on an IBM PC-XT which costs less, but the operating speed is lower. The IBM PC-AT provides "instant" results for most commands. Three years of accident data were stored on one floppy disk, which costs about $3.00.

If anyone is interested in more information, they should contact Tom Krycinski at OHSP (517-373-8011) or the authors at MSU (517-355-5108). Future enhancements are expected.

By Thomas Maleck and William Taylor

EXAMPLE MENU

```
Press [ESC] when done with this data
/////////////////////////////PROMPTS/////////////////////////////////////////
:                                                                           :
: Welcome to the Van Buren County Road Commission Accident Database!        :
:                                                                           :
: Look at the top line for instructions if nothing is happening.            :
:                                                                           :
: If you get into trouble call Jim Lubkin [(517) 355-9630] or Tom Maleck    :
: [(517) 353-6448 or -5107] for help.                                       :
:                                                                           :
: Please enter date as  MM/DD/YY:              12/3/84                      :
: Enter your name, surrounded by quotes ("): "Jim Lubkin, MSU"              :
: If using printer to print a report, type a report title of up to 60 cha-  :
: racters (in quote marks), or just enter  ""  if irrelevant:               :
: "Sample Title"                                                            :
:                                                                           :
: Finally, press  ESC  and  G  for Go.                                      :
:                                                                           :
/////////////////////////////////////////////////////////////////////////////
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EXAMPLE OUTPUT

V A N B U R E N C O U N T Y R O A D C O M M I S S I O N

1981-83 Profile for Intersections on MALINO: 0578105

Intersectn. Mileage		Summary of Accidents			Type of Encounter										% Accidents Icy	
Start	End	Fat	Inj	PDm	Tot	HED	SSP	SSM	ANG	LTN	RTN	REN	BKG	PKG	OTH	Wet	Dark
0.24	0.24	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0.00	0.00
1.20	1.20	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0.00	100.
2.88	2.89	0	2	1	3	0	0	0	2	0	0	0	0	0	1	0.00	0.00
4.76	4.76	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0.00	0.00
5.26	5.26	0	0	1	1	0	0	0	1	0	0	0	0	0	0	100.	0.00
7.85	7.85	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0.00	100.

0.00
0.00
100.
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100.
0.00
100.

More output follows - press [ESC] to quit, any key to continue

FHWA REPORTS AVAILABLE

The following recent reports are available through the Federal Highway Administration (contact Dave Morena, 517-377-1842):

"Removal of Multiway Stop Signs with Minimum Hazard," FHWA - This report represents a recommended course of action for removal of unwarranted stop signs. Steps include public involvement, removal of corresponding crosswalk lines, advance notification signing (30-day period preceding removal) and temporary use of a new sign, "CAUTION, CROSS TRAFFIC DOES NOT STOP."

"Methodology for Selecting Urban Median Treatments: A User's Manual," Virginia Highway and Transportation Research Council - This report presents a procedure for selecting the most cost-effective median treatment for multi-lane, low speed, free access highways. Design guidelines for raised and traversable medians are also presented.

CONTINUED ON PAGE 15

STRAIGHT TALK

New York's safety belt law has produced a dramatic decline in traffic deaths as an estimated 70 percent of New York drivers comply. If the drop in deaths continues at the current pace, better than 500 lives might be saved in 1985. Sponsors of the legislation had estimated only a 300-400 lives saved! Fines of up to $50 for each safety belt law violation went into effect January 1st. The number of traffic deaths in January was 53 compared to 86 for January 1984. That number was the second lowest number of January traffic deaths in New York state in 60 years. William Rourke of the New York Governor's Traffic Safety Committee says, "It's fantastic! Fatalities are down, and that's the bottom line. Proponents of the bill now have evidence that it works and works dramatically!" Compliance

"...500 LIVES MIGHT BE SAVED IN 1985"

varied depending on locations in the state. Buffalo had 63 percent compliance in January 1985, while Albany (the state's capitol) had 76 percent compliance. And what about the Big Apple? City police handed out 950 citations for violations of the new law. Lt. John Haviken of the New York Police Department Traffic Division understands the importance of enforcement: "We're doing the best we can...eventually in the city you'll see people become more educated and comply with the law, once people see enforcement taking place." Opponents of the law say it's too early to make any calls about the effectiveness of the legislation. Yet the main opponent to the law, Senator John Bruno, admits that the new statistics will make it tougher to repeal the law.

TRAVELERS TAKE DELIVERY OF FIRST OF 600 AIR BAG EQUIPPED FORD TEMPOS

The first of 600 air bag equipped 1985 Ford Tempos has been delivered to Travelers Insurance Companies.

Company officials, longtime motor vehicle safety advocates, took the delivery on the same day the Department of Transportation received the first of 5,000 air bag-equipped Tempos.

The company said it hoped its $5 million order would spur other safety-conscious corporations to follow suit. Travelers is the first corporation to have placed an order for the Tempos, which are equipped with driver-side supplemental air bags.

"We're proud to be able to initiate this action to protect our own people who drive company cars on Travelers' business and to serve as an example for all motorists and other safety-minded corporations," said Frank E. Walton, executive vice president of the company.

Travelers has also instituted a mandatory belt use policy for employees who travel on company business.

Walton said the company endorses passage of state mandatory seat belt use laws provided they won't prevent implementation of a rule requiring automatic air bags or seat belts in new cars.

In March last year, Robert F. McDermott, head of USAA (United States Automobile Association), said his company would buy 150 of the cars when they become available. Since then, the insurer has decided to purchase about 200, William Steponkus, a company representative said.

Reprinted from IIHS Status Report

APRIL DINNER MEETING/AIR BAGS, ANOTHER VIEW

The April, 1985, meeting of the Michigan Section was held on Thursday, April 26 at Dionysos Restaurant in Kalamazoo. Hosted by Jon Start, the delicious dinner was followed by the after-dinner speaker, Bob Jackson, President of Triax Tube who provided a very entertaining and informative presentation on the seldom heard, negative aspects of the air bag issue.

As a former design engineer in the development of air bags, Mr. Jackson discussed the inherent hazards of the devices and the misconceptions that the general public has regarding the air bags usefulness. Some of the hazards include: The dynamite charge required to deploy the bag, the inadvertent discharge of the bag while having your car serviced, the high noise level with discharge which could cause deafness in small children, and the difficult in disarming the activator when the auto is being scrapped. In addition, the general public is unaware that: You will still have to wear a seat belt to make the air bag effective, the air bag will only be of benefit in a small percentage of accidents, and the air bag will not provide any benefits during the second and third collisions in an accident.

MARCH TECHNICAL SESSION

On Friday, March 22, 1985, a lunch-technical session was held at the Midway Motor Lodge in Lansing, Michigan. The technical session involved six speakers who shared their presentations with ITE's largest meeting attendance of the year.

The morning session began with Mr. Paul Fosberg of the City of Grand Rapids who discussed the history and future of the International Municipal Signal Association (IMSA) Signing and Pavement Marking School. Such things as sign fabrication techniques, sign shop layouts, reflectivity, sign support systems and overhead sign installations were briefly discussed. In addition, he said future schools will include topics such as available pavement markings, solutions to vandalism problems, and the construction site protection.

The next speaker was Gus Kavalaris of the Local Government Division of M.D.O.T. who is involved with Federal Aid Programs for the cities, counties, and state. Gus reviewed the various funding programs that are available to communities, including the Federal Aid Secondary Program, Hazard Elimination and Railway-Highway Program, Critical Bridge Replacement Program and the FAUS 3-R program. Cost distributions and allocations were detailed and Gus reviewed the specific projects that could be funded and the necessary information to apply for federal aid.

The overview of federal funding was followed by Tim DeWitt of Carrier & Gable who presented information on the experience of recessed pavement markers in Michigan. Tim's slide presentation highlighted roadway delineation under various weather conditions and showed that recessed pavement markers are an idea whose time has come. Tim emphasized good quality control during construction of the recessed pavement markers to avoid possible damage to the markers and to assure proper delineation.

After a delicious poolside luncheon, Mr. Williams Belrose of Bather-Belrose-Boje, Inc. presented a report on traffic signal computer software for micro-computers. Mr. Belrose stated that a person can keep track of large data bases for a reasonable cost and that the tools necessary to improve the productivity of small staffs is available. He explained how the use of micro-computers is a strong asset to a municipal traffic division for signs, signal, and pavement markings and also for determining signal timing.

Mr. Belrose's report was followed by Ed Swanson of Ed Swanson and Associates who reported on Cable TV Interconnect Systems for traffic signs. He discussed how cable started out as a poor substitute for regular TV broadcast systems in those areas where reception was weak. He also discussed several cable interconnect systems that are operative today. Ed pointed out that when considering a cable system, it is important to get the support of the local cable company, and negotiate with them on expansion reserving frequency bandwidths to accommodate your signals.

The final speaker of the day was Dr. Thomas Maleck, an Associate Porfessor at Michigan State University. Dr. Maleck reported on accident analysis for local agencies through the utilization of micro-computers. Dr. Maleck discussed the microcomputer program developed at M.S.U., which was sponsored by the Office of Highway Safety Planning, and how it can use accident data readily available through M.D.O.T. He explained the various accident reports which could be obtained for locating and analyzing problem areas. The program will be available for use by counties and other agencies and provides an inexpensive and simple method of accident analysis.

As usual, the March Technical Session was one of the most successful meetings of the year due mainly to the appreciated efforts of Glen Etelamaki, our host, Roger Walther, our Technical Chairman, and all of our speakers.

By James Cubera

LANSING TECHNICAL SESSION SURVEY RESULTS

In order to assist the Technical Committee in planning and presenting technical programs which will be beneficial to the professional development of our membership, and to assist the Board of Directors in locating and scheduling meetings, a survey was taken of ITE members in attendance at the March Technical Session in Lansing.

The following is a summary of the results of that survey.

1. I work in the _____ area.

Lansing	53%
Detroit	26
Grand Rapids	12
Other	9

2. I work for:

State	50%
County	16
City	23
Other	11

3. The following is a ranking of the items the members use in deciding to attend an ITE meeting - with one being the most important.

1 - Content of program
2 - Speakers
3 - Professional Development
4 - Location
5 - Meet With Other Members
6 - Length of Program
7 - Cost
8 - Quality of Facility

4. How frequently should ITE Meetings be scheduled?

Monthly	38%
Bi-Monthly	32
Quarterly	27
No Response	3

5. What type of meeting do you prefer?

Lunch	85%
Dinner	0
No Preference	15

6. Where should we hold the meetings?

Around State	68%
Detroit and Lansing Only	32

The Board would like to hear from you if you have any comments regarding the results of this survey.

SENATE BILLS 122 AND 123

In 1982, Congress enacted legislation providing for alcohol highway safety funds for states that meet certain criteria. Funding is available in a basic grant and a supplemental grant equal to 30 percent and 20 percent, respectively, of a states' federal highway safety fund apportionment for fiscal year 1983.

Although Michigan meets the supplemental grant criteria, a state must first comply with the four eligibility requirements for a basic grant in order to be eligible to receive a supplemental grant. Michigan satisfies two of the criteria for the basic grant. However, Michigan does not meet the remaining two criteria which are: 1) the "prompt suspension" of the drivers' license of a person who has committed an alcohol-related traffic offense, or who refuses to submit to a chemical blood alcohol concentration test under the state's implied consent law, for at least 90 days for a first time offender and one year for a repeat offender, and 2) a mandatory sentence, which may not be subject to suspension or probation, of either imprisonment for at least 48 hours or at least ten days of community service for a person convicted of driving while intoxicated more than once in a five-year period. Two bills are presently being considered by our legislature in this regard.

Senate Bill 122 would amend the Michigan Vehicle Code to apply the administrative mechanism for license suspension to drunk drivers. It applies currently only to persons who refuse to submit to a chemical test that measures the content or presence of alcohol or controlled substances in their blood. It would also alter the adminstrative mechanism by requiring that the person's driver's and chauffeur's license be taken at the time of arrest and a temporary license be issued. Additionally, the bill: 1) permits the issuance of a restricted license for the second half of an administrative suspension; 2) requires a person who refused to take a chemical test or whose blood alcohol level exceeded 0.07 percent by weight to either undergo alcohol screening or to receive an additional 30-day suspension; 3) eliminates the ability of a circuit court to review a suspension or denial solely for the purpose of granting a restricted license; 4) prohibits a district court from ordering the Secretary of State to issue a restricted license during the period of and administrative suspension; 5) permits a court-ordered suspension to give credit to an elapsed administrative suspension; and 6) permits a person's test refusal to be admitted as evidence in a criminal prosecution for drunk driving offenses.

Senate Bill 123 would also amend the Michigan Vehicle Code to provide for the mandatory imprisonment or community service for a second or subsequent conviction or operating a vehicle under the influence of liquor and/or a controlled substance or with an alcohol blood content of at least 0.10 percent by weight. Currently, a person who commits a drunk driving offense within seven years of a prior conviction could be imprisoned for up to one year and/or fined up to $1,000. Under the bill, a person would be subject to mandatory imprisonment for at least 48 hours, but not more than one year, and also could be fined up to $1,000. A subsequent violation within ten years would be punishable by imprisonment for at least 48 hours, but not more than five years, and a fine of not less than $500 nor more than $5,000. In either case the court could order the person to perform at least ten days of service to the community in lieu of imprisonment. In addition, the bill specifies that the term of imprisonment or community service would not be suspended.

On March 28, 1985, both bills passed the Senate and were sent to the House for consideration. Presently, the bills are still in committee.

By Bonnie Powell, Legislative Coordinator for the Office of Highway Safety Planning, The Michigan Department of State Police.

MDSP DIRECTED PATROL

The primary mission of the Michigan State Police is to provide full police services to the "outstate" or rural citizens of Michigan. The state police do not assign patrols within the jurisdiction of city police agencies. An exception was the creation of the Detroit Freeway Post as well as freeway patrols in other large cities. Thus the Michigan State Police is faced with a large geographical area and a responsibility for an ever increasing need for effective criminal and traffic law enforcement.

In the past, the Michigan State Police responded to this problem by adding more manpower, equipment, and time. Michigan's economy has caused a decline in the number of troopers and the time spent on patrol. Like all departments within state government the state police found they had to provide the same service with less funds and they had to find a better way to allocate manpower and materials for law enforcement.

In mid-1981 the Michigan Department of State Police began implementing the management concept of Directed Patrol. Simply defined, directed patrol is a management tool used in allocating human and material resources to those times and places where the greatest needs exist. The directed patrol concept has allowed the state police to operate with high visibility under tight economic restraints. By January of 1982, all eight state police districts were operating under the directed patrol concept.

The first priority of the directed patrol concept was to confirm what operational or functional tasks were the responsibility of the Department of State Police. Second, the department ranked these tasks based on identified needs. The first task is emergency complaints and the second is directed patrol in high accident/OUIL areas. These priorities established clear guidelines for organizing field patrol assignments.

The priority ranking process accomplished the goal of determining what tasks a trooper would perform. The problem of when and where was solved by the Michigan Accident Location Index (MALI) operated by the Traffic Services Division and arrest records for OUIL. MALI combines related crash data designed to help system users identify, analyze, and monitor high accident locations. Each district established accident reduction zones designed to reduce general accident problems. In 1982, the accident reduction zones totaled 1,074 miles of roadway with the average zone 8.5 miles long.

For example, a typical zone is M-37/43 from Middleville to Chief Noonday Road located in Barry County and patrolled by the Hastings team under the following directive:

ACCIDENT REDUCTION DIRECTED PATROL

The Hastings team directed patrol area is M-37/43 from Middleville to Chief Noonday Road and Chief Noonday Road from M-43 to Briggs Road, Barry County. A four-hour time block of highest accident occurrence was identified with MALI data for each day of the week. Fifth District Policy requires a minimum of two hours of patrol daily within the four-hour time block.

OUIL ENFORCEMENT

MALI data has identified the hours between 11 p.m. and 3 a.m. on the days of Friday, Saturday, and Sunday as being the most likely time for alcohol related accidents. The Hastings team complies with district wide OUIL Enforcement Policy which requests that patrols be particularly aware of alcohol-impaired drivers during these hours. Officers are requested to patrol those roads in their post area known to be frequented by drunk drivers.

CONTINUED ABOVE

Using, an average of three years of accidents (1979, 80, 81) as a base, this location was compared to the 1982 accidents in the directed patrol areas. The accidents in the directed patrol area were down 27.5 percent during patrol hours while the total accidents were down 12.7 percent. Alcohol related accidents were reduced in the target area by 48.2 percent.

On a statewide basis directed patrol locations for 1982, when compared to the average of the base years, showed a reduction of 14 percent of total accidents with fatal accidents reduced by 19 percent. These reductions in accidents are a combination of traffic engineering and law enforcement as the district traffic services officers work closely with engineering personnel to identify directed patrol areas.

Directed patrol has some problems that were encountered and seem to be solved. For example, keeping an officer committed to a single road segment for an excessive number of hours over an extended period of time proved frustrating to that officer. Making the road segment inordinately short was also extremely inhibiting. It became apparent that both performance and commitment suffered when these factors were present.

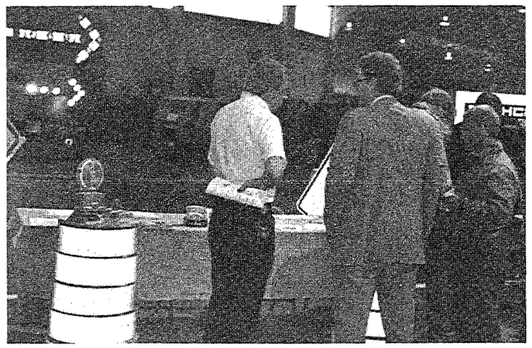
Directed patrol has proven its value. The future of directed patrol will include expansion into nontraffic related enforcement areas. In addition, there will be greater cooperative enforcement efforts between the state, county, and local police agencies. By using the state of the art accident reporting systems and crime reporting systems, state and local police will work together to further reduce accidents and crimes in a cost-effective manner.

By Sgt. Burl Ghastin and Don Wiertella

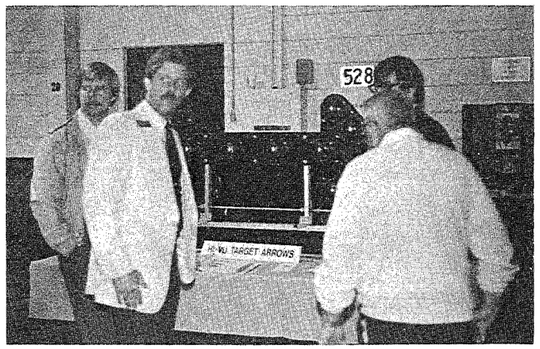
VENDOR'S DAY PRODUCT DISPLAYS

Digger & Aerial Carol and Don Walter of Calhoun County speak with Bill Savage.

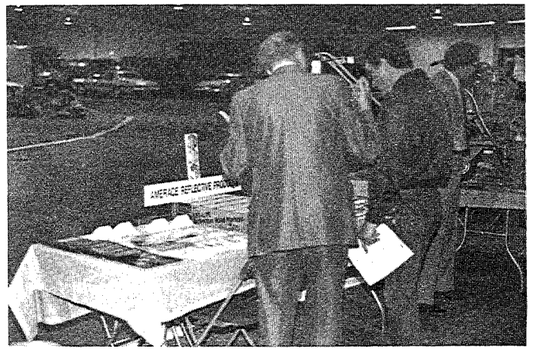
Traffic and Safety Control Systems Kevin Vande Guchte explains Traffic and Safety Control Systems to prospective buyers, Ed Wojciechowski and LeRoy Fields with Mary Prater looking on.



Lear-Siegler Ken Ozimek (Right) discusses his products with Larry Zabkowski of Southfield.



Hi-Vu Target Arrows Mark Matich, Tim DeWitt, Carroll Womack, and Robert Lovell observe equipment.



Amerave Reflective Amerave Products are inspected by Paul Carrier and Gene Sersen of Wayne County.

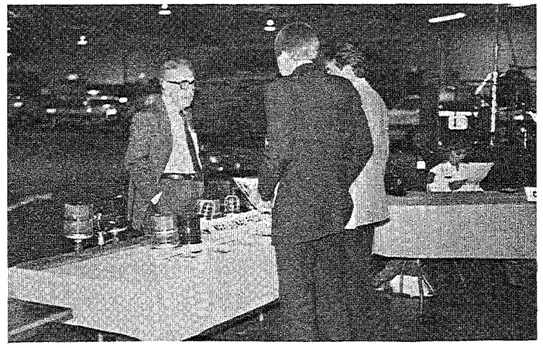
WE WOULD LIKE TO ACKNOWLEDGE THE PRESENCE OF UNISTRUT AND IDC PRODUCT DISPLAYS, WE REGRET THE PHOTOGRAPHS DID NOT TURN OUT.

VENDOR'S DAY PRODUCT DISPLAYS

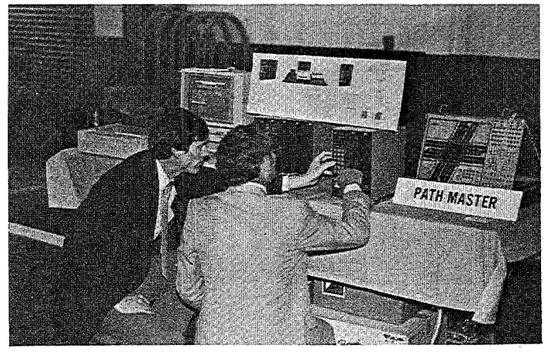
Rathco Howard Smith, Dan Thompson, Jackie Thompson, and Roy Mays discussing Rathco's safety supply equipment.

General Traffic Equipment Corporation Gene Beezley and Rolf Killian inspect general traffic equipment corporation's display with P. O. M. parking meter display in foreground.

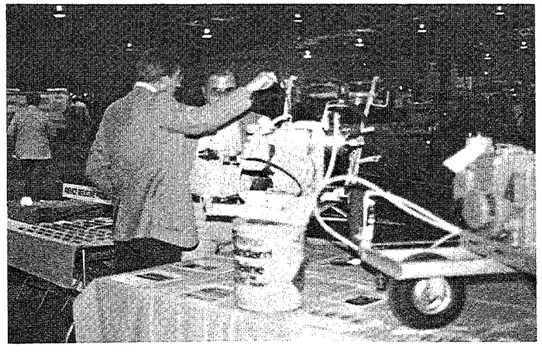
Streeter-Richardson Gene Beezley discussing their traffic counting equipment with Bill Murphy.



Maxi-Signal John Hippel giving the hard sell routine to Scott Michael and Mike Broad.



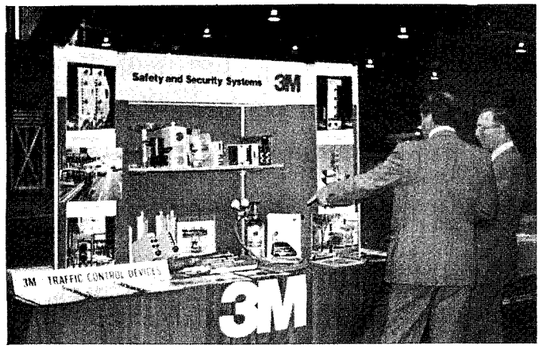
Path Master Clifford Connelly and Don Beard talking over some finer points of their traffic control equipment.



Prismo "Mack" Corbin explaining the advantages of Prismo's pavement marking machine to Roy Mays.

VENDOR'S DAY PRODUCT DISPLAYS

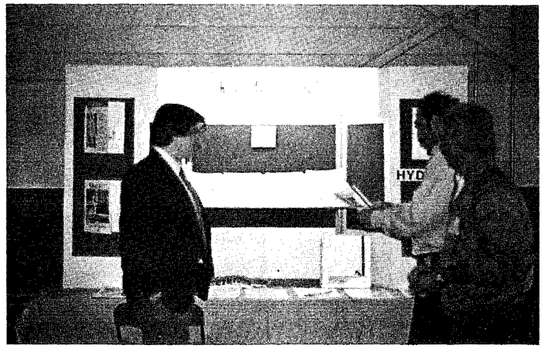
Carrier & Gable Foreground Dave Bacon, 2nd from right discussing traffic control equipment with Dennis Bailey, Norm Hettinger, and Gerry VanLew. Background Karl Kleitsch talks with Bill Murphy.



Safety & Security Systems Dave Hawkins speaking with Eric Gough.

Barton Aschman Barry Rosenburg and Tim Haagsma discussing the capabilities of their traffic software packages with Michelle A. Barnes.

Indicator Controls Corporation Ted L. Moorehead discussing the advantages of ICC's pedestrian signals with Tom Broadbent.

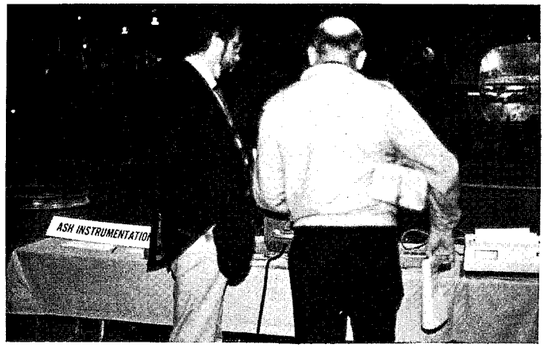


Holmes Associates, Inc. Greg Roye explaining the advantages of their products with Gary Endres and Dick Turcotte.

Ladies Night Door Prize Grace Moorehead displays the Ladies Night Door Price she made.

VENDOR'S DAY PRODUCT DISPLAYS

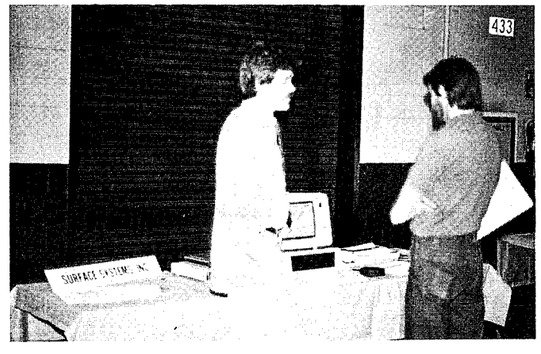
Traffic & Control Materials Jeff Boehm, Buzz Howes, and Merve Teague discussing traffic control materials available from 3M.



Ash Instrumentation Gary Shrefler discusses automated traffic counting equipment with Lee Tiedeman.

Sign Fix Paul Carrier and Paul Underhill demonstrate the easy installation features of Signfix Products.

Traffic Commander Display, Corporation Number One Sargent Laura Tajer explains the transportable traffic signal.



Surface Systems Ric Kremer explains Surface Systems Products with Jim Nelson.

Energy Absorption Jim Brown and his wife, Kay discuss energy absorption equipment.