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Although this is the first issue of the Michigania for 1989, we are well into the new year. Judging by the turnout we had at the Flint and Lansing meetings, it looks like it's going to be a good one for the Section. We had another successful Vendor's Day in April thanks to Bob Nortrup, Joe Meszaros, Gary Endres, and Garry Van Lew; it's hard to believe this was the twelfth annual display, owing to the efforts of Bill Savage and Bob Nortrup over the years.

One of the upcoming events which I want to plug is the dinner/dance/family weekend in Lansing on May 20-21. This function is intended to serve all our members, not just those "married with children." As you are aware, traditionally we have had a few social events in the spring and summer -- couples night, the Mt. Pleasant weekend, and a golf outing. We feel this year that combining these social events of the past will give us an opportunity to pull together more of the membership at one event, which should make it enjoyable to all, more cost-effective for the Section, and less costly to the members.

So take advantage of the excellent facilities the Sheraton Inn has to offer and plan on golfing, swimming, dining, dancing, or whatever your pleasure during this get-away weekend. Please set these dates aside, and watch for the flyer for more information.

Our Numbers Grow

I am happy to announce that our membership has grown in recent months from 301 at the beginning of the year, 323 as of March 17. I'm not sure if this is an all-time high for the Section, but it is in line with the National trend, where the Institute has announced membership is over 9,000 for the first time in its history.

See PRESIDENT . . . page 3

MSU Students Attend TRB Board Meetings

Thanks to some very generous people, a fine group of 22 Michigan State University civil engineering senior and graduate students were able to attend the Transportation Research Board meetings in Washington, D.C. from January 22 through January 26, 1989. The following nice people contributed a total of $1,100 for this effort:

Louis Alpaugh IDG Corporation
Jerry Carrier Carrier & Gable
Stan Cool Reid, Cool & Michalski
Herb Henry Unistrut Corporation
Ed Swanson Ed Swanson & Associates
All of you Michigan Section of ITE

The students making the trip were Carol Loferski, Pete Pfeiffer, Susan St. Cyr, Robert Fett, Gregg Zack, Susan Parker, Zubair Ahmad, Makshe Jana, Shamshad Ahmad Khan, Michael Arnold, Ken Wells, Bruce Wallace, Russ Henkel, Walid Abdulkader, Sandra Nazar, Richard Frince, Eric Burns, Paul Steinman, Patrick Braboy, and Kurt Schwager. Making the trip with the students were Dr. Tom Maleck and Bill Savage.

The festivities began by meeting at MSU at 8:00 a.m. on Sunday morning. Everyone was on time, and 18 students (4 students flew to D.C. with another professor) and the two former students loaded into a 15-passenger van (rented from MSU), a rented station wagon, and Ellen Maleck's car. It was a tight fit and a long ride, but we got to our Howard Johnsons Motel in time to watch the second half of the
TROY'S TRANSIT CHIEF QUIT

Transportation Engineer Richard Beaubien left February 6 to take a position in private industry as transportation director for Hubbell Roth & Clark, Inc. in Bloomfield Hills.

"This looked to me like a better opportunity for professional development," said Beaubien, who has been transportation engineer in Troy for 14 years.

Beaubien will head a new transportation department for the civil and municipal engineering firm.

Beaubien said his replacement has not been chosen.

TREASURER'S REPORT

Balance as of January 31, 1989: $4,550.42

Receipts:
Dues $1,734.00
Michigan Ad 200.00
Meeting 947.00
Interest 20.85
Other 4.90
$2,950.85

Expenses:
Meetings 797.62
Check Printing 13.41
Other 2.50
$ 836.03

Balance as of February 28, 1989: $6,620.24

Respectfully Submitted,
Ken Tsu chi yama, Treasurer

TRAFFIC ENGINEER

The Southfield Office of Barton-Aschman Associates, Inc., is seeking applicants for a position as a traffic engineer consultant. A bachelor degree in civil engineering and Michigan professional engineer is preferred. Salary commensurate with qualifications and experience. Barton-Aschman has a competitive fringe benefit package that includes stock ownership, hospitalization coverage, disability insurance, life insurance, paid sick days, etc. Letters of interest and supporting professional qualifications should be sent to: Michael J. Labadie, P.E., Barton-Aschman Associates, Inc. of Michigan, 27600 Northwestern Highway, Suite 100, Southfield, Michigan 48034-4704, or call (313) 350-3040.

continued on page 15
WELCOME NEW MEMBERS

Scott T. Greiner
Carrier & Gable, Inc.

Leo L. Arens
Michigan Department of Transportation

Mary C. Scharz
City of Troy

Stephen B. Cormadson
Michigan Department of Transportation

Ching-Chin Wu
City of Troy

Dale R. Lighthizer
Michigan Department of Transportation

Dee Ann Swanson
Ed Swanson & Associates

Robert D. Beckon
Michigan Department of Transportation

Ravi Kumar Goli
SEMCOG

Kitty Rothwell
Michigan Department of Transportation

Katherine Falck
Michigan Department of Transportation

Pauline Mejia
Michigan Department of Transportation

Joyce Barnes
SEMCOG

Mary T. Hadak
Michigan Department of Transportation

Frank Nevarez
Michigan Department of Transportation

Piotr T. Lewak
City of Grand Rapids

Benjamin I. Egibeor
Michigan Department of Transportation

Leo Davies
Orchard, Hiltz, & McClinton, Inc.

William R. Zipp
Orchard, Hiltz, & McClinton, Inc.

Gian C. Aggarwal
City of Detroit

Andrew Tillma
Battle Creek Area Transportation Study

Patricia Karr
Battle Creek Area Transportation Study

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Richard T. Beaubien, Transportation Director

ITE
1989 MEETING SCHEDULE

Date       Location       Host          Event
April 27   Southfield    Northrup/Mezanos    Vendor's Day
            (CIVIC CENTER)  Endres/Van Lew

May 19 - 20 Lansing       Carrier/Henry         Annual Dinner/Dance
            (SHERATON)     Family Weekend

July 13    East Lansing   Maleck         Lunch/Technical Session
            (UNIVERSITY CLUB)

September 7 Grand Rapids  Meredith         Golf/Dinner
            (TH)

September 17-21 San Diego, CA
            (SU - TH)

October 19 - 21 Indianapolis, IN
            (TH - S)

November 2  Marshall      Kars          Lunch/Technical Session
            (TH)

December 7  Detroit       Kibran/DeWitt  Section Annual Meeting/
            (TH)                        Technical Session

PRESIDENT ... continued from page 1

I would like to see the Section keep these new members throughout their professional career in Michigan. Their primary incentive for being a member is to further their knowledge of the profession through our technical meetings and to meet others in the same field. I believe we have been able to address the first issue successfully, thanks to the efforts of Roger Walther and Dave Berdidge.

You can help by addressing the second issue; i.e., get to know the new people. It doesn't occur to many people to do this because they're busy renewing old acquaintances during the coffee breaks or lunch. I have to admit I'm guilty of this as much as the next person. But we should make this added effort; much of what we gain from our technical sessions is talking to other professionals about similar problems and finding out how they address them. So reach out to the newcomers -- it will benefit both of you.

Safety Promotion

Although our organization is devoted primarily toward professional development through education, we have another purpose: to do what we can to improve the safety of our streets and highways. When Tom Krycinski of OSHP provided us with a legislative update at the Lansing meeting, I thought about the fact that most of us don't do some of the simple things that can have the greatest impact on traffic safety. That is to educate and encourage our legislators to consider and pass bills that will improve the safety of our roadways in ways that transportation engineers cannot. We, as a board, passed a resolution recently to oppose the use of the federal gas tax to reduce the deficit (you will find it discussed elsewhere in the Michiganite). You, as an individual, can take similar action and write your congressman in support of seat belt laws, such as HB 4220, which would require the use of seat belts by children ages 4 through 16. Or support a change to make the failure to wear a seat belt a primary offense instead of a secondary offense. A short letter from each member of this Section can go a long way in reaching our goal of improving highway safety. This is a challenge you should take seriously.

Thanks, Dave!

It is a big commitment for an individual to devote time on the Section Board or on a committee. It is also enjoyable and rewarding, both in experience gained and in the opportunity to work with fellow professionals. David Bacon has contributed a considerable amount of time and effort toward improving the Section, and I would like to say thanks to Dave for all he has done for us. Dave has helped tremendously in maintaining Michigan as one of the finest and most active Sections of the Institute.
leaders, and professionals. The foundation of this project is a $45 million commitment to refurbish the capital building to its original condition. The existing office buildings and grounds is to be more "human" oriented, and, in addition, a park is to be developed to the west of the office building.
The ability to get people to this area is the development and signing of the capital loop. This access is made up of existing streets that will be the trunkline, and provides a route from I-496 through the downtown area and back to I-496.
The next two speakers were International Vice President Dick Baubien and Tom Krycinski of the Michigan OHSP. Dick reviewed his experiences in running for his present office. He noted that ITE needs a more focused program, and discussed the future needs of the profession. Tom discussed the future direction of the OHSP and the emphasis on highway safety and training.

The last speaker was Mike Labadie, a senior associate employed by Burton-Ashman, Inc. of Michigan. Mike's topic was entitled, "The Plaintiff's Expert: Observations from the Other Side." Since 1985, Mike has been retained approximately 150 times as an expert witness; about 50 percent of these projects have been as a plaintiff's expert. He pointed out that many of these cases are lost or go to court in the first place because the agency experts are not well-prepared or prepared to defend themselves. The areas that are most predominant with respect to civil liability issues are:

Roadway Design
- Geometrics
- Guardrail
- Fixed Objects
Maintenance
- Shoulder/Roadside
- Snow/Ice Removal
- Traffic Control Devices
Policy (Lack of)
- Design
- Maintenance
- Application of TCD
Implementation
- Time
- Procedures

Mike indicated that you can be sure that the plaintiff's attorneys and their experts are very well versed. The best defense is to have your attorneys and experts well-schooled in all aspects of the case.

Our thanks for a job well done -- again -- to our host Glen Etemalaki. Thanks also to our speakers for the time and effort put forward, and our thanks to you, the membership, for attending this technical session.
MARCH TECHNICAL SESSION

On St. Patrick’s Day, Friday, March 17, 1989, the Michigan Section held its annual Technical Session at Lansing’s Midway Motor Lodge. This year, as in years past, the meeting had the winning combination of excellent location and technical session.

The first speaker was Dale Lightizer who is employed by the Geometrics Coordination Unit, Traffic and Safety Division, MDOT, and is a Ph.D. candidate at Michigan State University. His topic was “New Methods for Estimating Exposure.” Dale reviewed existing methods of estimating exposure such as accident rates and vehicle miles traveled, as well as registration and density. He questioned if these are the best methods. The new method is based on the innocent victim concept and deals with an “at fault” driver behavior the same as a two-vehicle crash as in a single-vehicle crash. Part of the research is based on a random sample distribution of drivers on the road and an involvement ratio associated with risks.

Fred Sanborn, manager of the Policy Planning and Coordination Section, Bureau of Transportation Planning, MDOT, was the next speaker. Fred is an MSU graduate and has 22 years of experience with MDOT. Fred’s topic was, “The Michigan Transportation Economic Development Fund.” This $53 million fund exists to provide road improvements in urban as well as rural areas and thus increase the economic base of Michigan. Of the total money, approximately $36.8 million is from the Michigan Transportation Fund and $16.2 million is from the General Fund which is made up of driver license fees and registration fees. Applicants for projects using these funds include MDOT, cities and villages, and counties. The Funds support the following six areas: each targeted to improve the economic well-being of certain industries or locations across the state: 1) The Economic Development Road Project which targets industries from agriculture to tourism to office centers. These projects must meet a transportation need, have an immediate positive impact, and exclude speculative projects. 2) State trunkline service. The criteria is to provide state trunkline service where a local or county road is performing as a state trunkline. 3) Urban funds, and serves to reduce congestion and increase capacity in urban areas. The five eligible counties are the tri-county metro area plus Kent and Genesee Counties. 4) The secondary all-season road systems. 5) Provides funds for forest roads that will promote the collection and distribution of forest raw materials. 6) Provides funds to areas of less than 40,000 to promote road surface continuity through counties and smaller cities and villages.

Sandra Nazar, a graduate student in transportation at Michigan State University, spoke next on the students’ trip to TRB this past January. Their trip was financed in part, by the Michigan Section. Sandra attended several of the technical sessions and was impressed by the diversity of professions in transportation.

Kim Warren Eddie, assistant Ingham County prosecutor, was the next speaker on the program. Mr. Eddie’s topic was entitled, “It’s Not Just Another Traffic Accident” which related the changing attitudes toward traffic deaths. The indications are that society is changing its views toward accidents and deaths caused by drivers under the influence of alcohol or drugs. Prosecutors are pushing for harsher penalties for people who drive impaired and injure or kill someone. He also stressed the important role that transportation engineers play in helping prosecutors pursue these cases.

The next topic was entitled, “Capital City Revitalization: The Capital Loop.” Presenting this topic were Polly Kent and Elaine Burgess of MDOT’s Bureau of Transportation Planning. The revitalization of Lansing in general, and the downtown area in particular, helps promote a unique resource, the capital, for present and future generations of Michigan citizens. This promotion began approximately three years ago with the formation of several subcommittees that involved a broad cross-section of citizens, community locations, fiscal, and governmental representatives. These subcommittees have been helpful in laying the groundwork for the revitalization project in general, and the Capital Loop project in particular. The Capital Loop is a series of projects that are currently underway or planned for the downtown area of Lansing. These projects include the restoration of historic buildings, the creation of pedestrian and bicycle paths, and the development of a park area. The Capital Loop project is expected to be completed in the next several years and is expected to have a significant positive impact on the downtown area of Lansing.

MICHIGAN AUTOMOBILE LAWS 1922

Ignorance of the Michigan laws relating to automobile traffic may occasion some trouble for the motorist, but a larger percentage is caused by carelessness and a disregard of the unwritten laws of the road. The following rules embody the legal restrictions as well as those dictated by common sense.

1. Do not drive at more than a reasonable speed. The Michigan statute allows a speed of 10 miles per hour in business districts, 15 miles per hour in residential section, and not more than 35 miles per hour on country roads. Traffic regulations vary in different communities and you can play it safe by obeying roadside caution signs and the signals of traffic officers in the largest cities.

2. No person under 15 years of age should operate a motor vehicle unless accompanied by the owner or a licensed chauffeur.

3. No person shall drive on a public highway when intoxicated, and Michigan judges usually jail such offenders without a licensed chauffeur.

4. The car approaching from the right has the right-of-way, and drivers are required to keep a sufficient distance between their cars and one ahead to avoid any possibility of accident. It is a courtesy to signal by hand when you are ready to turn out, slow down, or stop.

5. Local regulations vary, but play safe by coming to a full stop within 10 feet of a street car which is taking on or discharging passengers. NEVER pass a street car on the left-hand side.

6. Lights must be dimmed when passing traffic on country highways and some communities absolutely forbid the use of undimmed lights on the streets.

7. Drivers of cars with a Michigan license must have a Drivers’ Certificate fee $50 cents. Chauffeur’s license, $2 annually. A certificate of title (fee $1) is necessary to make a legal transfer of ownership in Michigan.

8. NON-RESIDENTs must pay $200 per year to license a car in Michigan. The license is not good for more than three consecutive months.

9. FINALLY, GUARD THE LIVES OF CHILDREN AND THE HELPNESS BY ALWAYS PLAYING SAFE.

Tourist Guide of the West Michigan Pike - 1922
TRAFFIC ENGINEERING
COORDINATING COMMITTEE

In a previous newsletter, I discussed the formation of a Traffic Engineering Coordinating Committee and stated that I would follow-up on the first meeting. Well, here it is.

The committee held its first meeting on February 7, 1989. Representatives were present from SEMCOG, ITE, IMSA, the Traffic Improvement Association of Oakland County, the County Road Association, the Municipal League, the Sheriff's Association, Michigan State University, Wayne State University, a Department of Transportation (Local Services and Traffic and Safety Divisions), AAA of Michigan, the Michigan State Police, and the OHSP. Representatives are also being invited from Michigan Technological University, the Road Builders Association, the Michigan Chiefs of Police, and Creative Risk Management.

A lot of business was handled at the meeting. First, representatives agreed to the need for a commitment to exist with both engineering and enforcement represented.

Members established the following purposes for the committee:

1. Effecting coordination of engineering-related highway safety activities.
2. Promoting coordination between law enforcement officers and engineers.
3. Resolving the action plan from the Governor's Highway Safety Conference and possible resultant action.
4. Keeping current on highway safety legislation, rules, and current discussions.
5. Keeping current and effecting coordination of engineering training.

Two subcommittees were formed. The first was a Livonia subcommittee chaired by Lt. Marshall Weeks of the Michigan State Police and the second a Training subcommittee chaired by Dr. William Taylor of MSU. The Livonia subcommittee was the result of the members' decision that there should be a half-day set aside for a joint engineers/enforcement workshop at the next Life Savers Conference scheduled for May 15-17, 1990. This workshop will promote communication between engineers and law enforcement officers and will discuss topics of mutual interest. We are all looking forward to it!

SEMCOG, FHWA, and MDOT activities and MSU and MSU training were discussed by the appropriate committee members.

A video entitled, "How to Establish Realistic Speed Zones" was shown. This video was prepared by the State Police Traffic Division in cooperation with the Michigan Departments of State Police and Transportation and county road commissions. A pamphlet is also being published on this subject by AAA of Michigan. The committee felt this was an excellent video. A distribution plan is being worked out, so watch for further information on this video. It should be a valuable tool to you.

By Bonnie J. Powell, OHSP

COLD WEATHER MARKING

In Michigan the placement of any type of pavement marking in general, and preformed tape in particular, stops in September and does not start again until the following May. Construction projects completed in late fall left roads with poor or no markings due to cold or damp laydown conditions. Operational changes, approved in the winter, must wait until spring brings the proper weather conditions. A new method for pavement marking application may reduce or eliminate this extended period of winter inactivity.

A test was conducted in Kalamazoo on a cold January day to determine the feasibility of placing preformed tape in the winter, thus extending pavement marking application to a year-round basis. This test had two objectives: 1) to determine the feasibility of using an infrared asphalt heater to facilitate the placement of preformed tape pavement marking in cold weather, and 2) to determine the laydown and adhesion characteristics and the survivability of preformed tape placed in cold weather. The specific goal was to produce permanent (albeit stop bars that would resist hits by vehicles and snowplows.

Two test sites in the metropolitan Kalamazoo area were selected for the placement of stop bars: 1) M-43 (Riverview) at Mill Street which has an intersection ADT of 22,000 vehicles and 2) M-43 (Gull Road) at Sprinkle Road which has an intersection ADT of 16,000 vehicles. Because of the high ADT, the number of starts and stops, and the number of left-turning vehicles hitting the stop bars, we felt that these two areas would give a good test of the survivability of preformed tape placed in cold weather. The temperature on the test day varied from 25° F to 32° F. Although no moisture fell on the road, the surface was damp and cold.

Heating the road surface preparatory to tape placement

The equipment used for this test was a Poweryer Model TR-48 which heats an area 6 feet by 8 feet. Poweryer also has a Model TR-36 which heats an area 3 feet by 12 feet. Both of these units have been successfully used for the repair and restoration of utility cuts, asphalt repair, epoxy repairs of concrete, and winter patching. Additional equipment used was an 800 pound steel-wheeled roller, a 3M tamper cart, a light truck used to carry the heater, and a pickup to pull the roller.

The heater worked very well to heat existing preformed tape pavement marking that had to be removed. A two-minute heating enabled us to basically pull the existing tape markings off by hand. Heating of the road surface preparatory to tape placement varied from two to five minutes. The optimum heating time was three to four minutes. The steel-wheeled roller worked well to roll the edges and inlay the tape, but the 3M tamper cart had to roll more than 2000 pounds of weight worked as well, and is much easier to transport. It appears to be a natural extension of this equipment to heat, soften, and dry the pavement to provide for the placement of preformed tape in cold and damp weather.

The material used for this test was purchased from 3M. This material performed very well in the lay-down process, and the cold weather did not affect its adhesion to the road surface. As of March 24, approximately two months after its application, the material is holding up very well and shows little wear from snowplows. It appears that our goal of providing permanent, inlaid stop bars in cold weather has been achieved.

The asphalt heater and support equipment and labor was provided by Jim Peters, general manager of Poweryer Restoration of Michigan, a Kalamazoo-based company. Technical advice was provided by Merv Teague of 3M. Traffic control was provided by Jim Arman of the MDOT sign shop and the general project supervision was provided by Joe Finch and Don Wiertella, MDOT Traffic Safety, Kalamazoo.

By Don Wiertella, MDOT
TRAFFIC ENGINEERING ACADEMY

At the Institute of Transportation Engineers mid-year meeting in Dallas, Texas, held March 12-15, 1989, the Institute focused on strategies to get "beyond the grid-lock." A new ITE publication, "A Toolbox for Allievating Traffic Congestion," was distributed to all participants at the "Beyond Grid-Lock" conference and the ITE Technical Council, as well as several task forces, took advantage of the opportunity to tie their meetings into the mid-year meeting.

One of the task forces meeting was on the Traffic Engineering Academy. The demand for transportation professionals today exceeds the supply. Numerous public and private sector employers are having trouble filling positions requiring expertise in geometric design and in traffic signal design and timing. With the increase in public agencies requiring that site traffic impact studies be done for new development, this sector of the profession is also experiencing significant growth.

The demand is further exacerbated by the large percentage of transportation professionals who are eligible for retirement. The result is that many employers are hiring graduates of baccalaureate degree programs that may have had only limited coursework in transportation engineering.

To assist employers in meeting the current demand for training of entry level professionals, the Traffic Engineering Academy, with the Institute's urging, is developing a curriculum to train individuals in traffic signal design and timing, intersection geometric design, and transportation site impact studies.

The ITE Technical Council met during the two days preceding the "Beyond Grid-Lock" conference. The Michigan Section President Richard Cunard is now the Transportation Research Board's representative to the ITE Technical Council. He will be attending all meetings of the Technical Council to provide coordination with the research activities of the Transportation Research Board in the traffic operations field. At the March meeting, the Technical Council took some time for a "brainstorming" session. Issues discussed by the Technical Council included: 1) The ITE's role in future technology for transportation engineering, 2) How can we upgrade technical activities at the local level?, 3) Suggested means to increase public agency participation in technical activities, and 4) How can ITE improve student programs and services and motivate student members to become active in Technical Council activities?

The "Toolbox for Allievating Traffic Congestion," which was distributed at the "Beyond Grid-Lock" conference is oriented to elected officials and includes a brief summary of the cost and benefits of each traffic mitigation measure. An extensive list of references is included at the end of each chapter so that elected officials who want to conduct research on a particular measure for alleviating traffic congestion will know where to look. At one of the conference luncheons, former Broome County Administrator (Binghamton, New York) Carl Young urged transportation engineers to speak up on the need for increased funding for transportation improvements. Thomas Dee, executive director of the Transportation Research Board, reminded conference participants of the important of transportation planning in the future. The 1990 mid-year conference will be in New Orleans, Louisiana, and the 1992 conference will be in Scottsdale, Arizona.

By Thomas Kryczinski, OHSP

GARY HOLBEN GETS PROMOTED

The OHSP is pleased to announce that Gary Holben was promoted to a Departmental Specialist VIII effective January 8, 1989. As a part of his new responsibilities, Gary will be working in the engineering area of our office's highway safety program. Thus, you can look forward to seeing Gary at ITE state meetings again. Gary will be working on long-range planning for the office, too.

Congratulations, Gary!

—By Marcia Barry, Consultant to the OHSP

MICHIGAN HIGHWAY TRAVEL WAS OUT OF THIS WORLD IN 1988

Motorists drove 7.8 billion miles on the state's network of highways, roads, and streets, the equivalent to 23 round trips from the earth to the sun. That's up nearly four percent from the previous record of 7.5 billion set in 1987.

The increase is attributed to Michigan's continued strong economy, fueling a continuing rise in commercial traffic and steady growth in tourism and recreation travel.

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TRUCK SAFETY LEGISLATION

Have you ever had a broken windshield caused by a piece of gravel thrown from a truck trailer bed into your car windshield, or been frightened to death by a 160,000 pound truck traveling at high speeds five feet behind your car, or even been trapped behind two rigs traveling the highway side by side? All of us, at one time or another, have had some unpleasant experience with commercial trucks on the highway.

During the last legislative session, the Governor, your senator, and your representative decided to do something about truck safety. Truck safety legislation was introduced and passed both the House and Senate with overwhelming support. Also supportive of this legislation was AAA of Michigan, Michigan Trucking Association, Michigan Teamsters Association, Private Motor Carriers, Michigan Farm Bureau, and numerous state agencies, including the Office of Highway Safety Planning.

The Truck Safety Package includes significant measures to increase safe traveling for both cars and trucks on Michigan's highways. Some of the more important portions in the package are: it establishes a Truck Safety Commission who will determine how truck safety funds are spent for increased truck driver education, law enforcement, and research (the fund was described in the last issue of the Michiganian); it mandates covered loads on commercial trucks; and it restricts commercial drivers to the right-hand lanes of highways with two or more lanes in each direction.

Since the deregulation of the commercial trucking industry in 1980, crashes involving commercial trucks have continued to rise. It is to Michigan's credit that they have realized the seriousness of this issue, and with the cooperation of all trucking interests, have acted to strengthen traffic safety on Michigan highways. The Office of Highway Safety Planning looks forward to the increased benefits to Michigan's motoring public.

—By Marcia Barry, Consultant to the OHSP
The International Board of Directors of the Institute of Transportation Engineers met in Washington, DC, on January 25, 1989. President James Pline presided at the meeting. The following new international officers and directors were installed at the meeting: James Pline as president, Richard Beaulains as vice president, Frank Dolan as director from District 1, Dick Best as director from District 2, and Gary Metcalf as director from District 7.

The executive director, Tom Brabms, indicated that the membership had exceeded 9,500 for the first time in the history of the Institute of Transportation Engineers. In fact, the actual total membership is 9,181. This is made up of 7,535 voting members, 1,525 student members, 152 institutional affiliates, and 1 institute affiliate retired. The lowest number of members were dropped for non-payment of dues in 1988 than at any other time in recent history. The goal for total membership in 1988 was 9,500. This goal was just narrowly missed.

It was noted that District 6 now has 25.19% of the Institute’s voting members. In accordance with Article 4, Section 1 of the Constitution, District 6 is now entitled to elect a third international director to serve a two-year term starting on January 1, 1990.

The income from publications for 1988 was the highest in the Institute’s history. There were a 24.5% increase in total income from publication sales in 1988 over 1987. The top three sales included the Manual on Trip Generation, Transportation Land Development, and the Parking Generation Report. It is anticipated that 1989 will have a similar figure especially because of two new manuals on residential street design and traffic control and traffic signal installation and maintenance.

The transportation training series materials supply has been nearly exhausted, and the headquarters staff is proceeding with the updating of the Traffic Signal and Traffic Control Thru Construction and Maintenance Zone courses. The market for these courses continues, and it has been recommended that ITE invest in producing updated video tape versions of the courses, audio-visuals, and revising the course references and exams. This series has not only provided net income, but has also been a visible service for our public sector members.

The headquarters office has recently been renovated and expanded to the entire fourth floor of the building on School Street S.W. in Washington. The added space is very helpful in providing room for future added staff.

The staff has been involved in updating the careers in Transportation Engineering video tape and in setting up two conferences for traffic congestion, one in Rustin, Virginia, and one in Boston, Massachusetts, as well as the conference in Florida and the annual meeting in Vancouver.

In addition, the staff encouraged member participation in the 2020 Hearing series, as well as serving as panelists in several of the hearings. The appointment of an advisory committee for the manual called Program to Alleviate Traffic Congestion - A Primer also took considerable time to select section authors and to review and monitor the progress of the draft.

The headquarters staff continually receives telephone and written requests for technical information. As a matter of fact, in a recent seven-week period during the summer of 1988 over 200 inquiries were logged and responded to. Approximately one-third of these inquiries were related to questions concerning trip generation. Some misuse of this data has occurred, and headquarters staff have followed-up and pursued action.

The Traffic Congestion ’88 Conference which was held in Tampa, Florida, in March was attended by over 300 delegates from the United States, three Canadian provinces, and two foreign countries. Ninety speakers were included on the program. Similar conferences were held in regard to strategies to alleviate traffic congestion in Rustin, Virginia, in April and also in Boston, Massachusetts, in the end of October. Two hundred forty-six attended the conference in Virginia while 238 attended the conference in Massachusetts.

The legislative Committee of the Institute was hard at work promoting the agenda on issues of traffic congestion and highway safety. Materials have been provided by headquarters to the sections and districts to review. A proposal for national mobility and safety has been developed based on the standards set out in the ITE policies. It is hoped that this set of policies can be reviewed and input received from the membership and specific positions taken by the ITE Board and transmitted to Congress for their deliberations on federal funding for transportation projects.

Financially, 1988 was a successful year. The 1988 income will exceed $2 million. This represents the largest income in the Institute’s history.

Executive Director Tom Brabms commented that we should be proud of the progress that ITE has made, but we should not rest on our laurels, but continue to identify needs and have the courage to make decisions which make it possible to deliver programs which address these needs.

The ITE headquarters maintains a microcomputer-based bulletin board indicating positions available. During 1988, almost 400 users logged into the board to request information. In addition, the summer employment placement service and student employment program were well received and will continue.

The headquarters has developed a computerized database of ITE publications and articles published from 1980 to the present. The data base which will be updated monthly contains information on 1600 publications and articles. The data base has potential uses including: (1) literature searches, (2) author searches, and (3) searches for information related to previous publications. The distribution of the data base can be planned on diskette in the near future.

Several publications are planned for production this year including a manual called Program to Alleviate Traffic Congestion - A Primer. This is due by the annual meeting. A contract has been entered into for writing a proposal text on geometric design. A publication to replace a former document called Introduction to Transportation Engineering is also planned. The contract for this publication has been terminated due to lack of effort by the writer of the manual. A new Transportation Planning Handbook and a new Traffic Engineering Handbook are underway. A 1990 target date has been set for production of these items.

The board presentation by four cities concerning the 1994 annual meeting. The possible sites were: Seattle, Washington; Las Vegas, Nevada; Phoenix, Arizona; and Denver, Colorado. The Site Selection Committee recommended to the board that the Denver, Colorado, site be selected for the 1994 meeting. This recommendation was unanimously adopted by the board.

The board adopted revisions to the Associated Organization Division bylaws which provides for the chairmanship of that organization, who is a board member, to have a 3-year term instead of a 2-year term. This would be in concert with the present length of term of the other board members.

—By Delmar L. Kloeker, P.E. — District 3 Director

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