Richard Beaubien Elected Vice President

This is my third column as president of the Michigan Section, and we are three-quarters of the way through the year. We re-introduced a summer meeting in Lansing and all of us on the Board were very surprised at the large turnout. I must say, many of our "old timers" showed up! Therefore, the Board has decided to have another Lansing meeting next year.

In review of the other meetings held up to this point, the turnout at the Mt. Pleasant family weekend was very small and, as a result, this event has been dropped from the 1989 schedule. Our fall golf outing was well attended and we may have to have a shotgun start to take any more golfers. (Not that all those who did golf were golfers, but we try, and with Bill Savage's system of us even win something!)

Vancouver was a great trip and meeting. There were 34 members, 12 vendors, and 21 spouses who made up the 67 who attended the Annual Michigan Section/Carrier & Gable dinner. I must say that no other section or state does anything to compare to this, and this is what makes the Michigan Section so special.

The weather was good except for one day, and almost all of the meetings that I visited were standing room only. Michigan made itself known at this meeting by first having a spot at the opening luncheon where we received the award (for the second year in a row) for the best newsletter with mailings of 250-500, your MICHIGANITE. Great job, Joe! Thanks also to all the members who took time to supply articles.

See PRESIDENT ... page 3
Michigantite
Official Publication of the Michigan Section
Institute of Transportation Engineers

1988 Executive Board
President, David C. Bacon, P.E.
Carrier and Gable, Inc.
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Affiliate Director, Gary Endres
Traffic & Safety Division, MDOT
517/335-2859
Past President, Donald Wiertella
District Traffic & Safety Division, MDOT
616/943-3054

Treasurer's Report
Balance as of September 30, 1988: $5,342.13
Receipts:
Dues $42.00
Michigantite Ads 0.00
Interest 50.93
Meetings 0.00
Late Dues and Fines 12.00
Other 241.00
Total $45.96

Expenses:
Postage $261.19
Supplies 8.00
Michigantite 840.00
Printing 257.88
Meetings 0.00
New Programs 0.00
National Meeting Expense 407.88
Plaques/Awards 177.15
National Donation 30.00
District Contribution 0.00
Other 379.00
Total $228.10

Balance as of November 30, 1988: $3,906.99
Respectfully Submitted, Roger K. Walther, Treasurer

1988 Committee Chairpersons

Technical Program:
Jon Start. 616/385-8002
Nominating:
Don Wiertella 616/343-3054
Hospitality:
Jerry Carrier 313/477-8700
Herb Henry 313/721-4040
Technical Projects:
Don Wiertella 616/343-3054
Membership:
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Michigantite Editor:
Joseph Meszaros 517/373-2334

Michigantite 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 Michigantite to the Editor, Joseph Meszaros, 11310 Flintlock, Grand Ledge, Michigan 48837; telephone: 517/627-6308.

Barton-Aschman Associates, Inc.
27600 Northwestern Highway
Suite 100 Southfield, Michigan
48034-4704 (313)-350-3040
Traffic, Transportation, Parking, and Civil Engineering Consultants

People in the News...

Rich Curand

Rich Curand Moves to TRB
On January 9, 1989, Rich Curand was named the transportation engineer for Rochester Hills, began a new position with the Transportation Research Board (TRB). Rich's new responsibilities involve directing traffic engineering and traffic operations research activities coordinated by TRB. Before his 6-month stay at Rochester Hills, Rich spent 11 years with the Traffic Improvement Committee of Oakland County where he was director of Engineering and Data Services.

Rich had been very active in the Michigan Section participating in the activities of the Executive Board which included presiding over the Section as president in 1986. He was always willing to share his time and talent by providing articles for the Michigantite, accepting special committee assignment, and by making presentations at Technical Sessions. Fortunately, we will still have contact with Rich in his new position, since his responsibilities involve participation in the Institute at the national level.

We wish Rich much success in his new position. We appreciate his commitment to the profession and his involvement in our Section. Rich, we look forward to working with you in your new duties at TRB, and in seeing you at Institute activities. You are always welcome to join us in any of our Section activities.

Don Wiertella Elected
The National Institute for Certification in Engineering Technologies (NICET) has announced that Don Wiertella has been elected as president of the Board of Governors for the 1988-89 fiscal year. NICET policy is effectuated through the seven member Board of Governors.

Don Wiertella Elected
NICET was founded in 1961 by NSPE (National Society of Professional Engineers) to serve the career needs of technician members of the engineering team. NICET is headquartered in Alexandria, Virginia. Don works for MDOT in the Traffic and Safety Division of the Kalamazoo District Office.
MORE FEMALES INVOLVED IN FATAL CRASHES

According to the National Highway Traffic Safety Administration (NHTSA), the number of female drivers involved in fatal crashes between 1982 and 1983 rose by 14%, largely because women aged 21-24 are drinking and driving more often. The Insurance Institute for Highway Safety reports that analyses of late-night, single-vehicle fatal crashes, which are most often associated with alcohol impairment, indicated that alcohol involvement for female drivers was almost as high as for male drivers. James Fell of NHTSA recommends "alcohol countermeasure efforts, public information programs, and sobriety checkpoints" be applied to the 21-30 segment of the female population, "in addition to the traditional male focus."

Traffic Engineering Technician

Part-time position for specialized traffic studies. Engineering course work helpful. Approximately 30 hours per week. Pay Rate: $5.50/Hour

Interested applicants may submit applications to:
City of Troy Personnel Department
500 W. Big Beaver Road
Troy, MI 48084
or.
Call 524-3339

Traffic and Planning Supervisor

Resumes are being accepted through the month of January 1989 for a civil engineer to head the section concerned with traffic engineering, permits, and subdivision code compliance. Salary in mid-30s depending on qualifications, with attractive benefits package. Five years of related experience is required. Residency is expected. A professional engineering license is desirable. Submissions including salary history are to be sent to:
William B. McAfee
Washtenaw County Road Commission
P. O. Box 1528
Ann Arbor, MI 48106
(NO PHONE CALLS, PLEASE!)
An Equal Opportunity Employer

JOE FINCH ASSISTANT DISTRICT TRAFFIC ENGINEER KALAMAZOO

Joseph K. Finch was promoted to assistant district Traffic and Safety engineer for the Kalamazoo District of the Michigan Department of Transportation on October 31, 1988.

Joe is a Michigan Tech graduate with a degree in civil engineering. Before his appointment to assistant district Traffic and Safety engineer, he worked in Construction for MDOT and the Indiana Department of Highways.

ITE 1989 MEETING SCHEDULE

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<th>Host</th>
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<td>Flint (SHERATON)</td>
<td>Berry</td>
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<td>Lansing (MIDWAY MOTOR LODGE)</td>
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<td>Lunch/Technical Session</td>
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<td>April 27</td>
<td>Southfield (CIVIC CENTER)</td>
<td>Northrup/Meszaro</td>
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<tr>
<td>May 19 - 20</td>
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<td>Carrier/Henry</td>
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<td>July 13</td>
<td>East Lansing (UNIVERSITY CLUB)</td>
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<td>Grand Rapids (SUNY CLUB)</td>
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<td>Golf/Dinner</td>
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<td>San Diego, CA (SU - TH)</td>
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<td>October 19 - 21</td>
<td>Indianapolis, IN (TH - S)</td>
<td>Indiana Section</td>
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<td>Marshall (KAMS)</td>
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<td>December 7</td>
<td>Detroit (KOBA/DEWITT)</td>
<td>Körber/DeWitt</td>
<td>Section Annual Meeting/ Technical Session</td>
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PRESIDENT ... continued from page 1

At the annual meeting we once again took honors when our own Richard Beaubien of Troy was elected Vice President of the International. It is about time that the rest of the nation finally recognized what we in Michigan have known for a long time. Congratulations to Vice President Richard Beaubien from all of us in the Section!

By the time this issues goes to print, we will have been host to the District 3 meeting in Dearborn, and ballots will have been mailed to all voting members for next year's officers. It is a long road from director to president, and a lot of extra time has to be spent to get the job done. As you vote, remember that the top officers have worked hard to get there and select with care those who are starting up the ladder. Our job is to represent YOU -- and only with your input and support can this be accomplished.
BEAUBIEN ... continued from page 1

For the last 13 years I have been a city traffic engineer. I have had the opportunity to receive, first hand, the comments and, yes, even complaints of citizens and elected officials on urban traffic congestion as it affects their daily lives. Because of this first-hand exposure or shock treatment, I have been especially pleased to see the Institute take a leadership role in bringing the issue of urban traffic congestion to the forefront of public discussion. This is our issue, and we're uniquely qualified to handle it. ITE must now provide the vision and leadership needed to solve the problem.

When I visited the Southern Section meeting in Baton Rouge, Louisiana, this year, I learned something about myself and about other traffic engineers that I hadn't known before. Elizabeth E. Treadway from the city of Greensboro, North Carolina, conducted a session entitled, "Brains, Beauty, and the Beast." Participants were asked to answer a questionnaire and compute a score prior to the session. We didn't find out what the score meant until the session. The scores indicated whether you favored the right brain or the left brain in decision making. That is, do you favor an approach based primarily on logic or based primarily on emotion and intuition? Knowing that she was speaking to a group of engineers, Elizabeth expected most of the audience to favor the left brain -- the logical approach. However, to her surprise, most of the audience scored in the middle -- neither extremely logical nor extremely intuitive. This group of traffic engineers and, I expect, most traffic engineers, appreciate both the logical and intuitive approaches. This ability to understand both the logical and intuitive approaches gives us a unique perspective as we communicate the problems and solutions of transportation to the public and communicate with them.

The broad definition of transportation engineering is "to promote the safe and efficient movement of people and goods." We need to emphasize the promotion part of our jobs more than we have in the past. We must communicate - help to identify the problems in terms the public can understand; help to identify alternative solutions in understandable terms, and help the public make the choices needed for improved transportation.

We have the special talents and abilities needed to alleviate traffic congestion and save lives. Let's make these problems our servants.

---

THE MONUMENT

GOD,
BEFORE HE SENT HIS CHILDREN TO EARTH
GAVE EACH OF THEM
A VERY CAREFULLY SELECTED PACKAGE
OF PROBLEMS.

THESE,
HE PROMISED SMILING.
ARE YOURS ALONE. NO ONE
ELSE MAY HAVE THE BLESSINGS
THAT WILL BRING YOU.
AND ONLY
HAVE THE SPECIAL TALENTS AND ABILITIES
THAT WILL BE NEEDED
TO MAKE THESE PROBLEMS
YOUR SERVANTS,
NOW GO DOWN TO YOUR BIRTH
AND LIVE YOUR LIFE. KNOW THAT
I LOVE YOU BEYOND MEASURE.

THOSE PROBLEMS THAT I GIVE YOU
ARE A SYMBOL OF THAT LOVE.

THE MONUMENT YOU MAKE OF YOUR LIFE
WITH THE HELP OF YOUR PROBLEMS
WILL BE A SYMBOL OF YOUR
LOVE FOR ME.

YOUR FATHER.

--- BLAINE M. YORGASON

The Challenge from Vice President Dick Beaubien during the Annual Meeting for all Transportation people.
The 1988 Michigan Section Annual Meeting was held on December 1, 1988, at the Fairlane Holiday Inn. Once again, Michael Kobran of the City of Detroit served as host, and excellent accommodations were provided.

Gian Aggarwal was the first speaker on a diverse and interesting technical program. Gian presented the City of Detroit's experiences in managing traffic for the 1988 Grand Prix. He provided some background on the history and a description of the event, followed by a description of the City's efforts to prepare the course for the event. Surface treatments (such as repaving and street treatments), traffic barriers (including traditional and special treatments), and pavement markings were all detailed as part of the course preparation.

Barricading plans, detour routes, and temporary signing plans that served as the basis for the traffic management for the event were detailed. Freeway ramp closures and partial closure of the John C. Lodge Freeway were implemented to accommodate non-event traffic, particularly traffic to and from the Detroit-Windsor tunnel. Three (3) prefabricated pedestrian bridges were used to assist with the movement of pedestrian traffic at the event and special hand-capped spectator provisions were made. An extensive public information campaign was also implemented before and during the event to promote efficient traffic movement throughout the event area.

Our second speaker was Paul Olson of the University of Michigan Transportation Research Institute (UMTRI). Paul presented the findings of an UMTRI study entitled, "Minimum Photometric Properties to Insure Adequate Nighttime Conspicuity." The study objective was to provide objective information to determine when a traffic sign loses its target value and should be replaced based on conspicuity.

The UMTRI study used an experimental plan involving four variables: photometric properties (SIA), six different sign colors, three levels of surround complexity, and observer age. Yellow signs were the primary color for the study using three types of sign materials. Surround complexity was found to have a great effect on conspicuity, as was observer age. Although the experimental plan was not intended to identify the effect of sign color, the results appeared to indicate that red signs had a 50 percent greater nighttime conspicuity level than yellow signs, based on distance. Several charts were developed from the study which identify minimum SIA values for various types of signs based on speed, stopping/reaction distance and surround complexity.

After lunch, President Dave Bacon conducted the Section Annual Meeting. The Treasurer's Report was received and the Teller Committee presented the results of the election of next year's Executive Board members. Announcements were made regarding the National Newsletter Award to Michigan Editor Joe Meszaros, and the new ITE International Vice President-Elect Dick Beabien of the City of Troy. Section President-Elect Joe Marson presented outgoing President Dave Bacon with a plaque commemorating his years of service to the Section.

The technical session resumed with a presentation on the "Mid-Michigan Transportation Microcomputers Users Group (MTMUG)." Paul Hershkowitz and Brad Hagerty of MDO and Steve Noble of the Tri-County Regional Planning Commission gave an overview of a recently formed and growing organization of transportation professionals interested in the use of microcomputer applications in the transportation field. The purpose of MTMUG is to provide transportation professionals in mid-Michigan with a means of sharing information on microcomputer applications and keep them up-to-date on current hardware and software advances. The group presently has an active membership of approximately 40 and a mailing list of about 400 individuals and organizations.

Our next presentation was given by Dr. Paul Wastine and David Landry of the General Motors Research Lab on GM's Pathfinder Project. The Pathfinder Project is being pursued as an experiment in real-time motorist information systems under the joint sponsorship of the FHWA, CIRAS, and GM. Dr. Wastine and Landry gave an overview of technological developments that have led to the identification of possible components to a central traffic control/cooperative highway system concept.

The Pathfinder experiment will be conducted in three (3) phases: 1) systems integration, 2) experiment, and 3) analysis. The experiment is being conducted in California utilizing Caltran's existing traffic monitoring systems. The test will be conducted on a small scale, with about 25 test vehicles equipped with on-board computers intended to provide the motorists with limited information regarding location and roadway incidents. Dr. Wastine and Landry also demonstrated a sample in-vehicle computer to interested parties during the afternoon break.

The final presentation of the day was given by James Malanka of the Southeast Michigan Transportation Authority (SEMTA). The topic of his presentation was SEMTA's Regional Transit Plan. His presentation included a description of the plan, including the identification of the need for the plan, the...
HIGHWAY SAFETY
A NATIONAL ITE PRIORITY

At the September national meeting in Vancouver, Thomas Brahms announced that ITE will be recognizing highway safety as a top priority in the years ahead. In doing so, Tom said that the Institute recognized highway crashes and their resultant casualties as major societal and health concerns. He said that the Institute is committed to attacking this serious problem. Actually, the trend is to do something about three years ago when a National Safety Coordinating Committee was formed. There has been an increased emphasis on highway safety at national meetings since the Michigan Office of Highway Safety Planning commenced ITE for its efforts.

Michigan's own Richard Benbien, our new national vice-president, prepared a paper entitled, "A Program for National Mobility and Safety - Building the Framework." You should obtain a copy and read it. Comments were requested at the national ITE meeting by Mark Norman, and you may obtain a copy by contacting Norm. His address is 525 School Street, S.W., Suite 410, Washington, D.C. 20024-2272 USA. His telephone number is (202) 554-8050.

OHSP PROGRAMS

In the last issue of the Michiganite, we discussed a change in OHSP funding. This article is a follow-up to that article, as promised.

Risk Management Training: Risk management (the OHSP prefers to call it proactive management) training will be available through both Wayne State University (WSU) and Michigan State University (MSU) this fiscal year. WSU is developing a workshop aimed at management and elected officials while MSU is developing a workshop aimed at the operational level (such as maintenance crews). The OHSP believes that both are needed and that it is necessary for both management and "operational" managers to agree to the need for risk management if it is to succeed. These courses should be available after the start of the new year.

Traffic Engineering Training: Any effective approach to traffic engineering training must consider the different levels of expertise and education among persons functioning in traffic engineering positions. The training offered at Wayne State University and Michigan State University agree to the need for risk management. The training offered at Wayne State University and Michigan State University agrees to the need for traffic engineering training.

Traffic Engineering Public Communications Campaign: The OHSP will develop a public communication campaign aimed at raising awareness of the importance of traffic engineering. The campaign will also focus on reminding the public of the meaning of certain traffic control devices, such as a flashing red light or a yellow light. The OHSP will develop a series of public service announcements (PSAs) and materials. The OHSP will also develop a one-day seminar aimed at helping the traffic engineer sell his or her ideas to the general public.

Traffic Engineering Services for Cities and Counties: Many local units of government do not have adequate traffic engineering expertise. The Michigan Office of Highway Safety Planning has been working with public works departments, police officers, engineers, with those with formal traffic engineering education, and trained traffic engineers who need to keep their skills current. This year, OHSP will support two different programs which will cover a range of traffic engineering training needs.

a. First, will be the basic traffic engineering short course which will be offered by both Wayne State University and Wayne State University. This training program is designed to address the problem of inadequately trained personnel performing traffic engineering services at all levels throughout the state. For more information on the Michigan State University program contact: Anne Woodard, 553 Communication Arts Building, Civil & Environmental Engineering, Highway Safety, Michigan State University, East Lansing, Michigan 48824-1212; Phone: (517) 355-3270. For more information on the Wayne State University program contact: Tapan K. Datta, Ph.D., Department of Civil Engineering, 2100 Engineering Building, Wayne State University, Detroit, Michigan 48202; Phone: (313) 577-3789.

b. The Michigan Office of Highway Safety Planning will be offering a short courseagain by Wayne State University. This program is designed to bring specialized training to the community. The workshops are one or two days in length, and are designed to fit the specific needs of the local jurisdictions. For more information on the program contact: Tapan K. Datta, Ph.D., P.E., Department of Civil Engineering, 2100 Engineering Building, Wayne State University, Detroit, Michigan 48202; Phone: (313) 577-3789.

Traffic Engineering Coordinating Committee: The OHSP plans to start a Traffic Engineering Coordinating Committee shortly after the first of January. There are currently two task forces in existence which will be merged into this committee. One is Risk Management and the other is Traffic Engineering Training. It is a resurgence of an earlier committee which existed for many years, but which ended with the appointment of a new director of traffic engineering.

The mission of HTSP is to bring together persons from various disciplines and professional backgrounds to reduce highway traffic deaths, injuries, and economic loss and to increase the safe, efficient, and smooth flow of traffic on highway transportation systems. HTSP's mission is to fulfill its mission, consistent with University policy and procedures, through credit and non-credit instruction, public service, and research activities.

Nine different programs within HTSP are focused on this goal. They are Traffic Accident Investigation, Police Alcohol Enforcement, Driver Education, Driver Performance Measurement, Motorcycle Safety, Motor Fleet Safety, Traffic Radar Instruction, Tactical Driving, and Traffic Engineering. Forty-one universities, mostly in non-credit continuing education, are currently offered through these programs. During the past year, 44 offerings of HTSP courses have been made to over 3,500 participants. Currently, the most active research is in driver performance measurement.

Two more courses, one in traffic accident investigation and one in traffic engineering, are under development. Several other courses are planned and the opportunity exists to open whole new traffic safety programs. HTSP instruction, public service, and research activity is supported by legislative appropriation and contracts and grants with federal and state agencies, business, industry, foundations, and other educational institutions.

Demand for HTSP courses and highway traffic studies and research continue to be strong. Recently, lifelong education at Michigan State University was elevated to equal status with research and traditional instruction. These factors promise to make HTSP a challenging one.

By James P. Neve, Jr., MSU
Michigan State University's Department of Civil and Environmental Engineering is offering a traffic course to provide basic knowledge in the fundamentals of traffic engineering and highway safety concepts, principles, and technology, as well as their application. This five-day course explores the contribution that traffic engineering makes to traffic operational efficiency and effectiveness for the benefit of motorists and pedestrian comfort, convenience, and safety through the application of traffic and safety technology.

Content of the course covers the scope of traffic engineering and its interaction with other disciplines, traffic data acquisition and application, sight distance, speed and parking regulations, vehicle volume analysis and highway capacity, traffic accident analysis and countermeasures, signs, and markings and their application, electronic traffic control devices and application, road and street geometric design and traffic and pedestrian flow. Participants will have the opportunity to discuss and work through typical traffic problems.

This course is designed for governmental administrators, supervisors, engineers, urban planners, technicians, and police officers who have responsibility for traffic safety and operation programs, traffic engineering, planning, maintenance, traffic law enforcement and tort liability functions, and the solving of traffic operational and safety problems.

All class sessions will be from 8:30 a.m. to 4:30 p.m. except at Gaylord where class will start at 1:00 p.m. on Tuesdays. There will be a break period in the morning and afternoon. Lunch break will be from noon to 1:00 p.m. A pre-test and post-test on course content will be given. Certificates suitable for framing will be presented to those who complete the course.

In addition to any personal items, participants should bring writing materials and a hand-held calculator. A copy of the current Michigan Manual of Uniform Traffic Control Devices is optional. A course manual for in-class use and take-home will be provided, as well as selected handouts.

Instructors: Michigan State University faculty members, Dr. William C. Taylor, Dr. Thomas L. Macek, and James P. Newe, Jr., and consultants Donald M. Holmes and William F. Savage.

Accommodations: Arrangements for meals and overnight lodging, if needed, will be the responsibility of the participant. Refreshments will be provided during the morning and afternoon break periods.

Course Fee: There is a $35 course fee to help defray course material costs. The remaining cost of the course will be paid by a grant from the Michigan Office of Highway Safety Planning and the U.S. Department of Transportation, Federal Highway Administration.

Registration: EARLY REGISTRATION IS ENCOURAGED. Class size at each location is limited, and past experience has been that many who wanted to attend have not been able to be accommodated.

To register, complete the registration form attached to the enclosed return envelope, insert a check, money order, or purchase order for the $35 course fee, seal the envelope, and mail. Registrants will be sent a confirmation letter along with a completed registration form.

Registrations will be accepted and course fees refunded up to 10 days before the beginning date of each course offering. Course fees will not be refunded after that time. Substitute registrants are welcome at any time.

These courses are to be offered at the following locations:

East Lansing
January 30 - 31, 1989
February 1 - 3, 1989
February 21, 23, 27, 1989
March 1, 1989

Troy
February 13-17, 1989
April 18-22, 1989
April 25-27, 1989

Saginaw
April 3-7, 1989

Gaylord
March 13-17, 1989
April 18-22, 1989

For information or assistance contact:

Laura J. Taylor
Highway Traffic Safety Programs
Department of Civil and Environmental Engineering
Michigan State University
255 Communication Arts Building
East Lansing, MI 48824-1212
Telephone: (517) 353-1790

By James P. Newe, Jr., MSU
LEGISLATIVE TRUCK SAFETY PACKAGE

A major package of legislation dealing with the ever-growing problem of truck accidents has been passed by the Michigan Legislature and signed into law by Governor Blanchard. The bipartisan package of 11 bills makes major revisions to most aspects of traffic regulations in the state.

The following is a brief summary of each of the bills as signed by the Governor.

HB 5674 (Johnson) - Michigan Vehicle Code: Covered Loads
This bill requires that loose loads on commercial trucks be covered. Certain exemptions are allowed, such as for logs, tubular products, hay, straw, or metal objects unlikely to fall off from the trailer due to their size, weight, or density. Construction vehicles in designated work zones are exempt as are farm trucks carrying agricultural products. This law takes effect April 1, 1989.

HB 5674 (Hokebman) - Michigan Vehicle Code: Operating Brakes on All Wheels
This bill requires operating brakes on all wheels of commercial vehicles and buses. Trucks or truck tractors manufactured before July 30, 1989, with three or more axles shall have brakes on the front wheels. This law will take effect April 1, 1989.

HB 5678 (Spaniola) - Fire Code: Inspections for Vehicles Hauling Flammable Materials
This bill requires annual inspections of all vehicles hauling flammable materials. The inspection would be conducted by the State Police. Vehicles with a capacity of less than 300 gallons and engaged in agricultural or horticultural work are exempt. This law takes effect April 1, 1989.

HB 5674 (Hoffman) - Motor Carrier Safety Act: Accident Reporting
This bill requires the Truck Safety Commission (created in SB 703) to make recommendations by December 31, 1989, on how to improve the accident state reporting forms. This law has immediate effect.

HB 5680 (Koteva) - Motor Carrier Safety Act: Log Audits
This bill allows the State Police to conduct a log audit on a driver who has committed three log violations in a 12-month period. The bill also exempts municipal vehicles from the Act except as provided in the Michigan Vehicle Code. This bill has immediate effect.

HB 5681 (DeBeauvreur) - Motor Carrier Act: MSPS Penalties
This bill allows the Michigan Public Service Commission (MSPS) to impose up to a $500 fine for violations of the Motor Carrier Act, rules promulgated pursuant to the Act, or MSPS orders issued pursuant to the Act or rules. The revenue from these fines would be deposited in the Truck Safety Fund (created in SB 703). This law takes effect April 1, 1989.

SB 702 (Barnett) - Michigan Vehicle Code: Under vehicle protection
This bill requires trucks to conform to a 22-inch standard for underride protection if the 22-inch standard is adopted by the federal government. The bill also allows the Michigan Department of Transportation to permit 65-foot trucks on certain roads. This law takes immediate effect.

SB 5683 (Perreaux) - Michigan Vehicle Code: Compliance with the Motor Carrier Safety Act
This bill amends each affected section of the Michigan Vehicle Code with respect to motor carriers to incorporate present regulations based on federal requirements of the Commercial Motor Carrier Safety Act. It also requires that municipal vehicles and drivers conform to the rules relating to driver qualifications and equipment requirements promulgated under the Motor Carrier Safety Act. This law takes effect April 1, 1989.

HB 5686 (Doeherty) - Motor Carrier Safety Act: Penalties for Serious Safety Defects
This bill allows the imposition of a fine of not more than $300 for violations of the Motor Carrier Act involving serious safety defects. This fine would be assessed for known safety defects. Serious safety defects include: brakes, tires, steering, coupling devices, headlights, tail lights, brake lights, and turn signals which are not up to standard and would result in the vehicle being put out of service. This law takes effect April 1, 1989.

This bill implements the driver licensure, testing requirements, and penalty provisions of the federal Commercial Motor Vehicle Safety Act. It also restricts commercial vehicles to the two right-hand lanes of highways with three or more lanes in one direction. Increases overweight truck fines by 50%, increases the civil infraction fine to $250, requires identification on all commercial vehicles, and increases the weight-based commercial vehicle registration fee by $10 to fund the Truck Safety Fund (created in SB 703).

SB 703 (Faust) - Motor Carrier Act: Reciprocity Fees
This bill establishes a reciprocity fee system for foreign interstate trucks. Foreign trucks will be required to register with the MPSC and pay a fee equal to the registration fee charged to a Michigan carrier in that state. All fees collected will be deposited in the Truck Safety Fund (created in SB 703). This law takes effect January 1, 1989.

SB 703 (Fessler) - Truck Safety Fund
This bill creates the Truck Safety Fund and establishes the Michigan Truck Safety Commission in the Office of Highway Safety Planning in the Department of State Police. The Commission will utilize the Fund to enhance truck safety in the state.

The Truck Safety Commission shall be comprised of the following members: Director of the Office of Highway Safety Planning; Chair of the Michigan Transportation Commission; Secretary of State; Commandant of the Motor Carrier Division of the Department of State Police; and the following six members appointed by the Governor with the advice and consent of the Senate (one member representing each of the groups): community colleges, four-year colleges, the Michigan Trucking Association, private carrier fleets, organized labor, and the general public.

The Fund shall be expended for the following purposes: not less than 30%, but not less than $1,000,000, shall be used for truck driver safety education; not less than $750,000 of the balance shall be used for establishing and supporting a Special Transportation Enforcement Team (STET) to conduct spot vehicle inspections; the balance, if any, may be expended for research on truck accidents, accident reporting, and improved truck-safety enforcement procedures for local units of government.

—By Matt DeLong, Senate

65 MPH SPEED LIMIT . . . continued on page 7

only the start of a long-term modification of speed behavior that will ultimately lead to significantly higher speeds some years from now.

Evaluation of Traffic Crashes and/or Severity: The second study is being undertaken by Alex Wagen. Its purpose is to answer the following question: "Did the increase in the maximum speed limit from 55 to 65 mph on rural interstates and rural highways built to interstate standards in Michigan cause a change in motor vehicle crash involvement and/or severity?" A time series model is being used for this evaluation. An interim report is currently in the office for the first year of this effort.

The interim report shows the following accomplishments:

- Baseline data on a census of traffic crashes from 1978 through 1986 have been compiled.
- Detailed time-series files of multiple outcome indicators have been constructed.
- A computerized method of identifying road segments with a 65 mph speed limit has been developed.
- A study design has been developed, although the constraints of available resources and data were stressed.

This report does not provide insight into changes in the traffic crash picture due to 65 mph since more time is required before crash data for all of 1987 and 1988 is available.

Objectives for the second year of this evaluation are:

- The data base and time-series files with data for calendar years 1987 and 1988 will be updated.
- Observed effects across road segments stratified by posted speed limit will be compared to assess whether observed changes can be logically attributed to the new 65 mph limit.
- The magnitude of observed effects by various factors including severity of the crash will be compared.

The next report will include 13 months of post-law experience on which to base inferences on whether or not the 65 mph speed limit had an effect on crash involvement and severity. It will be ready for distribution by December 31, 1989.