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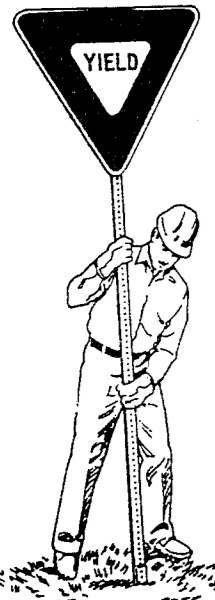
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Spring, 1993

VOLUME XXVIII, NUMBER 1

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

PRESIDENT'S COLUMN

FROM THE DESK OF

Sam Lawson



Thanks for your Support

The ITE-Michigan Section is alive and well. The Section is financially sound and growing in membership. Membership increased last year about 10%. The Vendor's Show in Southfield was this year's education-scholarship fundraiser and well attended. Member voluntary contributions to this fund is strong. The ITE-Michigan Section continues to co-sponsor Incident Management in Southeast Michigan. Richard Beaubien, Transportation Director of Hubbell Roth and Clark, gave a talk on the status of this project at our recent technical session in East Lansing. The executive board welcomes your comments. If you have any ideas or suggestions, please pass them on to chairpersons and board members- identified later in this newsletter.

This is the final year of the present International Director District 3 year term. The present director is John C. Niehaus, P.E. John is Director of Transportation Engineering, Pflum-Klausmeier and Gehrum Consultants. He is also an adjunct associate professor of Civil Engineering, University of Cincinnati. Our own William Savage is a nominee for the 1994-1996 District III Director.

The Michigan Section will host the 1994 District III Annual Meeting. The 1994 District III treasurer will likely come from Michigan as well. The Ohio and Indiana sections have expressed keen interest in what the Michigan Section is doing in supporting students interested in the transportation profession. We were pleased to pass on information to them.

Full funding for transit and federal-aid highway programs authorized by the Intermodal Surface Transportation Act (ISTEA) of 1991 appears doubtful for fiscal year 1994. Federal budget constraints held fiscal year 1993 funding for highways and transit to 85% of that authorized in 1991. As concerns over the federal deficit, and just how to deal with it continue, chances for full ISTEA funding in FY 1994 seem slim.

The District III- ITE Annual Meeting will be hosted by Ohio Section in Columbus, Ohio from October 21-11, 1993

Please watch for further details.

Institute of Transportation Engineers 1994 International Conference

The Environment - Changing our
Transportation Priorities
March 20-23, 1994 LaJolla, California

Announcement and Call for Papers
Abstracts due August 15, 1993

Abstracts should be no more than one page in length, and may be on any topic relevant to the conference. You will be informed by October 1 as to whether your abstract has been accepted as a basis for presentation. Questions about the conference or abstracts should be directed to: Mark Norman at ITE International Headquarters (202)554-8050, ext. 126, or Jane Wetz at ext. 115.



The 1993 ITE Executive Board; Victoria Holland, Director, Samuel Lawson, President, David Allyn, Treasurer, William Hartwig, Secretary, Joseph Mezaros, Vice President

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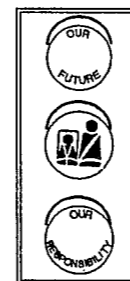
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MICHIGANITE is published quarterly by the Michigan Section of the Institute of Transportation Engineers. It is distributed to more than 300 ITE members and over 100 cities and counties in Michigan. Address communications regarding the Michiganite to the Editor; Michael F. Kobran, 1312 Kings Coach Circle, Grand Blanc, Michigan 48439; 313/695-8942. Send change of address to: Joe Marson, Barton-Aschman Associates, 26261 Evergreen, Suite 480, Southfield, Michigan 48076-4480.

TREASURER'S REPORT	
1. INCOME (Jan. 1-Mar. 31, 1993)	
Dues	\$2,467.00
Michiganite Ads	125.00
Interest	33.37
December, 1992 Meeting	24.00
February Meeting	911.00
March Meeting	931.00
Late Dues/Fines	52.00
Total Income	\$ 4,591.37
2. EXPENSES (Jan. 1- Mar. 31, 1993)	
Postage	791.76
Michiganite	800.00
February Meeting	956.61
March Meeting	936.42
Other Refunds	137.23
Total Expenses	\$ 3,622.02
Section Fund Balance as of March 31, 1993	\$ 4,846.32
EDUCATION FUND	
Balance as of Jan. 1, 1993	\$ 4,105.43
1. Income (Jan. 1 - March 31, 1993)	
Member Contributions	751.00
Product Show	0.00
Golf Tournament	0.00
Interest	31.25
Total Income	\$ 782.25
2. Expenses (Jan. 1 - March 31, 1993)	
Vendor/golf postage	43.50
Vendor/golf printing	299.94
Student section meeting cost	30.00
Total Expenses	\$ 373.44
Balance as of March 31, 1993	\$ 4,504.14
<i>Respectfully Submitted, David F. Allyn, Treasurer Michigan Section, ITE</i>	

**CONFERENCE SCHEDULED ON
 CHILD PASSENGER SAFETY**

Workshops for volunteers, medical providers, health care workers and other interested people on child safety seat availability, Michigan's child passenger safety law, special needs safety seats, child safety seat distribution to target audiences, and child safety seat loaner programs will be held at the Holiday Inn South in Lansing on October 5-6, 1993. The conference is sponsored by Michigan State Safety Commission, Michigan State Medical Society, AAA of Michigan, Michigan Hospital Association, and the Traffic Safety Association of Michigan. Registration information is available by writing: Office of Traffic Safety, Michigan Department of State, 208 N. Capital Ave., Lansing, MI 48919-2222 or by calling (517) 373-7600.



Michigan Conference on
 Child Passenger Safety

October 5-6, 1993
 Holiday Inn South
 Lansing, Michigan

MSU STUDENTS PRESENT PAPERS

by Victoria Holland

One of the features of the March, 1993 Technical Session was the presentation of papers by Michigan State University students.

Mr. Gary Piotrowicz presented his paper "Evaluation of Traffic Signal Warrant 1 and 2 using NETSIM." He pointed out that warrant threshold values have been carried forward in the MMUTCD for many years and really have no scientific basis. Using NETSIM, he concluded that, under certain conditions, many intersections that satisfy MMUTCD warrant criteria would actually experience far less delay if the intersection were to remain with stop control.

A second student paper was presented by Mr. Gil Mosseri and Mr. Tom Nelson. Their paper, "Sight Distance at Intersections," involved recording sight distances from specific stopping positions at randomly selected rural intersections. Their research showed that, in most cases studied, sight distance was very limited at the point where stop signs are located but increased to unlimited distances at points two feet away from the edge of the roadway. Conclusions represented various methods for improving sight distance at rural intersections, including road right-of-way mowing programs, building restrictions or setbacks, and revised legislation or better education of the motoring public as to where a driver is to stop.

(Ms. Holland is Assistant Engineer of Traffic Operations for the Wayne County Division of Roads and a Director of the Michigan Section).

MICHIGAN SECTION VOLUNTARY FUND

Donors as of March, 1993

The ITE Michigan Section Voluntary Fund was created by the Section Board for the purposes of:

- Providing free attendance at Section meetings for student members;
- Providing awards for student paper competition;
- Providing assistance for defraying student costs to attend ITE or TRB national meetings;
- Providing a student scholarship fund

The following members have contributed for 1993 to date: Harold Abbott, Karen Ajluni, Dave Allyn, Leo L. Arens, Rodney L. Arroyo, Michelle Barnes, Donald Berry, Ross Bremer, Robert Briere, Larry Brown, Katherine Buehler, Stephen Conradson, Leo Davies, Susan Dickenson, Judd Doyle, Robert Durgin, Nejad Enustun, Sgt. John Fody, Louis Gensley, Michael Gorly, William Hartwig, Robert Hicks, Richard Hodges, Victoria Holland, Gerald Holmberg, Dwight Hornbeck, Sunny Jacob, Harold Jentzen, Brett Kach, Robert King, Karl Kleitsch, Michael Kobran, Dr. Lidia Kostyniuk, Samuel Lawson, Jr., Stanley Lingeman, Tom Maleck, Robert Mansell, Joseph Marson, don Mercer, David merchant, Joseph Meszaros, James Neve, Kenneth O'Berry, Rise Rasch, Dr. Thomas Reel, Bradley Strader, Gregory Walk

What we give of ourselves to those who follow us in our profession is a recognition of the assistance that we received and a commitment to our profession's future.

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FLINT TECHNICAL SESSION, FEBRUARY 4, 1993

The February, 1993 technical session of the Michigan Section of ITE was at the Holiday Inn at I-75 and Hill Road just outside of Flint where those members in attendance heard some timely and provocative presentations. They are summarized below for those who did not attend:

Access Management Policy in Ingham County

Dave Sonnenberg, Director of Traffic and Safety for the Ingham County Road Commission did the presentation. He was assisted by Mike Labadie, Principal Associate and Michigan Office Manager for Barton-Aschman Associates. Dave is a graduate of Michigan State in Civil Engineering and has a masters degree from Wayne State in Public Works Administration. Before he joined the road commission, he was with the cities of East Lansing and Farmington Hills. Mike is a graduate of Wayne State for both his bachelor's and master's degrees in civil engineering. Before joining Barton-Aschman, he worked for the Oakland County Road Commission, Professional Engineering Associates, Goodell Grivas, and Lawrence Technological University.

The old access standards of the Ingham County Road Commission went back to 1970 and it was therefore no surprise when the Board of Commissioners asked Dave Sonnenberg to update those standards. Ingham County has seen quite a bit of growth since 1970 especially in Meridan and Delta Townships in the Lansing urban area. In the old standards, for example, there were no lane standards for ingress or egress.

The new standards cover traffic signals, appeal procedures, and impact studies. Barton-Aschman Associates, Inc., of Michigan was asked to prepare them for the Road Commission. According to Labadie, the objectives were as follows:

- incorporate many of the current practices and standards;
- incorporate practices not currently used but may be useful or necessary given the current direction of townships;
- assist the road commission in managing access;

Mike also described the various tasks in completing the project for Ingham County.

Dave Sonnenberg stated that there were some hard questions that the board had to tackle before they could adopt the new standards which they still had not done as of the meeting. Some of these were whether to restrict rural residential driveways because of the sight distance liability and how to communicate with developers and township planning commissions.

Travel Behavior Issues in the 90's

Carmine Palombo, Director of Transportation Programs for the Southeast Michigan Council of Governments, has his degree in civil engineering from the University of Detroit and has worked at SEMCOG for 17 years. Carmine did a presentation comparing travel behavior issues from the 1980 and 1990 censuses. He pointed out the following sobering facts:

- Single-occupants vehicles increased from 64% to 73%
- There was a 15% decline in carpooling
- There was a five percentage point decline in transit as a travel mode

Carmine indicated that there were now two predominant travel movements evident. One is the expected downtown-suburban movement. The other is the growing suburb-suburb movement. He said that the transportation profession would have to come to grips with their expectation versus the desires of the travelling public. Carmine also distributed copies of *New Perspectives in Commuting* based on early data from the 1990 census and published by the Office of Highway Information Management, Federal Highway Information.

1993 Accident Form- Its Impact on Engineering and Law Enforcement

Shawn Sible of the Office of Highway Safety Planning gave a status report on the recent revision to UD-10, the State Traffic Crash report. Shawn graduated with a BS in Business Administration from Central Michigan University where he studied information systems. He currently is the traffic records system coordinator for OHSP, who was charged in the Spring of 1991 to change the report for the following reasons:

- changes in roadway environment
- changes in vehicle types
- Federal guidelines
- a 7-8 month delay in the database
- getting accurate data from the investigating officer
- truck crashes

The process involved contacting engineers, insurers and police agencies. A goal was to have the forms scanned for data input. The local agencies hated the first revision in 1992. There were a lot of reactions. The result was the 1/93 revision where the major change is the addition of the diagram, a check-off for damaged public property, and a tow-to box.

Sible stated that the data backlog is now down to 26 days compared to the former 7-8 months. Training has been provided for law enforcement officers on a continuing basis - not just at the academy. There is now also a loose-leaf manual for assistance in filling out the form and better communication between police and engineers. Some monitoring of the reporting is being done to impact the training.

1993 Accident Form: Implications for Data Analysis

Tapen Datta, a professor at Wayne State's Civil Engineering Department, headed the engineering committee for revising the UD-10. He noted the following problems with the old form: difficult to read, subjective, required extensive writing, fostered inconsistent reporting, complicated data processing.

Tapen indicated the new UD-10 was designed to address these problems. He also stated that, since 1971, Michigan has had all their highways covered by the reporting system. The only other state believed to be able to make that claim is North Carolina.

Michigan Section - Institute of Transportation Engineers 1993 Meeting Schedule

DATE	LOCATION	HOST	COMMENTS
Sept. 19-22	The Hague Netherlands	International ITE	Annual Meeting
Sept. 9	Saskatoon Alto	Jere Meredith	Golf/Dinner
Oct. 21-22	Columbus, OH	Ohio Section	District III Annual Meeting
Nov.	Grand Rapids		Lunch/Technical Session
Dec. 9	Metro Detroit		Lunch/Technical Session Section Annual Meeting

Michigan Section - International Municipal Signal Association

DATE	LOCATION	HOST	COMMENTS
July 24-30	Norfolk, VA		International Meeting
Oct. 4-8	Cadillac	Board of Directors	Certification
Dec. 2	Detroit	Carrier & Gable	Annual Meeting

IN MEMORIAM

LEIGH CHIZEK

1942-1993

Leigh Chizek, Vice President of McNamee, Porter and Seeley, Ann Arbor, former Ann Arbor City Engineer and Assistant City Administrator, and a Federal-Aid Engineer in the Local Government Division of the Michigan Department of Transportation in Lansing, died April 10, 1993 of a heart ailment. The funeral was held April 14, 1993.

Leigh was a familiar person to many ITE members and was a member of the International ITE. He was a registered professional engineer in Michigan. While at McNamee, Porter and Seeley, he worked on the Brighton-196 interchange design, the south Lyon downtown bypass, and City of Wixom road work. He is survived by his wife Mary, two sons and a daughter, as well as his parents, three brothers, four sisters and a grandson.

The Michigan Section of ITE extends its condolences to the family of Leigh Chizek, who was a credit to our profession.

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SAVAGE NOMINATED FOR
DISTRICT 3 DIRECTOR

William Savage of Lansing, a Michigan Section member and head of William F. Savage PE, Traffic Engineering Consultants, has been nominated to be the Director of ITE District 3, replacing John C. Niehaus of Ohio whose term expires at the end of 1993. Nominations closed May 15, 1993, and all International ITE members residing in district 3 (Michigan, Ohio, Indiana and West Virginia) are entitled to vote.

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