



Carrier & Gable, Inc.

Serving Michigan Since 1945

Representing The Finest Manufacturers Of
Traffic Control And Highway Safety Products In The Industry

Supplying

Traffic Control

Internally Illuminated & Fiber Optic Signs
Steel & Aluminum Poles • Mast Arms
PC Base Traffic Control Systems
Signals • Controllers • Brackets
Advanced Detection Systems
Traffic Counters & Classifiers
Priority Control Systems
Speed Display Trailers

Highway Safety

Impact Attenuators
Sign Support Systems
Flexible Delineators
Paint & Paint Machines
Pavement Crack Sealing Materials
Arrow Boards • Roll Up Signs Systems
Pavement Marking • Changeable Message Signs
Water Filled Barriers • Truck Mounted Attenuators

And More....

(248) 477-8700
(248) 473-0730 • Fax

24110 Research Drive
Farmington Hills, MI 48335

Michiganite



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

Letter from the President

Hello, this is my first letter to the members of the Michigan Section of ITE. I want to thank the members and the Executive Board members for helping me get to this position. I hope that the Section can continue the good work it has achieved in the past. With the continued help and hard work of the Executive Board, the Editor of the Michiganite, the Technical Programs Chair, the other Committee Chairs, and the members, I am confident that we can.

In the first letter, it is usual for the President to speak of the goals and hopes for the coming year. My goals are similar to those of my predecessors. High priority will be given to the continued growth in the Sections contributions to the Education Fund, which will enable our Section to support transportation students and student chapters. Another priority is to continue improvements in the quality and timeliness of the Michiganite. We need to work towards improving the Section the technical sessions of by providing a good mix of topics and speakers for the members. And I hope to be able to attract new Section members who are members of National but don't know we exist.

The section has to be proud of the status of our Education Fund. As of

the end of 1998, there is a balance of \$42,723.17 at national. This balance brings us closer to a long standing goal of being able to endow the scholarships and prizes that are available to students in our chapters. I want to thank each of you for your generosity and support through voluntary contributions, the education fund benefit golf outings, volunteering of time, and other actions that you have made that has been and continues to be critical for our ability to assist transportation students. Of course the hard work of Vicki Holland and the rest of the Education Fund Golf committee has been essential for the continued success of our Education Fund. It was wonderful to play golf in warm sunny weather at Marion Oaks.

The work that has been done in the past year through the efforts of the editor Shirley Wollner, past director Lori Swanson (now Secretary), past president Tim Haagsma, and others who have contributed articles and ideas have made great improvements to the Michiganite which will be hard to equal let alone better. I want to ask all of you to think about what you are doing, or have seen that could be contributed to the Michiganite as articles, photos, or ideas. Please send these to Shirley for use in the Michiganite. It is, after all, your



Jon Start - Michigan Section President

publication and your contributions will help us to continue to provide a quality newsletter. Shirley's phone number and email address are listed inside this newsletter.

Our section puts on very good technical sessions with topics that touch on a wide range of traffic, transportation, construction, and planning issues. I want to continue to be able to put on technical sessions that are as good as the ones we have had in the past. We are lucky that Technical Programs

Continued on page 10

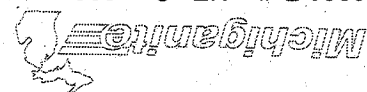
CONTENTS

Letter from the President	1
Membership News	3
International V. P. Candidates	4-5
ITEList Server	6-7
Arthur C. Gibson Award	8
Michigan Section 1999 Calendar	11
IMSA 1999 Calendar	11

Richard F. Beaubien
Transportation Director
Hubbell, Roth & Clark, Inc.
P.O. Box 824, 555 Hulet
Bloomfield Hills, MI 48303-0824



2920 Fuller NE, Ste. 206
Grand Rapids, MI 49505



BULK RATE
U.S. Postage
PAID
Grand Rapids, MI
Permit No. 793

1999 EXECUTIVE BOARD

1999 COMMITTEE CHAIRPERSONS

President
Jonathan R. Start
City of Kalamazoo
Public Services Department
Fax: (616) 337-8612
(616) 337-8533

Vice President
Mark W. Bott
State of Michigan
Department of Transportation
Traffic and Safety Division
Fax: (517) 335-2625
(517) 373-2330

Treasurer
Kevin P. McCarthy
City of Farmington Hills
Department of Public Services
Engineering Division
Fax: (248) 473-9590
(248) 474-5925

Secretary
Lori Swanson
Hubbell, Roth & Clark
Fax: (248) 338-9241
(248) 338-2592

Director
David Sonnenberg
Ingham County Road Commission
Fax: (517) 676-9722
(517) 676-2085

Affiliate Director
Ronald L. Dressander
City of Wyoming
Department of Public Works
Fax: (616) 249-3470
(616) 249-3434

Past President
Timothy J. Haagsma
Kent County Road Commission
Fax: (616) 242-6923
(616) 336-4397

Program:
Jon Start
(616) 337-8612

Technical Program:
Matt Simon
(313) 961-3330

Nominating:
Vicki Holland
(734) 955-2158

Technical Projects:
Lori Swanson
(248) 338-9241

Membership:
John Friel
Fax: (313) 791-8567
(313) 791-8572
jfriel@earthtech.com

Legislative - State:
Gerald Martin
(313) 965-0311 ext. 222

Legislative - Federal:
Thomas Krycinski
(517) 334-5202

Awards:
Dave Allyn
(810) 858-4832

Michiganite:
Shirley Wollner
Fax: (616) 363-8181
(616) 363-5656
swollner@wadetrim.com

Audit:
Bill Hartwig
(517) 332-3329

Education/Scholarship:
Bill Savage
(517) 482-0854

Student Chapter:
Bill Savage
(517) 482-0854

1999 Michigan Section Calendar

<u>Date</u>	<u>Location</u>	<u>Type</u>	<u>Host</u>
March 11	Lansing	Tech. Session	Ken Johnson (517) 335-2231
April 22-23	Columbus, OH	District III	Ohio Section
May 27	Howell	Education Fund Golf Outing	Vicki Holland (734) 955-2158
July 15	Lansing	Tech. Session	Tom Maleck/ Tom Krycinski (517) 353-6448/353-9782
August 1-4	Las Vegas, NV	National Annual Mtg.	National ITE
September 16	Deer Run G.C. Lowell	Golf Outing	Ron Dressander (616) 249-3470
October 21	Grand Rapids	Tech. Session	Pete LaMourie (616) 361-2664
December 9	Farmington Hills	Annual Meeting/ Tech. Session	Kevin McCarthy (248) 473-9590

Deadline for article
submission for the next
issue of Michiganite is:
Friday, May 28.

Please send any phone, fax, or address changes to:

Joe Marson, P.E.
Barton-Aschman Associates
211 West Fort Street, Suite 300
Detroit, Michigan 48226
Phone: (313) 965-8351

IMSA 1999 Meeting Dates

International Municipal Safety Association

March 4	Technical Meeting	Lansing
May 6	Technical Meeting	Grand Rapids
August 14-20	National Conference	Hamilton, Ontario
October 4-8	Certification School	Cadillac
December 2	Annual Meeting	Detroit

President's Column,
Continued from page 1

Chair, Matt Simon from HNTB has volunteered to continue to serve this year in arranging for speakers for most of our technical sessions. He has done a great job in what is arguably one of the more challenging chair or executive board positions. If you have ideas on topics, speakers, or want to make a presentation at a technical session please let Matt or a board member know. Your ideas and contributions will help the sessions be applicable to your interests. Attendance at technical sessions has been good and we want to keep them up by providing good programs. Matt's phone number is listed inside this newsletter.

There are two particular topics that you will hear more of in the coming year, students and direction for this section. Concern about attracting students to the transportation engineering field and maintaining good programs in our universities has been raised by Dr. Maleck. He is concerned

that there is a decline in interest among younger faculty and the students in transportation fields. Because of the good job market fewer students go into graduate programs. I don't know what the answers are but we must look at ways to promote our field and be available to encourage interest from students so that the trend can be reversed. I have felt that if I kept my name and actions out of the newspaper that I was doing my job well. Maybe we need to let more people know of the type of things that we are doing for the general public.

During the February technical session, Vice President Mark Bott led a discussion with the audience raising questions about whether the membership is happy with the current technical sessions and activities of the Section. Input was solicited and received concerning types of topics at technical sessions that people would like to see. Such feedback will be helpful for the board to use in

planning future technical sessions, in broadening our contacts, and in reaching students. Please feel free to talk to any board member about ideas for the section.

One example of the board's reaction to section wishes is the Family/Friend outing. The board has tried in the past two years to test the idea of a family/friend more social / less technical event because we had heard that there was an interest in such an outing again. Outings at the Lugnuts/Whitecaps baseball games were set up. Attendance was poor both years. Based on the past turnout, the board has decided not to put on such a session this year.

I better stop for now. Please remember to vote for District 3 Director. This is the first year in memory that there are two candidates to choose from. See you in Lansing on March 11, 1999.

Treasurer's Report - Executive Board Meeting
Flint, MI
February 11, 1999

Section Fund Balance		\$ 6,813.701
Section Regular Fund Balance	\$6,329.26	
Education Fund Balance	-\$ 600.00	
Incident Management Fund Balance	\$1,084.44	

Education Fund at National Balance (as of 12/31/98) \$42,723.17

ACTIVITIES JANUARY 1, 1999 THROUGH FEBRUARY 10, 1999

Income - Section		\$ 618.23
Dues	\$ 663.00	
Interest	\$ 88.20	
MichiganITE ads	\$ 595.00	


Expense - Section		\$ 877.08
MichiganITE Printing & Mailing	\$ 877.08	

Income - Education \$ 00.00

Expense - Education \$ 00.00


Submitted by Kevin P. McCarthy, Treasurer
Michigan Section-ITE

248/788-0270
Fax: 248/788-2152



RED, COOL & MICHALSKI, INC.
Traffic & Transportation Engineers

Stanley D. Cool, P.E. 33481 Fourteen Mile Rd. • Suite 50
President Farmington Hills, Michigan 48331



CARSONITE
INTERNATIONAL


9719 Old Cannon Road
Richmond, VA 23237
Phone/Fax: 804-778-7775
Corporate: 1-800-648-7974
Pager: 800-918-4189

Paul DuBay
Regional Sales
Manager

MEMBERSHIP NEWS

New Members

- Annette Alvir - Regular Member
- Tim Gates - Student Member
- Raymond O Severy - Regular Member



HUBBELL, ROTH & CLARK, INC.
Consulting Engineers

Municipal Consulting, Water & Wastewater Systems,
Combined Sewer Overflow Control, Industrial Services,
Environmental Engineering, Transportation Engineering,
Wetland/Watershed Management Services, Surveying

Bloomfield Hills, MI Detroit, MI Troy, MI
248-338-9241 313-965-3330 248-589-8247
www.hrc-engr.com



Sheldon I. Pivnik

Candidate for ITE International Vice President

8300 S.W. 105 Street
Miami, Florida 33156tel. (305) 595-2979 fax. (305) 270-9641
email. sipivnik@compuserve.com

Challenges of the Future

I have been a member of the ITE for more than 30 years. During this time I have served on many committees, represented the ITE on the National Committee for Uniform Traffic Control Devices and the National Committee for Uniform Traffic Laws and Ordinances. I have served as Department Head of Department 1 of the Technical Council, Chairperson of the Expert Witness Council, Member of the Coordinating Council as well as other leadership and participating positions. For more than 35 years I have been an Urban Traffic Engineer with the last 30 years as an Administrator of large Traffic Engineering Divisions. Presently I serve as Legal and Forensic Engineering consultant

Since I joined the Institute, membership has grown from 2500 to over 14,000. More than ever leadership is a key to the continued growth of the ITE and the continuation of the supply of appropriate services for the membership.

I offer a unique background for leadership to the ITE. I have a business degree in management and organization. I bring this ability with related courses in management, business structure and accounting to the Board of Direction. I also have a law degree. In getting this type of degree you have to develop a thought process that allows you to identify all issues on both sides of a problem, and of course the ability to identify the problem itself. After all no problem can be solved until it is first identified.

And I am an engineer and I have spent almost my entire career as a local government traffic engineer. My engineering background is electrical. This gives me a unique perspective in the problems facing the transportation profession, particularly in the coming millennium.

As an elected officer and a member of the Board of Direction it is my intention to expand the International aspect of the ITE. The program I will propose will also have an ancillary effect on improving District, Section, Chapter and Student Chapter involvement.

It is my intention to establish a *non-member* funded trust fund to support the two way transfer of technology between our U.S. members and our non-U.S. members.

This fund will support the bringing of non-U.S. members to the United States to attend conferences, technical sessions, programs, and to meet with student chapters to update us on their new technologies and their experience with technological advancements in traffic and transportation. This fund will also be used to send U.S. members, including students, to other countries on fact finding missions to learn first hand what is happening in new technology available for our field.

It is also my intention to establish a *Bridging the Gap* program for our student members who have recently graduated and entered our profession. This program will bridge the gap between the academic world and established job market. While our new graduates are technically qualified they must be introduced to the real world.

They should be trained in dealing with public officials and clients, trained in public relations, and trained in business techniques. This program will accomplish all of this.

If you have any questions or suggestions please feel free to contact me at:

tel. (305) 595-2979 fax. (305) 270-9641
email sipivnik@compuserve.com

INTRODUCING

Vantage One™





- *Easy to install and use*
- *Economical single approach system*
- *Ideal for temporary or permanent applications*
- *Flexible... easy to modify detection zones*
- *Alternative to loops*

Please contact Dan Carrier at Carrier & Gable
(248) 477-8700 for more information.

Wade-Trim

Your Infrastructure Partner



Specializing in traffic and transportation services

800.931.9135
www.wadetrim.com

Dave Merchant receives Arthur C. Gibson Award

Michigan Section Past President Tim Haagsma presented Dave Merchant with the Arthur C. Gibson Award for Outstanding Service. The presentation took place at the January Technical Session which was held in Flint.

Dave has been an active member of ITE since 1962 and became a Life Member in January 1996. He was a Charter Member of the North Carolina Section and served on various committees there and in Washington D.C. He was elected as Director of the Michigan Section in 1975 and then proceeded through the leadership ladder to President in 1980. He was one of the ITE representatives that served on the Advisory Committee for the development of the handbook "Evaluating Traffic Impact Studies". He currently serves with Bill Savage in evaluating student paper submissions. He is the District 3 Section Activities Coordinator.

Dave retired from the Federal Highway Administration in 1988 after a 36 1/2 year career in that organization. Since retirement he has been engaged in traffic engineering consulting on a part time basis.

The Arthur C. Gibson Award is presented in recognition of Dave's outstanding contributions to the Michigan Section and the Institute in particular. The Members of the Section acknowledge his contribution toward the improvement of the transportation engineering profession by virtue of his commitment of private time and his extensive effort in promoting the awareness of the Organization and the profession.

Congratulations Dave!



Tim Haagsma (l) presenting the Arthur C. Gibson Award to Dave Merchant (r)

STEVEN GAYLE CANDIDATE FOR ITE INTERNATIONAL VICE-PRESIDENT

As a candidate for the prestigious office of International Vice-President of ITE, I bring a breadth of recent experience in many aspects of the Institute, a depth of knowledge of ITE operations, and a passion for service to ITE. This background will benefit the membership by enabling me to effectively assume the duties of the office without having to learn the basic policies, procedures, and practices of the Institute. My service to ITE includes:


- **International Board of Direction:** 1993-95; Budget Committee 1993, 1995
- **District 1:** Chair 1998, Vice-Chair 1997, Secretary/Treasurer 1996
- **New York Upstate Section:** Newsletter Editor, 1988-1991; Section Director 1991-92
- **International Policy & Legislative Committee:** Chair 1998-99; Vice-Chair 1996-97
- **Transportation Planning Council:** Executive Committee 1997-99; member since 1990
- **Transportation Safety Council:** Member since 1995
- **Public Agency Task Force:** Charter member, 1998-99
- **Author:** ITE *Transportation Planning Handbook, 2nd ed.*, Chapter on Urban Planning, 1998

My goals for ITE are founded on a core principle: all proposed programs, products, and services are to be evaluated against the standard of helping our members do their jobs better and attain their professional goals.

- **A focus on system management and operation.** This new perspective puts traffic engineers at center stage.
- **A continued focus on safety.** ITE needs to help members convey to the public the value of our work in designing and operating safe facilities.
- **A focus on partnerships.** From ITS to harmonization, our jobs require us to build effective partnerships with public agencies and private stake holders.
- **A focus on professional growth.** ITE must continually enhance training opportunities for members.

I have spent my entire career in public service, and have been the Executive Director of the Binghamton (NY) Metropolitan Transportation Study since 1985. I am proud that BMTS received the 1998 National Award for Outstanding Achievement in Metropolitan Transportation Planning from the Association of Metropolitan Planning Organizations. The skills involved in running a premier MPO will benefit ITE: developing plans that reflect realistic choices, communicating ideas effectively, building consensus, and making decisions.

STEVEN GAYLE for International Vice-President...experience, knowledge, ideas, and a passion for service.
Input is welcome: BMTS, PO Box 1766, Binghamton NY 13902-1766...fax 607/78-6051...email bmts@spectra.net



W. Merv Teague
Senior Account Representative
Highway Safety Products
State Markets

**3M Traffic Control
Materials Division**
3130 Lexington Avenue South
PO Box 33211
St. Paul, MN 55133-3211
800 686 6174 Voice Mail
810 356 1652 Fax

WILLIAM F. SAVAGE P.E.
Traffic Engineering Consultant

2224 Tulane Dr.
Lansing, MI 48912
(517) 482-0854

*Expert Testimony
Traffic, Parking & Safety Studies*

In a dilemma?? Find what others around the Country are doing.

By: John K. Abraham, PhD, Traffic Engineer, City of Troy

I would like to introduce to the MichiganITEs, a great resource for traffic/transportation engineers to get answers to your questions/dilemmas from all over the country and in fact from all over the world. The Traffic Engineering Council with the National ITE is maintaining a discussion group on a List Serve. The List Serve is a network of e-mail addresses through which you can reach numerous other traffic engineers. For example, I had a question about how to handle requests for unwarranted STOP signs, I sent the question to the List Serve address (itetraffic@lists.io.com), and within minutes I had advice and experience of number of traffic engineers from all over the country. I received in excess of 25 replies to my question all of which related their experiences and their recommended practice. Once you subscribe to the List Serve, you automatically get a copy of the questions posted by others and the replies that were received. This provides a tremendous resource for all practicing traffic engineers. My observation has been that in the past the involvement of Michigan ITE members has been limited and would encourage you to make use of this 'free' service that I have found to be very useful. For those who are not in this network, you can join by sending an e-mail message the text of which should be subscribe ITE Traffic send it to majordomo@lists.io.com you need not give a subject in the subject line. There is also a searchable archive of past messages at a webpage maintained by Penn. State University. The address is <http://www.clubs.psu.edu/ite/> which is also a good resource to check what discussions went on in the past. I hope you will find the experience as enjoyable as I have found it to be.

An example question and the answers follow:

ORIGINAL QUESTION

I presume that all of us get swamped by requests for STOP signs by persistent citizen, who think these signs will reduce speeds and enhance their children's safety. I also think a majority of all these sign-requests do, not meet warrants, and we get into this business of making 'more enemies' (!!) when we reject these requests.

Has anybody tried to pacify these requests by say, a YIELD sign instead, assuming, it may be much easier to justify one of these in court if required, when compared to a STOP sign? Is this better than even being forced to put up an unwarranted sign (the "P" warrant?)

Or has anybody found a good strategy to ward off these requests?

From: Jerry.Christensen@dot.state.mn.us

Signing by politics equates to designing by politics - 'Tain't right! A gravel road that approaches a paved road deserves a YIELD sign and IS DRIVEN as though the existing STOP sign read YIELD. Some out of state counties have realized this and replaced STOP signs with YIELD signs, in these locations. When the locals complain about fast drivers, some Traffic Engineers install a stop sign to appease them. Minnesota also has 4 way STOPS in the middle of corn fields - common sense does not always prevail. This response hasn't answered your question. It did tell you that others have similar opinions.

From: kwatkins@CI.Cambridge.MA.US

I do not know if this answers your question, but I will give it a try. Here at the City of Cambridge unwarranted stop sign and signal requests are what started the push for our traffic calming program. Previously, the only tools residents had to deal with speeding traffic was stop signs. We are trying to get them to look at the traffic calming tools as a better solution to the problem. Until we

Continued on page 7

Continued from page 6

give residents a better tool, they will focus on stop signs and signals to address the speeding issue. Kathy

From: Gary.L.LUDEKE@ci.eugene.or.us

John, I am totally against installing a YIELD sign as a pacification for a STOP sign request! Here in Eugene, Oregon we adhere strictly to the MUTCD in this matter. We do, however, have a number of YIELD signs that have been in place for 20 or 30 years or more. Some of them may have been installed inappropriately or conditions may have changed at the intersections. We are just starting a program to review all of our YIELD signs to determine their applicability. Those that are inappropriate will be removed and, where needed, replaced with STOP signs.

From: CIVSLCI15#c#CIVSLCI15.I15PO#c@sverdrup.com

A two-way stop is not hard to justify, based on traffic volumes, street classification, sight-distance, accidents, etc. A four way stop is a little tougher. While TE at Mesa, AZ, and Tampa, FL, we actually put in a "system" of stop signs on collectors (at roughly 2 block intervals), where the net effect was lower speeds, lower volumes, and fewer accidents. The bypass traffic bypassed the short-cut, as it was no longer an attractive alternative. The result was that you eliminated the top edge of the speed curve, lowering the curve for the remaining drivers, and more importantly, the complaints stopped. I went to a VA DOT presentation at TRB this year, where the results were exactly the same. My experience w/Yield signs is that they are not obeyed and not very useful except in unusual situations, and I replaced most of them w/Stop signs. The compliance (to giving up the right of way) increased. There are other tools to neighborhood traffic control. The City of Portland, OR, has probably one of the most comprehensive processes around.

From: jhibbard@juno.com

Up until about 4 years ago we were swamped by requests—and the political decision—to put up unwarranted multi-ways, especially in residential neighborhoods. Our Commissioners agreed to our proposing a policy, and in summary, it's to use MUTCD warrants for collectors & arterials, but a "point" system, taking into account volumes, accident experience (rare), and intersection sight distance. As volumes and accident experience (correctable) increase and sight distance decreases, points are earned. When the points total up 5, that warrants a residential multi-way stop. We "give away" remarkably few unwarranted ones anymore - the policy was a help for us (obviously) and for our Commissioners, as they were tired of the "no policy" situation.

From: afischer@interpath.com

Rather than to continue to fight requests for 4-way stops, here in Greensboro we have adopted a 4-way stop sign policy that is more permissive in the placement of 4-way stops in residential areas. In addition to the MUTCD we consider the following criteria on low volume streets for placement of a 4-way stop:

1. Intersections with non-removable sight obstructions.
2. Intersections of low volume streets that meet all of the following conditions:
 - a. Total vehicular volume entering the intersection from all approaches averages a minimum of 100 vehicles per hour for at least any 4 hour period during a typical weekday.
 - b. In addition to the vehicular volumes specified in (a), the vehicular volume entering the intersection from the minor street or streets for the same four hours averages at least 25 vehicles per hour.
 - c. Both streets have residential frontage and existing posted speed limits of 35 MPH.
 - d. Neither street is classified as a major or minor thoroughfare by the City of Greensboro or the NCDOT.
 - e. Neither street is wider than 36'.
 - f. No existing stop sign or traffic signal is located on the free-flow street within a distance of the proposed stop location.
 - g. The intersection legs extend at least 600 feet away from the intersection.
 - h. The total volume of the non-stop street does not exceed 3000 VPD.
 - i. The proposed multi-way location fits within an identified system plan.

The above policy was based on a similar policy that the City of Brentwood Tennessee adopted.