Michiganite

SUMMER 1987 VOLUME XXII, NUMBER 2

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

Cooperation Builds New Traffic Records System

PRESIDENT'S COLUMN

FROM THE DESK OF . . .

DONALD WIETELLA

Ruth W. Stidger, Editor of "Better Roads", recently stated in an editorial, "The People of the United States own four million miles of roads. About $10 billion is spent per year maintaining these roads." It was not the miles of roadway nor the maintenance cost that caught my eye. It was the idea of the citizens of our country owning the roads. No one can argue that public ownership of property is comparable with the rights and duties of private property ownership. There is, however, increasing arguments on the necessity of citizen input in the planning, design and construction of our public owned road system.

Transportation professionals have a long history of not involving citizens in project development. Officials have a feeling that public involvement would be a waste of time. The public would not understand engineering principles and decisions and any attempt to relate the logical sequence of a project would not be accepted. Because of this rational, there is a lack of an organized system to provide information to the public. The uninformed public is left with a poor impression of the general operation of an agency or the specific needs of a particular project.

Citizens today are more organized, more vocal, and educated as to who is the right contact person for action. Highway projects are under closer public scrutiny with engineering decisions being questioned and alternate proposals being suggested and even demanded. Citizen groups are heady with fresh won

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State departments and local users are cooperating to create a modern traffic records system for the state of Michigan. While the entire traffic records system spans several departments as well as local user systems, the focus of input and output processing is part of the Department of State Police. The Michigan Accident Location Index reports as well as other reports prepared by the Traffic Services Division of MSP are a tool that is familiar to transportation engineers and to other members of the traffic safety community. Key components of the accident processing system need to be repaired or modernized.

Last fall, faced with a shortage of personnel and an increasing backlog of unprocessed accident reports, the Traffic Services Division met with state and local users of accident information to discuss the possible elimination of property damage accident processing. This step would have brought accident processing demands in line with available resources, but at the price of reduced accident information. Statewide users of accident data issued a resounding "no" to a reduction in the processing of this data.

In order to initiate a beginning dialogue between the Department of State Police and users of accident information and to facilitate changes in the accident processing system, the Michigan Office of Highway Safety Planning (OHSP) began the process of formalizing an accident records user group. OHSP hosted a meeting of many of the state and local users of accident information on October 17, 1986, at the new Radisson Hotel in Lansing. As part of this organizational effort, OHSP surveyed user needs for traffic accident information and associated system tools. Subsequent to this a Steering Committee, chaired by Ms. Karen Tarrant, Director of the Michigan Office of Highway Safety Planning, was formed to oversee the process of defining and formalizing the user group. The committee of the whole met again on January 14, 1987, and approved the Steering Committee's role and objectives. The Steering Committee then established membership, formed committees and work groups, defined the

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MICHIGANITE

Official Publication of the
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MICHIGAN SECTION - ITE
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RECEIPTS:	Dues	624.00
	Interest	153.60
	Meetings	1,442.00
	Michiganite Ads	100.00
		$ 2,319.60
EXPENSES:		
	Meetings	$ 1,269.19
	Michiganite	625.00
	Postage	464.46
	Printing	195.57
	Other	21.87
		$(2,576.09)
BALANCE:	June 29, 1987	$ 6,235.47

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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, Weldon Borton, 1014-B Montevideo, Lansing, Michigan, 48917 (Telephone (517) 321-5457).

INTERMODAL RATES UNIVERSITY PROGRAM

The California Maritime Academy believes it will be the first college or university in the country to offer a program leading to a B.A. degree in business administration with a specialty in intermodalism when it expands its academic program next fall. An academy spokesman said the program is designed to teach students how the various modes of transportation connect, and includes courses on marine, truck, rail and air operations, hazardous materials, and export/import regulations.

—Reprinted from "Handling & Shipping Management"

1987 MEETING SCHEDULE

Date	Location	Host	Event
Aug. 16-20	New York	Wiertella	National Meeting
September 10	Saskatoon	Meredith	Golf/Dinner
October 8-9	Toledo, Ohio	Ohio Section	District III
October 15	Battle Creek	Ken Tsuchiyama	Lunch/Technical Session
December 3	Metro Area	Kobran	Annual Meeting/ Technical Session

PRESIDENT . . . continued from page 1

victories over the "Bureaucracy in Lansing" or "City Hall." Traffic control device justification and installation are a primary rally point for citizens.

The answer is public awareness and education. We must do more to educate the public to our needs and the reasons behind decisions required in our operations particularly in the area of traffic control. This can be accomplished by speaking before civic groups, neighborhood organizations, school groups, etc. We can also furnish the media with feature articles and public service announcements. Transportation engineering today must include involvement by the public, the people who pay for and own the roads.

REFLECTIONS

The 10th Annual Product Display was conducted at the Southfield Civic Center on May 21. This was our first visit to this outstanding facility and it will not be our last. We set new records with 32 registered vendors (up from 24 in 1985 and 27 in 1986) and with over 300 visitors to observe the products. My compliments to Bill Savage and Bob Northrup for another outstanding show.

The District III annual meeting will be conducted in Toledo, Ohio, on October 8-9, 1987. Walther H. Kraft, International President, will be the featured speaker following the Thursday evening banquet. We will have an outstanding technical program. Please plan on attending as this will give you a great opportunity to congratulate the next International Vice-President, Dick Beaubien. Have a safe and pleasant summer. ■

ZILWAUKEE BRIDGE INVESTIGATION AND TESTING PLANNED

Two activities are underway that the Michigan DOT believes will confirm that the Zilwaukee Bridge is safe. First, the U.S. General Accounting Office is establishing an independent review board of engineers and other authorities knowledgeable about bridges. The group will review bridge construction and recommend any additional testing or studies that need to be done to determine the status of the safety of the bridge.

MDOT is planning its own testing program which will be certified by an outside organization, Construction Technologies Laboratories of Skokie, Ill. The tests will be the first to look at overall bridge strength rather than materials and parts of the bridge. It will be coordinated with GAO activities. A truck and trailer weighing about 260 tons that takes concrete segments onto the bridge will be used to measure the effects of live loads on the completed spans of the bridge. The tests also will provide benchmarks to serve as comparisons when testing is done in future years.

Right now, the bridge is getting its most severe safety test almost every day. Structurally, the bridge is weakest during construction when spans are only partially completed, yet it is now carrying loads far greater than it will ever carry when opened to traffic.

The huge steel girder equipment used to attach new segments to the bridge weighs 1,700 tons, and the tractor/trailer that carries segments to it weighs about 260 tons—a total of nearly 4 million pounds. To create the same weight in the same space on the bridge would require lining up 49 fully loaded 18-wheel trucks and trailers bumper-to-bumper across four lanes.

—Reprinted from Southeast Michigan Update

STROBE LIGHTS IN CONNECTICUT

In Connecticut, a novel work zone safety program includes the use of blue strobe lights, such as those used by the police, says William J. Huebner, of Connecticut Construction Industries Association, Inc. These lights are placed along the construction site.

The program was developed because it was impossible to be sure of enough police to handle construction traffic for Connecticut's 10 year, $5.5 billion transportation infrastructure renewal program. The program includes a major effort to repair all bridges, install Jersey barriers and, in general, work on all parts of the state's transportation system as needed.

On state and federal highways, the contractor in Connecticut has been required to use state police services, along with a cruiser and blue strobe light atop the cruiser. Motorists in the state know the strobe light means that a state trooper is ahead.

Under present policy, troopers must volunteer to do construction traffic. They cannot be assigned unless the project comes under a state of emergency. That policy, and the heavy schedule, resulted in a lack of state police volunteering to handle the work.

All of the signs in the world failed to halt the speed of traffic approaching a construction site, especially at night when the liquor outlets close, Huebner says. Working with the Connecticut Construction Industries Association, the Connecticut Department of Transportation and the Connecticut State Police agreed that a contractor can use blue strobe lights along the construction route. By statute, the light cannot be mounted on any vehicle except police and fire vehicles. Thus the state is using a blue strobe unit mounted on a tripod, with a one-cylinder generating engine. Using this non-vehicle-mounted strobe unit, motorists can see the intense light a mile away, believe that this means a policeman ahead, and slow down.

—Reprinted from July "Better Roads"

TRUCK SAFETY LAW EFFECTIVE JULY 1

Provisions of the Commercial Motor Vehicle Safety Act of 1986, which tightly clamps down on unsafe drivers of large rigs, took effect July 1.

Under the Act, employers will be held responsible for civil and criminal penalties of as much as $5,000 and/or 90 days imprisonment for knowingly allowing a driver who has more than one license or has had a license suspended, revoked or cancelled, to operate a vehicle.

The company remains responsible under this law even if it leases drivers from a third party.

In turn, drivers can be held liable if they fail to notify employers and the state that issued their license of any moving violations conviction, or suspension/revocation of the license. In addition, drivers will be required to supply prospective employers with information on their driving record over the previous ten years.

The requirements apply to any driver of a commercial truck with a gross weight exceeding 26,000 lbs., a bus carrying more than 15 passengers, and all drivers transporting hazardous materials, regardless of the size of the vehicle.

MAYFLOWER TO TAKE TRUCK SAFETY LEAD

Mayflower Transit plans to take the lead for trucking industry management to assume major responsibility for highway safety. Effective immediately, all new agent drivers operating on permanent lease to Mayflower will be required to attend driver training classes in Indianapolis, IN, regardless of previous over-the-road experience. Also, the van line is initiating a new, more stringent system of monitoring the operation of the entire nationwide van fleet, by carefully tracking and recording all safety inspections and logs.

—Two reprints form "Handling & Shipping Management"

MICHIGAN—A STATE OF HIGHWAY "FIRSTS"

Concrete roadways coursing through woods and farmlands are a taken-for-granted fact of life in a nation with the best highway system in the world.

So are the white centerlines that separate opposing lanes of traffic and the painted yellow lines that mark no-passing zones.

Four-way, three-color traffic lights are commonplace at busy intersections.

What they have in common is that all were conceived in Michigan, transportation "firsts" in the early decades of the 20th Century when the automobile came to the fore as the predominant mode of travel.

The Wayne County Road Commission built the world's first mile of rural concrete highway in 1909. It was completed in less than three months along Woodward Avenue between Six Mile and Seven Mile roads at a cost of $13,537.

Engineers and roadbuilders from far and near came to see how concrete stood up under the traffic of that period. The experiment was a success speeding the development of modern highways in Michigan and throughout the country.

Edward N. Hines, the far-seeing chairman of the road commission, came up with another innovation that has been called the most important traffic safety device in the history of auto transportation. He called it the "center line safety stripe" and it was simply a stripe of white paint down the middle of the road to keep traffic on the right side where it belonged.

The center stripe first appeared on narrow bridges along Rive Road near Trenton, Michigan in 1911 and then on all pavements in the county. Later it was adopted nationally.

Fred W. Green, who was governor of Michigan from 1927 through 1930, first suggested painting a yellow line on hardsurface highways with hills and curves having restricted sight distances. The State Highway Department tried out "Green's yellow line" in 1928 and liked it. So did motorists, who found it took the "guess and go" out of driving. Like the white centerline, the idea caught on nationally.

The world's first four-way traffic signal with red, green and amber lights appeared in 1920 at the intersection of Woodward Avenue and Fort Street in downtown Detroit. It was the invention of William L. Potts of the Detroit Police Department.

Later, he devised an electrical interconnection of the signals of 15 traffic towers so that they could be controlled by a police officer from a single location. The network was the forerunner of today's sophisticated electronic traffic control systems.

Appropriate to the automaking capital of the world, Michigan scored many other highway firsts. Among them:

1912--William B. Bachman Sr., of Detroit, a founder of the Automobile Club of Michigan, began marking roadside telephone poles in different colors to designate different routes. By 1920 he had banded 2,000 miles of Michigan highway poles. His work was the forerunner of a national system of uniform signing of highway systems.

1919—Herbert F. Larson, engineer-manager of the Iron County Road Commission, set up picnic tables in a forest preserve along US-2 in the Upper Peninsula. A state historical marker there cites it as the nation's first such roadside rest and recreation facility.

1922--The first practical highway snow plow developed in the United States was designed and built by Edward C. Levy, city public works superintendent in Munising. It was mounted on runners and consisted of two wooden wings, each 10 feet high and 20 feet long. The wings were retractable, permitting the plowing of a city street, county road or alleyway. Several Upper Peninsula cities bought the plows, but they became obsolete a few years later with the advent of rotary, angle and V-plows mounted on the front of trucks.

1923-1927--The nation's first intercity superhighway was an eight-lane divided marvel, built on an 18-mile stretch of Woodward Avenue between Detroit and Pontiac. It had a 40-foot median for public transit service.

1929—Using planks salvaged from old guardrail, Ionia County engineer Allan Williams built picnic tables and set them up along old US-16 in Ionia County. Soon they became a symbol of Michigan hospitality along the entire highway system, and other states followed suit.

1935--The nation's first permanent highway travel information center, built along old US-12 near New Buffalo, at the Indiana border, was the brainchild of State Highway Commissioner and later Gov. Murray D. Van Wagoner. The state's 11 such centers now host more than two million visitors a year, promoting Michigan's multibillion dollar tourist industry.

1952—The first five-lane highway was established in Detroit, allowing a center lane for left turns. It frees the other four lanes for through traffic and cuts down on rear-end collisions.

—By Tom Shawyer, Public Information Administrator, MDOT

HIGHWAY FUNDING PROBLEMS— T.R.I.P. REPORT

BACKGROUND: The Michigan Road Builders Association, on April 16, released a study reviewing highway needs in Michigan and comparing problems and revenues with those of the other Great Lakes States. It was prepared by The Road Information Program (TRIP) of Washington, DC, an organization of highway-interest organizations. The study concluded that Michigan should undertake a $565 million-a-year program annually for the next 10 years for resurfacing, reconstruction and bridge rehabilitation for its highways, roads and streets. Funds available last year were about $291 million, or $274 million less than the recommended level for repair of state and local roads. The TRIP report made no suggestions for steps to solve the revenue problem. It also did not address the need to increase the capacity of congested highways and support economic development.

STATEMENT: The Michigan Department of Transportation has another substantial highway improvement program scheduled for this year, but we agree that the needs continue to be far greater than the resources available to meet them. Without additional revenues, the gap between needs and resources will widen every year.

Actually, MDOT and local governments have done fairly well over the last four years in keeping pace with highway deterioration, thanks to state and federal tax increases in 1983 and the state/local bonding program of 1983-84. The problem today is that creeping inflation, federal-aid cutbacks and a relatively flat net gas tax revenue yield are combining to squeeze our buying power back to pre-1983 levels.

The TRIP report does a good job of describing the problem facing the public sector side of transportation today. But while the TRIP report facts and conclusions are valid, it addresses only the need for repairing our highway system. To compete effectively in a worldwide economy, Michigan also must be able to increase the capacity of congested highways and add new highways to support the tremendous private sector investments being made in Michigan. This means that the revenue needs are even greater than indicated by the TRIP report. For instance, the state highway program in 1986 amounted to $390 million with about $250 million spent for highway repairs and rehabilitation, but not all the needs were met.

MDOT's 10-year plan puts emphasis on taking care of the most important transportation needs first to provide the best possible service to the people of Michigan. By far the majority of the state transportation department's annual spending is on major highways that support our economy. We also help to plan and develop transportation systems that support economic development activities of the state's private sector.

What is needed to solve highway funding problems is a straightforward discussion of how to obtain the additional revenues needed. The Legislature is in the process of doing that. They have a very difficult job, and the TRIP report provides a valuable addition to the discussions.

—By MDOT Office of Communications

TOLL FREE NUMBER FOR TRAFFIC PROBLEMS

Motorists now have a toll-free number they can call to report highway emergencies to the Michigan State Police. According to State Police Director, Col. Ritchie Davis, the toll-free line is 1-800-525-5555 and can be dialed from anywhere in the state. Davis said, "This should provide a significant benefit to those people who may need emergency assistance or want to report a situation that demands police response."

Incoming calls on the toll-free line will be received at State Police Headquarters in East Lansing and forwarded to the appropriate jurisdiction after the proper location has been determined. Police officials see a particular application of the service for those vehicles equipped with mobile or cellular phones, but they point out that calls may be placed from any telephone.

State Police officials describe use of the system as a simple two step procedure:

1. Dial 1-800-525-5555.
2. Report the location, your direction of travel, the milepost number, if known, and briefly describe the emergency.

"I hope Michigan drivers will join with us in making full use of this service," Davis said. "In reporting true emergencies, police response from the closest agency should be greatly improved."

—Reprinted from TSA Newsletter

BATTLE CREEK "SAFE ROUTE TO SCHOOL" STUDY

The traffic engineering staff for the City of Battle Creek was recently awarded an Office of Highway Safety Planning Grant for a "Safe Route to School" study. This grant will provide an opportunity to all elementary schools in the city of Battle Creek to improve walking routes, crosswalks, and safety patrols for their enrollment.

Historically, traffic safety around elementary schools was analyzed in a "brushfire" or "shotgun" approach. These approaches were neither effective nor economical. The schools were often not consistent in application of basic traffic safety concepts. City staff "reacted" rather than "acted" on safety issues in school areas. Some elementary schools were studied several times while others were not even approached. Safe school routes were last studied in 1961.

After reviewing the records and discussing positive goals the traffic engineering staff approached OHSP to discuss the possibility of federal funding. The OHSP was very positive and helpful. The traffic engineering staff, city management, as well as OHSP personnel all felt there was a primary need to systematically evaluate the pedestrian routes, crossings, crossing protection, and traffic controls in the school areas. Since the 1961 study, enrollment and pupil residential distribution has changed while school routes have not been modified.

Although city traffic engineering staff had the expertise to do the studies, the amount of work could not be accomplished in a timely manner without additional personnel. The various schools were contacted concerning the study and all supported the study objectives. With the support of the city management, school staff, and police agencies, an application for the grant was submitted to OHSP.

Upon approval of the grant the city moved to the consultant selection process. The city interviewed representatives from four qualified firms that submitted proposals. All consultants approached the study in professional though unique styles. A difficult decision finally resulted in the selection of Ed Swanson and Associates, Inc. of Grand Rapids to prepare the study. It is anticipated that this project will be completed in September, 1987.

The "Safe Route to School" study has the potential of providing excellent public relations for the city, in addition to its primary objective of providing a safer school trip environment for elementary school age children.

—By Max Phares and Ken Tsuchiyama

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purpose and role of the user group and developed bylaws. On June 17, 1987, at the Mariott Inn in Ann Arbor, the Steering Committee reported back to the membership. The bylaws were accepted and the current membership of the Steering Committee was affirmed for an interim period. Progress on efforts to address problems with the current accident processing system was discussed by the chairs of Technical Subcommittee work groups looking at individual processing system components.

The organizational chart in this issue describes the current structure of the Michigan Traffic Accident Records User Committee and all associated committees and workgroups. Membership in the Committee of the whole is open to all agencies and individuals having an interest in traffic accident records. Membership on the Steering Committee represents the Departments of State Police, Transportation, and State, Michigan State University's Department of Civil and Environmental Engineering, University of Michigan Transportation Research Institute, county governments and municipal and other local governments. There are three standing committees and one ad hoc committee under the Steering Committee. The Bylaws Committee developed the bylaws adopted by the committee of the whole at the June 17, 1987 meeting. The Truck Ad Hoc Committee is working to address truck traffic safety accident record needs. The Technical Subcommittee is working through a number of small groups to address technical issues and make recommendations related to interim and long-range changes needed in the Michigan Accident Records System.

The Technical Subcommittee resulted from an expressed interest of the Traffic & Safety Division of the Michigan Department of Transportation, in the accident redesign effort going on within the Department of State Police during 1986 and 1987. The Traffic Services Division scheduled an initial meeting to open dialogue related to the redesign

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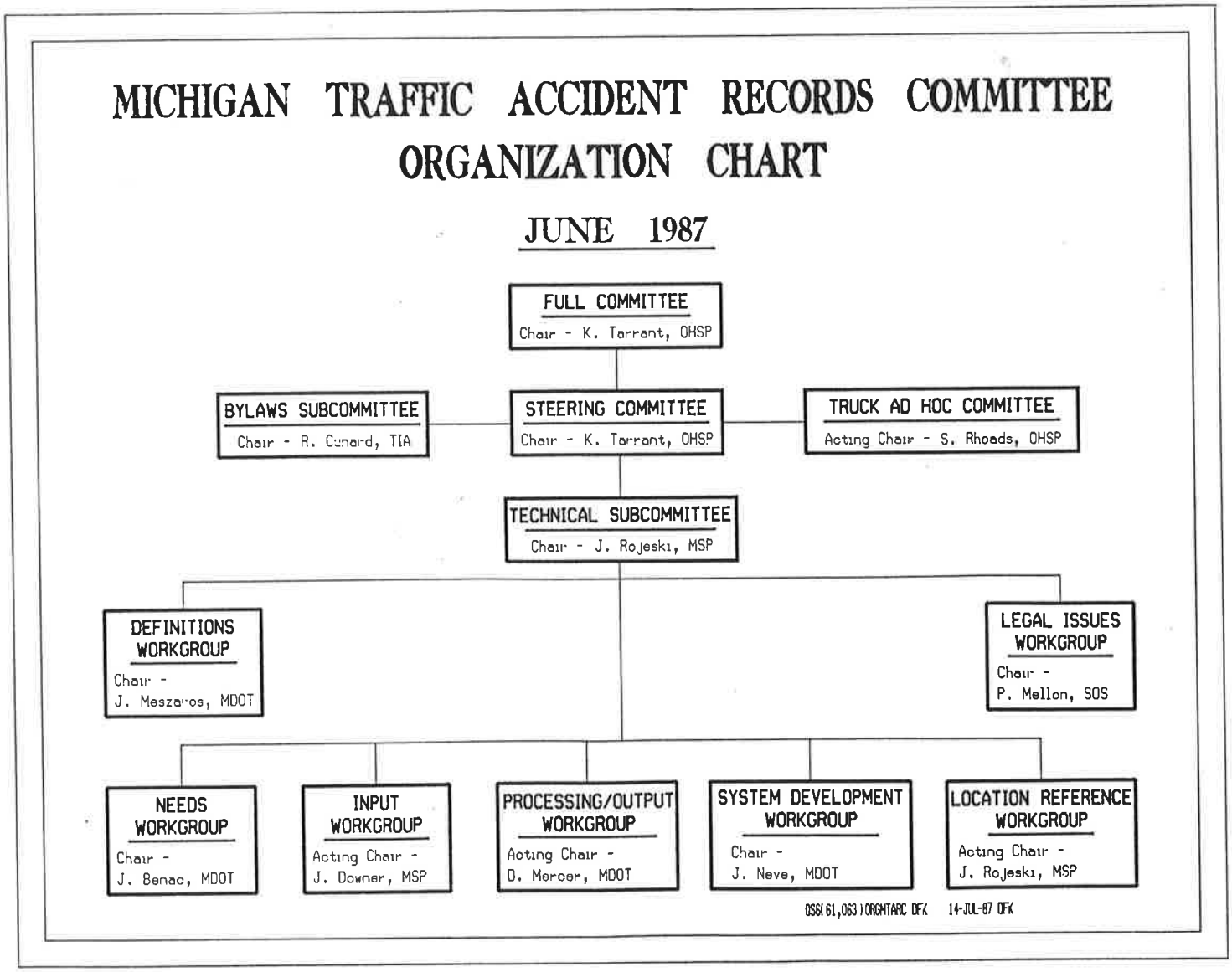


RECORDS . . . continued from page 8

efforts. The Department of State and the Criminal Justice Data Center was invited to participate. After several meetings, the group arrived at the understanding that technical information sharing was the basis for meeting. The committee then petitioned the Accident Records Steering Committee for recognition as the Technical Subcommittee of that group. The Technical Subcommittee was recognized by the Steering Committee at their meeting of February 11, 1987.

Since February, the Technical Subcommittee has created a structure of seven workgroups to address accident system redesign needs in parallel. A need workgroup is identifying and time framing user needs written in several source documents including the user survey undertaken by the Office of Highway Safety Planning through the Michigan Traffic Accident Records User Group. A system development workgroup is working on coordinating long range system changes. The system development workgroup will be drawing on the resources of other workgroups to accomplish the implementation of an overall analysis of the entire accident records system and the development of a masterplan for system improvement. An input workgroup was set up to explore input processing options and evaluate those options. A processing/output group is exploring the database processing and output tools that should be maintained or included in the near future. A legal issues group deals with legal issues such as security and access to the data that might arise as a result of changes in the accident records system. A definitions workgroup will be working to clarify meanings of accident records terminology from the creation of the data through the use of the data. A location reference workgroup is exploring options for accident locating in the near term.

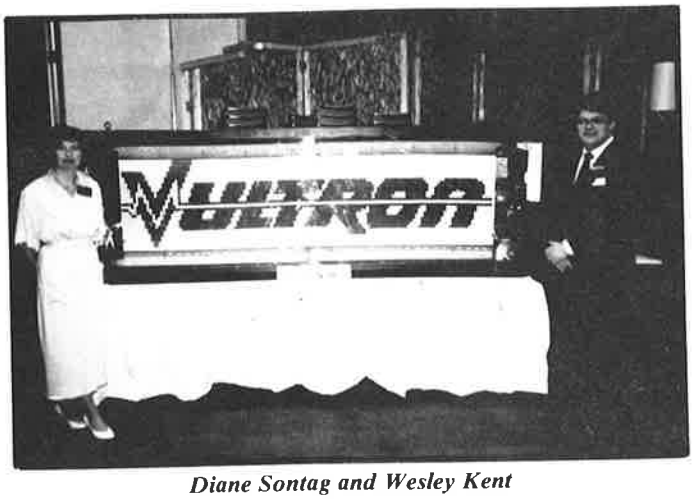
The Technical Subcommittee has made the recommendation that a pc-based input system be implemented at Traffic Services Division to replace the current minicomputer input system subsequent to an evaluation of the prototype pc-based input system developed by the Michigan State University Department of Civil and Environmental Engineering. The system development workgroup has drafted a document which provides a plan for the development of a complete in-depth systems analysis of the accident records system. The legal issues workgroup has addressed preliminary accident system redesign legal issues. The processing output workgroup has identified alternatives that will meet user demands to continue and incrementally improve the Michigan Accident Records System and identified functional standards that will serve as the basis of a recommendation to implement one of the alternatives. The needs identification workgroup is in the process of drafting a document that presents traffic accident records user needs now and in the future. The input workgroup is reviewing an evaluation plan to determine if the pc-based input system should be implemented as recommended.

Recommendations are to be made to the Accident Records Steering Committee to be forwarded to the membership as recommendations for implementation by the state departments through established procedures as outlined in the bylaws. Another purpose of the Technical Subcommittee is to encourage technical information sharing among accident records system users. An underlying precept of the Technical Subcommittee is that anyone is free to attend meetings and contribute. Members are encouraged to bring other persons from their agencies or other agencies that have technical information to share or could benefit from the technical resources of the Subcommittee or any workgroup. Technical Subcommittee and work group meetings are open to any interested traffic accident records system users. If you are interested contact Jim Rojeski at 517/322-5497.

System users working together are helping to create a better traffic accident records system. The beneficiaries of an improved traffic records system will be the people of the state of Michigan who will be driving on safer roads and highways.

—By Jim Rojeski, Traffic Services Div., MSP

Vendor's Day Product Displays



Diane Sontag and Wesley Kent
VULTRON INC.,

Brad Lilienthal
PAVE MARK CORP

10th Annual Product Show— A Great Success

The plush Southfield Civic Center was the home of the most successful show to date. A record was set with 32 vendors paying to participate and the attendance record was shattered with over 300 attending (this is almost double last years attendance).

Much of the credit is a result of the efforts of Bob Northrup for arranging for use of the Civic Center and to Roger Smith and Robert Block, Southfield's Director of Public Service and City Administrator respectively, for providing this exceptional facility for our use. Thanks also goes to Vicki Hall for managing the registration table.

We are already beginning to plan next years show. We have received an indication from the city of Southfield that we will be invited to return to the Civic Center. Next year we will keep the same location, and the same format, but try to make other improvements and schedule the show so that it doesn't conflict with the APWA meeting.

Special thanks goes to the 32 vendors and 300 plus participants that made the show a great success.

—By Bill Savage

Pat Tamm
P & L PRODUCTS

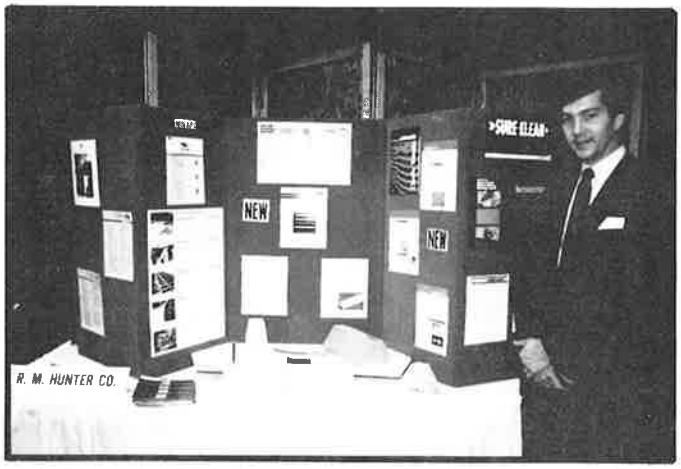
John Hippel
MAXI-SIGNAL PRODUCTS

Vendor's Day Product Displays

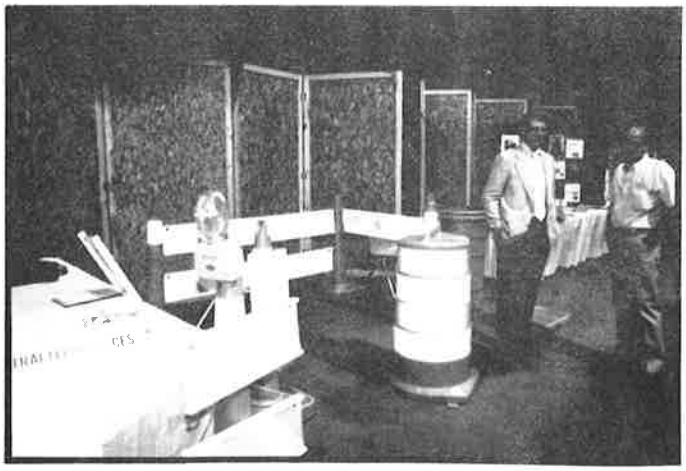
Dean Paulos
OLYMPIC MACHINES

Jim Bretz and Jim Dye
CINCINNATI TIME

Vince Arico
SEIBULITE



Jim Hunter
R. M. HUNTER CO.



Walter Kuczera—TRAFTECH DEVICES
Ray Vizzini—MICHIGAN BARRICADING EQUIPMENT CO.

Howard Seligson
WINKO MATIC

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Vendor's Day Product Displays

Garry Kennedy—PRISMO CORP.
Tom Cavanaugh—OAK PARK

Ken Ozimek
SIGNAL DIVISION OF LUKENS

Sandy Haines
MICHIGAN BARRICADING

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CORPORATION NUMBER ONE

Dave Butler and Gerri Harpold
HARCO GRAPHIC PRODUCTS

Cliff and Fran Connelly
PATH MASTER

Vendor's Day Product Displays

Gary Shrefler—ASH INSTRUMENTATION
Harold Jentzen—LIVINGSTON CO. R.C.

John Moran and Marv Prater
TRAFFIC AND SAFETY CONTROL SYSTEMS

Dan Thompson
RATHCO SAFETY SUPPLY

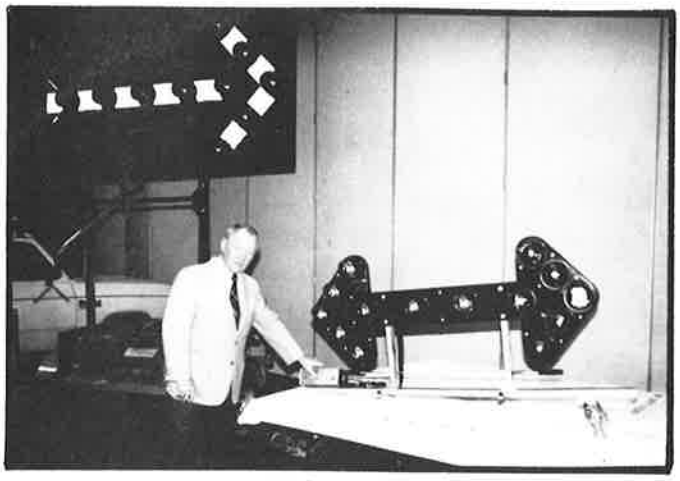
Jeff Boehm
3M REFLECTIVE PRODUCTS

Bob Gates
NBC TRUCK EQUIPMENT

Scott Landis
CARSONITE

See PRODUCT DISPLAYS . . . page 14

Vendor's Day Product Displays



Dick Forestal
HI-VU INC.

Bill Murphy, Dave Bacon and Dan Carrier
CARRIER & GABLE

David Reese
ENERGY ABSORPTION

Tom Grego, Louis Alspaugh, and Peter Walacavage
IDC CORP.

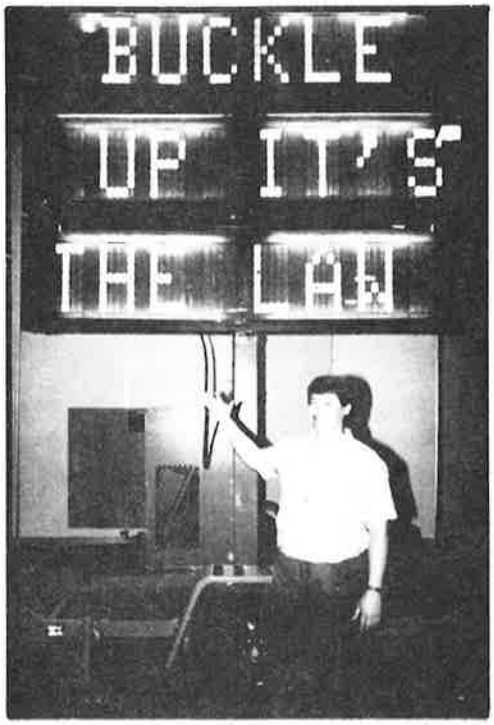
George Wisman and Don Farago
UNISTRUT

Earl Borgman, Jim Livingston, and George Lebbos
SMITH SIGN & SIGNAL INC.

Vendor's Day Product Displays

Bill Kimmins and Brook Jerzyk
REFLEXITE CORP.

Our apologies to James Stemitz of SARASOTA AUTOMATION and Dave Hawkins of 3M TRAFFIC CONTROL PRODUCTS for not photographing their exhibits at the show.



Eric Putzke
ADDCO MANUFACTURING

NO BELTS, NO NEGLIGENCE

A driver who argued he was innocent in two traffic deaths because the victims failed to wear safety belts was acquitted by a Barry County jury in late January. In the first case of its type in Michigan, the circuit court jury cleared Jeffrey Smith, 21, of two counts of negligent homicide in the November 1985 deaths of Earl Hammer, 52, and William Dittman, 26, a passenger in Smith's car.

The driver acknowledged causing the crash, but his defense attorney successfully argues that both victims would not have died had they obeyed Michigan law and buckled up. Smith and Hammer's wife Lois were wearing safety belts and survived the crash. All four people involved in the two-car crash were riding in the front seats.

State Police said Smith caused the crash when he crossed the center line in an attempt to pass a car, smashing into the car driven by Hammer. University of Michigan anatomy professor Donald Huelke, testified that both victims would have lived had they been wearing their safety belts. "There was occupant survival space in the cabin," Huelke said after the verdict was rendered. In pretrial motions, the judge told jurors that they could infer that the victims were themselves negligent. The defense attorney said the verdict shows that a safety belt defense is now available "anytime there's this kind of case." Huelke said he believes the defense has been used only once before in the nation (in New Jersey over five years ago).

We believe this story, which appeared in newspapers across Michigan, is a landmark decision. It should serve as a warning to every person who chooses not to obey the state law. As this case shows, failure to comply with the safety belt use law may indicate negligence by the passenger.

But the final chapter has not yet been written. State Rep. Frank Fitzgerald (R-Grand Ledge) has introduced a bill which would prohibit the use of such safety belt defense for persons charged with first- or second-degree murder, manslaughter, negligent homicide or assault with intent to do great bodily harm. Fitzgerald said the Barry County judge branched off into "uncharted territory," and that the Legislature needs to chart this area. "It should not be left up to the Supreme Court."

—Reprinted from "The Report"

INSURANCE INSTITUTE DEFINES LEGAL ISSUE ON RADAR DETECTORS

States have a legitimate interest in banning the use and possession of radar detectors and well-written laws stand up in court, lawyers for the Insurance Institute for Highway Safety say.

"Despite claims that radar detector prohibitions violate numerous constitutional principles, no court has held that the concept of radar detector bans, either by statute or regulation, has any constitutional infirmity," they write in a paper for the FICC Quarterly, a publication of the Federation of Insurance and Corporate Counsel. "To the contrary, the courts that have dealt with radar detector prohibitions have recognized the legitimacy of the state interest in such bans and have failed to recognize any reasonable need for a driver to use or possess a radar detector."

There are three jurisdictions that prohibit radar detectors: Virginia, the District of Columbia, and Connecticut.

Under a Federal Communications Commission regulation, police departments are permitted to use two radio frequencies when using radar equipment to detect speeders. Radar detectors are receivers that sound a warning to a driver when signals are picked up from a radar unit, giving drivers time to slow their vehicles before police can get a reading. Some detectors are able to detect radar miles from the source.

In the District of Columbia and Virginia, the courts have recognized that language prohibiting possession as well as use is derived from the likelihood that drivers who have detectors are likely to use them to speed without being caught. In Virginia, part of the original radar detector law concerning burden of proof was struck down by the court. It has since been amended to conform with the court ruling.

"Radar detector bans fall into the general rubric of laws that prohibit devices or activity that facilitate the commission of crime or escape. Such prohibitions are routinely upheld so long as they are not so broadly written that they proscribe innocuous conduct or devices," the authors say. "The thrust of attack on these laws is virtually always aimed at the specificity of the language and not at the concept underlying the law."

The article notes that proponents of radar detectors have tried to portray radar detectors as having legitimate uses such as reminding drivers that they may be going fast. But the article states: "A radar detector does not monitor speed and is singularly ill-equipped to do so. It simply gives notice that police radar units are being operated in the vicinity. Therefore, it can remind a driver to check the speedometer only when there is police radar nearby and is being operated. A simple timer...could be manufactured for a fraction of the cost of a radar detector and would not depend on police presence or use of radar to remind drivers to check their speed." Advertising for these products confirms their purpose is to evade speed laws.

A radar detector functions as a "lookout," the authors say, "warning of the approach of police.... It is ludicrous to argue that although the state can penalize a lookout for the crime that is being committed, it may not prohibit the sale, use, or possession of a device solely designed to serve the function of a lookout."

For copies of the article, "Prohibiting Radar Detectors: Legal Issues," by Michele M. Fields and Andrew R. Hricko, write: Publications, Insurance Institute for Highway Safety, Watergate 600, Washington, DC 20037.

—Reprinted from IIHS Status Report

THIRTY YEARS OF MICHIGAN SECTION HISTORY

The Bently Historical Library on the campus of the University of Michigan in Ann Arbor is a depository of historical material of our state and the University of Michigan. The library is open to the public and the resources are available for historical and technical research.

Bently is home to a collection of Michigan Section material dating back to the 1950's. Our section has approximately 2000 items in a storage box that equates, in library terms, to one lineal foot of material. Mr. Tom Powers, Manuscript Archivist at Bently, indicated that the Michigan section material retained includes our newsletter the "MICHIGANITE", meeting minutes, annual reports and certain correspondence. The Michigan section board allows Mr. Powers to determine which material is retained and which material is destroyed. Mr. Powers takes no special precautions to preserve documents although some material is reproduced on acid free paper to slow down deterioration.

The library has approximately 40 million items stored in approximately 17000 boxes. Each box contains one lineal foot of storage. There are approximately 6000 separate collections ranging from one item (a single sheet of paper or diary) to 2500 boxes. Eighteen Michigan Governors have material stored in the library including a large collection from Governor G. Mennen Williams. There is a large collection of Penn Central (Conrail) material as well as historical data from such families as the Upjohn's and Mott's.

If you want to see and touch Michigan history visit the Bently Historical Library which is located at 1150 Beal Ave.

—By Don Wiertella

CHECKPOINTS CHALLENGED

Checkpoints designed to deter drunk drivers may still become a reality in Michigan. In late April, the U.S. Supreme Court refused to hear a challenge to an Indiana checkpoint program, thus renewing debate on whether the controversial method of deterrence will be used in our state. About 40 states use checkpoints.

Last summer, a Wayne County circuit court judge ruled that Michigan's drunk driving checkpoints were unconstitutional. If that decision is overturned by an appeal, Governor Blanchard will probably ask the State Police to reinstate checkpoints or ask legislators to approve them by statute. In May 1986, the State Police set up a checkpoint near Saginaw, arresting two drunk drivers.

—Reprinted from "Traffic Safety Report"

NEW RAILROAD CROSSING SIGN UNVEILED IN CANADA

A new weapon in the war on railway grade crossing accidents has been unveiled in Toronto, Canada.

The first of thousands of new, highly-reflective warning signs that will be installed in Ontario over the next year was unveiled by the Honorable Edward A. Fulton, Ontario Minister of Transportation and Communications.

The new signs, in red and white, will be visible from greater distances, particularly at night because they reflect light far more brightly than the old black and white "crossbuck" signs long familiar to Canadian drivers.

While maintaining the crossed shape, the pictographic signs which means they have no lettering, will be universal across Canada.

The changeover began last year in the Provinces of British Columbia and Alberta, and was completed in those provinces this spring. The railways are now installing the new crossbucks in Saskatchewan, Manitoba and Ontario. By March 31, 1988, the conversion of more than 31,000 crossings in Canada will have occurred.

—Reprinted from TSA Newsletter

INTERSECTION SAFETY IMPROVED IN OAKLAND COUNTY

Sixty intersections on the Oakland County road system are much safer late at night now that their traffic signals remain in a stop-go mode rather than changing to flashing operation.

"The safety improvements expected have been confirmed," said Oakland County Road Commission Managing Director John L. Grubba.

"For one thing, there are ten times fewer right-angle accidents, the type most likely to result in injuries. Only five right-angle accidents per year occur at the intersections during late night hours now. There were fifty-one per year previous to stop-go signaling," he said.

"Most importantly, lives have been saved and personal suffering has been reduced. Fatalities have been reduced to zero, compared to one per year. Severe personal injuries have been reduced to two per year, compared to thirty-one per year," noted Grubba.

The sixty locations are intersections of two county arterial roads or of a county arterial road with a city major street. Traffic on each route through such intersections during late night hours is about equal or at a ratio of 2:1 or less.

Prior to 1984, these intersections had flashing signals for some period of time after 10:00 p.m. and before 7:00 a.m. In 1984, the Road Commission changed its policy to require stop-go signaling around-the-clock.

The findings reported are those of a follow-up study of results at fifty-nine locations at which no other significant alterations had been made.

The Road Commission's decision to require round-the-clock stop-go signaling had been based on a study of a few intersections at which the requirement had been in effect previously.

The studies indicate that such a change is not a significant safety precaution at intersections of roads or streets with opposing traffic ratios of 4:1 or greater, such as the intersections of county arterial roads with county local roads or with minor city streets.

Grubba noted that the Road Commission does not have jurisdiction over signaling at intersections of county arterial roads with state trunklines. He said the Road Commission has recommended to the Michigan Department of Transportation that flashers at many such locations also be changed to stop-go operation.

—Reprinted from TSA Newsletter

ITE TO HELP OHSP

Recently, Karen Tarrant, Executive Director of OHSP, met with the Executive Board of the Institute of Transportation Engineers (ITE). The purpose of the meeting was to ask ITE for their ideas on what types of projects OHSP should be funding in the area of traffic engineering with federal "402" funds. Their continuous input on engineering matters was requested, and their Executive Board will establish a committee to assist the OHSP. We appreciate their input.

The OHSP is always looking for new ways to be more effective. If you have input, please contact Tom Krycinski of the OHSP.

—Reprinted from "Traffic Safety Report"

SOME FACTS ABOUT MICHIGAN TRANSPORTATION

In Michigan there are over 1/2 million total signs on the state highway system, with 978 different signs made by nine transportation department sign shops. A typical stop sign at an intersection costs $250 to replace. An overhead traffic signal is valued at $30,000.

The state's shortest highway is only four-tenths of one mile long—M209 in Leelanau County. The longest highway is the I-75 freeway. It runs 395 miles from the Ohio State line north to the Canadian border at Sault Ste. Marie.

More than 28,000 deer were hit by vehicles on Michigan roads and highways last year, costing an average of $1,200 per accident.

Those yellow and white stripes along Michigan highways contain millions of tiny glass beads which reflect light. The Michigan Department of Transportation, and the contract agencies in 62 counties, used 2.8 million pounds of beads in 470,000 gallons of paint for pavement markings on state highways.

There are 88,500 miles of county roads in Michigan, 19,600 miles of municipal streets, and 9,500 miles of Interstate, US- and M- marked highways.

—Reprinted from TSA Newsletter

PEOPLE in the news . . . .

MDOT VIP AWARDS

Three of our ITE members from the Michigan Department of Transportation were members of teams which received 1987 VIP (Vital Innovative Performance) Awards from MDOT Director Jim Pitz at a Lansing luncheon on May 15.

Paul Riley was an integral part of a 19 person team honored for their "Lodge-Ability" efforts. Determined to make certain that motorist inconvenience is kept to a minimum, the team coordinated the construction, public relations, park and ride systems, public transportation and police control efforts required for the Lodge Freeway reconstruction project in Detroit.

Bob Maki and Don Mercer earned their VIP awards for their contribution to the department's Truck Committee. They analyzed large truck accident data and wrote the "Truck Safety" section of the Truck Committee's report, "A Background Report on Truck Safety, Revenue, and Taxation, Truck Services and Highway Facilities." Based on that report, MDOT and other state departments have made a much deeper commitment to trucking issues. ■

MICHIGAN SECTION— NEW MEMBERS

Karen Tarrant	Michigan Office of Highway Safety Planning
Ronald Blake, Jr.	City of Jackson
Richard H. Cranell	R. C. Engineering Company
Jane L. Hahn	MDOT
Patrick Tams	T & L Products
George Vichos	Corporation Number One, Inc.
Michael Goryle	Livingston County Road Commission
Anne Stonex	Research Engineer from New Mexico

NEW UPTRAN HEAD NAMED BY GOVERNOR

Philip Kazmierski, assistant deputy director in MDOT's Bureau of Finance, was selected as deputy director of the Bureau of Urban and Public Transportation. He will administer all state programs in bus, rail and water transportation. Kazmierski joined MDOT in 1979 as a division administrator in UPTRAN after serving as a fiscal analyst for the State House of Representatives' Fiscal Agency with primary responsibility for the transportation budget. He was financial planning and budget chief for MDOT's Bureau of Finance for two years before being named assistant deputy director.

—Reprinted from MDOT Today

EMPLOYMENT OPPORTUNITIES

TRAFFIC ENGINEER

RAYMOND KEYES ASSOCIATES is seeking a Vice President and Project Engineers/Managers with 5 plus years experience in Traffic Projections, Capacity Analysis and recommendations for Impact Studies. Positions involve client contact and presentations. Requires B.S.C.E. with Transportation Engineering experience. These challenging opportunities offer competitive salaries, excellent benefits and growth potential. Promotable candidates should forward their resume to: R.E. Marrin, P.E., Raymond Keyes Associates, Inc., 44 Executive Blvd., Elmsford, NY 10523. ■

TRAFFIC OPERATIONS ENGINEER

Position is for Engineer II with Lee County, Florida, Department of Transportation and Engineering.

Position will supervise planning and programming for intersection, signal, and safety-related improvements for fast growing attractive area in southwest Florida. Successful candidate must have at least four years of professional level experience in traffic operations engineering, a degree in civil or transportation engineering, and registration or the ability to obtain registration in Florida as a professional engineer. Lee County offers a professional working environment, superior fringe benefits, and a salary range of $26,535 - $39,392. Starting salary is based on experience. For further information, please contact Mr. Morris at (813) 335-2923 or make application by writing to: Lee County Department of Human Resources, P.O. Box 398, Fort Myers, FL 33902.

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