



# michiganite

WINTER 1988

VOLUME XXII, NUMBER 4

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

## Governor's Conference on Traffic Safety



### PRESIDENT'S COLUMN

*FROM THE DESK OF . . .*

**DON WIERELLA**

If you want something done, ask a busy person! The basic assumption of this statement is that a busy person is an active, self starter who takes the initiative on required work and completes assignments on time. This philosophy should hold true in our everyday personal and professional activities. This ideal is exemplified by the members of the Michigan Section Executive Board and the committee chairs.

The members of the board and the committee chairs demonstrate the commitment made by "busy" people. All these people have personal commitments to their family and professional commitments to their employer. Still, they increase their commitment of time and talents by serving you, the members of the Michigan Section. During 1987, it was my privilege and pleasure to work with this group of dedicated "busy" board members and committee chairs. I wish to thank these people for making my job as president easier, productive and very rewarding.

Finding qualified, committed "busy" people to be candidates for board positions or to be committee chairs is not easy nor does it occur by chance or accident. It is a combination of an active and knowledgeable nominating committee working in unison with the executive board. We are always looking, to borrow a phrase, for a few good men and women. Thus, I make a challenge to you "busy" section members. I challenge you to make a com-

See *PRESIDENT . . . page 2*

Editor's Note: The following article is composed of excerpts from a presentation by Douglas R. Savala of the Michigan Department of State at the Michigan Section Annual meeting.

Despite federal and state actions to increase the safety features of motor vehicles, to improve standards for driver licensing, and to build a modern highway network, motor vehicle crashes, because of their magnitude, continue to be a major concern. The economic and social costs of motor vehicle crashes are staggering. In Michigan alone, it is estimated that highway traffic accidents cost the state \$2.4 billion a year. Of this total, the cost of injuries amounts to \$843 million.

During the 70's, partly as a result of the energy crisis, the injury and death toll declined. More recently, with the increased availability of gasoline and an improved economy, travel on our highways has increased. Once again, more people are being injured and killed on our roads. We can anticipate an increase in the accident toll into the 1990's unless we take action. We urgently need to develop a public policy at both the state and local levels. The epidemic proportions of motor vehicle related fatalities and injuries requires us to do better.

See *GOVERNOR'S CONFERENCE . . . page 4*



*Douglas R. Savala, Michigan Department of State, speaking at the Michigan Section Annual Meeting.*

MICHIGANITE

Official Publication of the  
Michigan Section  
Institute of Transportation Engineers

1988 Executive Board

President, David C. Bacon, P.E.  
Carrier and Gable, Inc.  
313/477-8700

Vice President, Joseph Marson, Transp. Engineer  
City of Dearborn  
313/943-2145

Treasurer, Roger Walther, Traffic Engineer  
City of Saginaw  
517/776-1680

Secretary, Michelle Barnes  
Washtenaw County Road Commission  
313/761-1500

Director, Ken Tsuchiyama  
Traffic Engineer  
City of Battle Creek  
616/966-3343

Affiliate Director, Gary Endres  
Traffic & Safety Division, MDOT  
517/335-2859

Past President, Donald Wiertella  
District Traffic & Safety Division, MDOT  
616/343-3054

MICHIGAN SECTION - I.T.E.  
TREASURER'S REPORT

BALANCE: September 23, 1987 \$ 4,964.16

RECEIPTS:

Dues	69.00
Interest	119.50
Meetings	1,579.00
Other	<u>44.00</u>
	\$ 1,811.50

EXPENSES:

Meetings	\$ 2,200.76
Michiganite	516.25
Postage, Printing & Supplies	526.04
Plaques & Awards	434.32
National Donation	25.00
Other (Services)	<u>25.00</u>
	\$ 3,727.37

BALANCE: December 31, 1987 \$ 3,048.29

Treasurer, Joseph A. Marson, P.E.

1988 COMMITTEE CHAIRPERSONS

Technical Program:

Jon Start . . . . . 616/385-8002

Nominating:

Don Wiertella . . . . . 616/343-3054

Hospitality:

Jerry Carrier . . . . . 313/477-8700

Herb Henry . . . . . 313/721-4040

Technical Projects:

Don Wiertella . . . . . 616/343-3054

Membership:

Kurt Kunde . . . . . 517/335-2993

Legislative:

Matt DeLong . . . . . 517/373-3330

Public Relations:

Mort Fenner . . . . . 517/335-2977

Program:

Joseph Marson . . . . . 313/943-2145

Awards:

Bob Lariviere . . . . . 517/335-2626

Student Chapters:

Richard Lyles . . . . . 517/355-5107

Michiganite:

Ken Tsuchiyama . . . . . 616/966-3343

Michiganite Editor:

Joseph Meszaros . . . . . 517/373-2334

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, Joseph Meszaros, 11310 Flintrock, Grand Ledge, Michigan 48837, telephone: 517/627-6308.

*PRESIDENT . . . continued from page 1*

mitment to our section. This commitment could be as a future board member, a committee chair, providing articles for the Michiganite or speaking at a Technical Session. Of course a truly busy person could accomplish all of the above.

Based on the quality of the technical programs, some new areas of section involvement and the fiscal soundness of our section, 1987 was a good year. All indications are that 1988 will be even better. The Michigan Section is one of the most "busy", active, and innovative sections in the country. Our leadership will insure that the section continues in this manner. I leave my office, as president, knowing that our Michigan Section is in good hands. ■

**I.T.E.**  
**1988 MEETING SCHEDULE**

<u>Date</u>	<u>Location</u>	<u>Host</u>	<u>Event</u>
March 18 (FR)	Lansing Midway Motor Lodge	Etelamaki	Lunch/Technical Session
April 30 (SAT)	Frankenmuth (Bavarian Inn)	Carrier/ Henry	Couple's Night
May 19 (TH)	Southfield (Civic Center)	Savage/ Northrup	Vendor's Day
June 9 (TH)	Oakland County	Cunard	Golf/Dinner
June 29 - July 1 (W-TH-FR)	Chicago (McCormick Inn)	LaPlante/ Seyfried	District III & IV Joint Meeting
July 14 (TH)	East Lansing (M.S.U.)	Malek	Lunch w/ Two Speakers - Tour of Cyclotron
July 23&24 (SAT-SUN)	Mt. Pleasant	Dewitt	Technical Mtg./ Family Weekend
September 8 (TH)	Grand Rapids (Saskatoon)	Meredith	Golf/Dinner
September 25-29	Vancouver		National Mtg.
October 20&21 (TH-FRI)	Dearborn	Nustad	District III Annual Meeting
December 1 (TH)	Detroit		Section Annual Meeting/ Technical Session

**I.M.S.A.**  
**1988 MEETING SCHEDULE**

<u>Date</u>	<u>Location</u>	<u>Host</u>	<u>Event</u>
April 30	Frankenmuth	Carrier/ Henry	Couples Night
May 5	Muskegon	Baker	Technical Meeting
May 19	Southfield	Savage/ Northrup	Vendor's Day
June 9	Oakland Co.	Cunard	Golf/Dinner
July 23-24	Mt. Pleasant	Dewitt	Technical Meeting Family Weekend
July 31 - August 6	Denver	I.M.S.A.	International Mtg.
September 1	Lansing		Joint IMSA/ITE Board Meeting
September 8	Grand Rapids	Meridith	Saskatoon Golf/Dinner
October 5 - 7	Cadillac	Board of Directors	Fall Conference
December 8	Farmington	Carrier/ Gable	Technical Session

Our transportation system has evolved into a complex and demanding environment due to the variety of motorized and special purpose vehicles. The skills required to successfully navigate in this dynamic environment must be honed -- they must be sharper than ever before.

The nature of our driving population has also changed and continues to change. The number of elderly drivers is growing. At present, roughly one person in five, nationally, is over the age of 55. By the year 2010, that ratio will increase to one in four and by the year 2050, it will increase to one in three. At the same time, we find that drivers under age 25, who should have the best vision, health and basic skills, are the most over-represented in traffic crashes.

Our highway network is also aging. The vehicle mix, which is the number and kind of vehicles, and the age of the basic road system, requires serious attention if this vital part of the traffic safety system is to perform its mission.

These are some of the reasons why Governor Blanchard, with support from Secretary Austin and the State Safety Commission, convened the Governor's Conference on Traffic Safety last month in Lansing. Some of you may have attended or were members of a task force to review issues and develop recommendations. Over 400 people participated.

Over 250 recommendations were submitted by the seven task forces. They dealt with roads, research, vehicles, coordination and communication, operators, pedestrians and passengers, enforcement, adjudication and recreational vehicles.

The task force members representing the transportation field made several important recommendations which point to the need for serious and immediate action. Specifically they recommended:

1. Legislative action on safety belt use--mandate belt use beyond the 1988 sunset provision and make non belt use a primary offense;
2. an in-depth study to determine the relationship between vehicle maintenance, vehicle safety and the influence on highway safety;
3. coordination of efforts to gather, record and analyze the affect of the aging driver, roads and vehicles;
4. promotion of highway risk management techniques among the various highway agencies;
5. continuing emphasis on traffic surveillance data accumulation and maintenance within the public agencies responsible for traffic safety;
6. increased enforcement of reduced speed limits by police.

In addition, Michigan Transportation Director, James P. Pitz, addressed areas of concern at the conference when he presented a four-point "Plan of

Action" to improve highway safety in Michigan. It involves:

- An increase in highway safety research and development.
- Strategies to improve the expertise of transportation professionals.
- Improvements in highway safety planning and management.
- More effective operation of safety programs and methods focusing on highway construction, maintenance and traffic law enforcement.

The next major task lies with the Conference Executive Council. They will be reviewing the task force recommendations and writing an action agenda for the Governor and the Legislature to use in developing a traffic safety strategy for Michigan's future.

In designing a safety strategy for Michigan's future, it is clear that we must have a balanced program. Our roads, the type of vehicle and the driver's ability must be considered together, as they form the key elements of the highway system. Failure to recognize their inter-dependence will mean that resources dedicated to traffic safety will not achieve the desired goal. Resources, both human and financial, are too scarce to be wasted.

One of the important conclusions relates to the persistence of key traffic safety problems in Michigan. Drunk driving on our roads and waterways continues to be a serious threat to traffic safety. People not wearing their safety belts cost many lives that could be easily saved if all of us take the two seconds required to buckle up. We must renew our commitment to deal with these continuing and ever-pressing problems.

A second compelling conclusion from the Governor's Conference on Traffic Safety recommendations is that even though we continue to face some fundamental traffic safety problems, we have made progress in Michigan since the 1971 Traffic Safety Conference. We have safety belt laws and increased technologies to deal with important problems.

A third compelling conclusion is that contemporary traffic safety has moved well beyond the three E's: Enforcement, Engineering and Education. While the three E's were well represented among the common threads of the conference, other letters appear equally important to achieving traffic safety in Michigan.

Those letters are "C", "D", and "P": Coordination, Data and Planning. Without these three additional dimensions to highway safety, the three E's can have little impact on safety especially in light of dwindling resources.

Finally, enforcement cannot function without effective planning and policy development, and improved coordination among law enforcement agencies; Engineering needs better data and coordinated

## DO YOU HAVE AN OPINION?

The Section Executive Board is reviewing the position of Affiliate Director to determine future direction, goals and duties of the position. We are requesting input from the affiliate membership to help the board make this critical decision.

**Background** - The Affiliate Director is an elected and voting member of the Michigan Section Executive Board and has been since 1980. This position was originally established to represent the section technical and commercial affiliate members. It was hoped that the Affiliate Director would work closely with our technical and commercial affiliate members and insure that their concerns were being addressed and that section technical programs included topics of interest to this segment of our organization. The Affiliate Director's position has not met the goals to the degree which the Executive Board had hoped.

1. A strong communication link between the Affiliate Director and affiliate members still does not exist.
2. The duties and responsibilities of the Affiliate Director are not clear or well defined.

**Present Status** - The Affiliate Director now has the following responsibilities:

1. Acts as a liaison with IMSA.
2. Photographs section meetings for the MICHIGANITE.
3. Prepares summaries of technical sessions for the MICHIGANITE.

Generally, the Affiliate Director has had little direct contact with the affiliate membership and has not been an active member of the Executive Board, as originally planned.

**Future Status** - The board believes that changes in the duties of the Affiliate Director's position are necessary. We propose the following recommendations for your review and comment:

The Affiliate Director:

1. should be appointed by the IMSA Board of Directors by December 1 of each year.

### GOVERNOR'S CONFERENCE . . . continued from page 4

planning to succeed; and Education programs must be consistent to statewide increase operator knowledge and motivation. Thus, the three new letters must enter the jargon of traffic safety professionals as we move into the 1990's.

There is much yet to be done. Based upon the progress we have made to date, Secretary Austin and others are committed to doing the job that has to be done -- of making our streets and highways safe. We cannot do less. With your continued help and participation, I am certain, we will bring about the progress we all want to see -- so that the toll of deaths and injuries now related to highway crashes will be reduced significantly. ■

2. should be a member of IMSA.
3. will be a non-voting member of the Michigan Section Executive Board.
4. coordinates ITE meetings and activities with the IMSA Board of Directors.
5. assists the Technical Program Chairman in the selection of topics and speakers for ITE technical programs.
6. prepares articles for the MICHIGANITE on IMSA activities and related topics.
7. abstracts the presentations at section technical meetings for publication in the MICHIGANITE.

The Michigan Section Executive board will formally discuss this proposal in April or May of 1988. This is your chance, you the technical and commercial affiliate members, to voice your comments and concerns. We want to hear from you. You can contact immediate past president Don Wiertella at 616/343-3054, or past presidents Bill Lebel at 517/373-2312, and Bob Lariviere at 517/335-2626. You are also welcome to address the board at its meeting in Lansing on March 18, 1988, at the Midway Motor Lodge. ■

—The Michigan Section Executive Board



## TCT Traffic Control Technologies

David A. Haver  
Marketing Manager

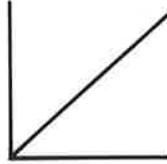
7327 Henry Clay Blvd., P.O. Box 0399  
Liverpool, New York 13088  
(315) 451-9500

DAVID A. REESE, III  
Regional Manager



ENERGY ABSORPTION SYSTEMS, INC.  
ONE EAST WACKER DRIVE, CHICAGO, IL 60601  
312/467-6750 TELEX 253368

Res: Country Lakes Apartments, 1538 Fairway Drive, Naperville, IL 60540  
(312) 983-7521



## PLANS AND ACTIVITIES OF THE MICHIGAN RADAR TASK FORCE

The Michigan Office of Highway Safety Planning first convened the Michigan Radar Task Force in late 1978. Since then the Task Force has not only served Michigan well but has provided national leadership in the area of radar speed enforcement.

In 1980, a member of the Task Force went to Washington, D.C. and assisted the National Highway Traffic Safety Administration (NHTSA) in the development of its basic radar operator training program. Another member of the Task Force assisted the National Bureau of Standards (NBS) and NHTSA in the development of model performance standards for police traffic radar equipment. In 1983, the Radar Testing Laboratory at Michigan State University was approved by NBS, NHTSA, and the International Association of Chiefs of Police (IACP) as one of two nationally approved radar testing laboratories.

Today the Task Force has three major areas of activity: (1) radar equipment standards, including the testing and certification of all radar devices used for speed enforcement purposes in the state; (2) radar operator training standards, including the development and publication of radar operator training materials; and (3) the training of judges, prosecutors and magistrates in the adjudication of radar speeding cases.

With respect to radar device standards and certification, the Task Force recommends that all radar devices be tested and certified before they are used in speed-enforcement programs. Judges and magistrates have been informed of this recommendation and may request that the radar operator testify as to whether or not the radar device was certified at the time the ticket was issued. The Task Force further recommends that the radar device does not have to be recertified, even if sent in for repair, since a properly trained radar operator will know how to determine if the radar device is in proper working order.

With respect to radar operator training and certification, the Task Force recommends that, after January 1, 1988, no radar speeding tickets should be written by a police officer that has not been certified by the Michigan Law Enforcement Officers Training Council. The courts have been informed of

this recommendation. The Task Force also recommends that radar operators be recertified at intervals not to exceed three calendar years.

The Task Force has published a set of recommendations, dated January 1, 1987. A copy of these recommendations may be obtained by contacting Mr. Max D. Pinkney, Chairperson, Michigan Radar Task Force, c/o Michigan Office of Highway Safety Planning, Department of State Police, 300 S. Washington Square, Suite 300, Lansing, Michigan 48913, telephone: 517/334-7900. ■

## SAFETY BELTS— A PERSONAL HEALTH HABIT

Using the safety belts in your automobile is the most cost effective way of assuring your own personal health. This was an important message contained in a health promotion booklet recently released by the Michigan Department of Management and Budget in conjunction with the Center for Health Promotion of the Department of Public Health. The booklet was prepared by these two agencies as an expression for the continued increase of health care costs in Michigan.

At a December meeting of the Michigan State Safety Commission, Secretary of State, Richard H. Austin, discussed the report. Secretary Austin pointed out that the report is consistent with the findings of the Governor's Conference on Traffic Safety, held in November. Not only did the report note that the use of safety belts is an effective health-prevention technique, it pointed out that they are the most cost effective measure available when health costs are considered. The promotion of safety belt use returns \$105.07 for every dollar invested - nearly ten times that of no-smoking campaigns, the nearest competitor.

The report noted that it is now generally agreed that further advances in health status will not come as a result of capital investment in facilities or equipment, nor in the training of more highly skilled personnel. Rather, initiatives undertaken to influence and produce healthy lifestyles will ultimately be responsible for improvements in our health status. This means everyone must take responsibility for their own well being by developing healthy behaviors that will not only increase longevity, but reduce health care costs.

Colonel R. T. Davis, Director of the Michigan Department of State Police, and Karen R. Tarrant, Executive Director of the Office of Highway Safety planning, both stressed the need to better disseminate this information to the general public and the need to recognize traffic crashes as a leading health concern. The Michigan State Safety Commission urges all drivers to practice a healthy habit by buckling-up throughout 1988. ■

## TRAFFIC SAFETY DILEMMA?

A recent cartoon illustrated the dilemma we sometimes face in traffic safety. In the picture, a police officer surveys a car crash with the mother of an injured boy. The boy is sprawled on the hood shaking his head, but his mother is looking at the hole he made as he went through the windshield. The officer says "Gee lady, now you'll have to get a new windshield!"

And that's the problem for many of us in traffic safety; we look at one small issue and forget the wider perspective. Using our peripheral vision on this wider perspective lets us keep one eye on the history of traffic safety moving away from us while the other eye looks ahead to plan the future.

What is this history? In essence, traffic safety legislation has been a product of the last 21 years, following the National Highway Safety Act of 1966. Since then, vast numbers of laws have been enacted at such a rapid pace that there has been scarcely the administrative machinery to zoom in on the dramatic issues, like drunk driving and safety belts, let alone on the almost invisible ones like engineering improvements and uniform infraction reporting. It is obvious that public concern for traffic safety is inconsistent and moody. Because of that, voluntary compliance is a daily surprise. The impact eventually is that enforcement is thrown up as the magic solution to traffic safety problems.

In the cartoon, the mother looks at one issue, her son. The officer sees something entirely different and we all look at the absurdity of the situation. The goal is to make the ordinary citizens and traffic safety workers a team, folks with the same vision. The fate of each traffic safety law is dependent on this teamwork. If the public is not educated to build a mind set that encourages voluntary compliance, legislation will eventually be seen as ineffective busywork and compliance will cease.

When traffic safety is mentioned, most people think of drunk driving and safety belts as the key issues. There is a reason for this. We gave the public that perspective. We chose to focus on those two dramatic and graphic issues in order to grab the imagination of our citizens. The major impetus of the Office of Highway Safety Planning for 1988 is the creation of a life size screen for viewing traffic safety as a whole, for seeing all issues, not just two. We hope to design a plan that encompasses all major areas of traffic safety.

A unified approach to traffic safety will allow us to send a consistent message to the public; all traffic safety issues are important. Drivers cannot make selections on what issues face them. All issues face them to some extent. Every action we take as leaders in traffic safety somehow shows up in the public attitude. Lets drop the "Gee lady, now you'll have to get a new windshield." Instead, lets begin coordinating our efforts, expanding our impact, and reaching out to the public by looking at traffic safety issues as a body with many important parts. ■

—By Karen R. Tarrant,  
Executive Director OHSP

## MICHIGAN LIFE SAVERS '88

The Office of Highway Safety Planning proudly announces "Michigan Life Savers '88" to be held May 18-20, 1988, at beautiful Shanty Creek Resort in Bellaire, Michigan. This is Michigan's only state-wide traffic safety conference. Plan now to attend! For more information write: Life Savers, OHSP, 300 S. Washington, Suite 300, Lansing, Michigan 48913.

### C & W Consultants, Inc.

770 South Adams, Suite 207  
Birmingham, MI 48011  
(313) 258-5166

Jonathan R. Crane



**Goodell-Grivas, Inc.**  
17320 West Eight Mile Rd.  
Southfield, Michigan 48075  
Telephone 313-569-0300

■ TRAFFIC & TRANSPORTATION ENGINEERING SERVICES ■

# The 1987 Legislative Transportation Package

Michigan's ailing transportation system will see some improvement in the new year thanks to \$109 million in additional revenue made available through the recently passed transportation package. The new revenue, generated through general fee increases on vehicles and drivers and specific tax increases on commercial trucks, will provide funding vital to the maintenance, restoration, and expansion of the state's transportation system.

The transportation package, bipartisan legislative effort, worked its way through the legislative process throughout 1987. Senator Connie Binsfeld, Senator Richard D. Fessler, and Representative Curtis Hertel were the prime sponsors and movers who pushed the package through the Legislature.

Development of transportation funding proposals began in 1985 when the Legislature commissioned a transportation fiscal analysis. This analysis, completed by the firm Coopers and Lybrand in the fall of 1986, showed a \$10 billion short-fall in revenue for critical and essential transportation projects through 1994.

Initial proposals to raise new transportation revenue revolved around an increase in the Motor Fuels Tax. The gas tax, a traditionally accepted user fee, is the most equitable and powerful revenue-generating mechanism in the transportation area. Governor Blanchard opposed an increase in the gas tax despite widespread support for the increase from legislative leaders, the business community, and transportation interests. The Governor's opposition killed the Motor Fuels Tax option and made the process of developing an acceptable revenue package much more difficult.

With a Motor Fuels Tax increase ruled out, legislators developed a complex series of fees on vehicles and drivers and taxes on trucks and trailers to generate revenue. The final package raised \$109 million which equals about a 2 1/2 cent increase in the Motor Fuels Tax.

As a direct result of the package, the state and each county, city, and village will see a minimum five percent increase in the overall level of highway dollars available for road improvements. Additional revenue for road improvements will be available through grants from the newly created Transportation Economic Development Fund (TEDF).

A total of \$53 million will be distributed from the TEDF annually. Every county will receive grants from the fund with the amount of the grant dependent on the county category (urban or rural), and in the case of a rural county (under 400,000 in population), the number of rural primary road miles within that county. Statewide economic development and trunkline turn back projects will also be eligible

for funding under this program. Special revenues will also be provided for the forest industry and rural cities.

Public transportation users will realize benefits from the package through better service and improved facilities. Senior citizens and handicappers will receive enhanced specialized services through a new \$2 million program which coordinates services through the local Area Agency on Aging. A new rail grade crossing improvement program will enhance safety at rail crossings throughout the state.

Every aspect of the state's transportation system will benefit from the work put into this package by the Legislature, and the interested parties involved. While it does not meet the entire revenue shortfall in the transportation area, it is a critical first step in the right direction. The following is a brief summary of the bills in the package:

**Vehicle Related Fee Increases (PA 238, SB 152-Binsfeld)** - This Act amends the Vehicle Code by increasing vehicle related fees. A total of \$85 million is raised for transportation improvements through a 15% increase in trucking fees, the addition of a \$5 processing fee to vehicle registrations, increasing the title application fee from \$2 to \$10, and increasing the title transfer fee from \$2 to \$8.

**Diesel Fuel Discount Sticker (PA 235, SB 154-Fessler)** - This Act amends the Motor Carrier Fuel Act by increasing the diesel fuel discount sticker fee from \$12 to \$25 for out-of-state carriers (the in-state carrier fee will remain at \$92). A discount sticker enables motor carriers to obtain the 6-cent per gallon discount on the purchase of diesel fuel in Michigan. A total of \$5.5 million is raised for transportation improvements under this Act.

**Local Option Transportation Revenue (PA 237, SB 157 - Fessler)** - This Act allows counties, on a vote of the people, to levy up to \$25 per year on motor vehicle registrations. Revenue raised by this fee would be retained in the county raising the fee and would be used for transportation improvements within the county.

**Transportation Revenue Distribution (PA 234, SB 321, Fessler)** - This Act amends PA 51 of 1951, the law under which all transportation revenue is distributed. The following are the major policy items included in this Act:

1. The transportation formula sunset is extended until 1993.
2. No change in the external or internal distribution formulae.

See *TRANS PACKAGE* . . . page 9

3. The Transportation Economic Development Fund receives a \$37 million grant from the MTF.
4. The bus operating share of the CTF increases from 65% to 70% and creates two bonus programs for bus operators which reward efficiency and local revenue support.
5. A new specialized services program for seniors and handicappers which will receive not less than \$2 million per year is created. This program will involve the local Area Agencies on Aging in the process of coordinating service for the elderly and handicapped.
6. Individual percentages of CTF non-bus operating categories are eliminated and replaced by a formula which directs 10% for rail freight and intercity passenger programs and 20% for the remaining CTF programs.
7. A \$3 million rail grade crossing improvement and retirement fund is created.
8. Directs 30% of any 85% federal floor funds to the Transportation Economic Development Fund.
9. The Snow Removal Fund Formula is changed from a system based on annual accumulation to one based on historical accumulation patterns.

**Rural County Economic Development (PA 233, SB 495 - Binsfeld)** - This Act establishes the rural county economic development category of the Transportation Economic Development Fund. Counties with a population of under 400,000 will receive revenue for road improvements based in part on the percentage of rural primary road miles in each county and in part on the percentage of Commercial Forest, National Forest, and National Lake Shore acreage in the county.

**Recreation Improvement Fund (PA 221, HB 4169-Alley)** - This Act creates the Recreation Improvement Fund. The fund will receive 2% of the state gas tax revenue (\$12 million) which will be distributed for waterways projects (80%), snowmobile trails (14%), and other qualifying recreation projects (6%).

**Transportation Economic Development Fund (PA 231, HB 4735 - Hertel)** - This Act, along with PA 233, creates the Transportation Economic Development Fund. This fund would pay for road improvements required by and for economic development. Four new road funding categories will receive revenue through these bills. They are: 1) statewide economic development, 2) trunkline takeover, 3) urban congestion reduction, and 4) rural county economic development. Approximately \$53 million will be distributed annually from the fund.

**Driver Related Fee Increases (PA 232, HB 5071-Hertel)** - This Act amends the Vehicle Code by

increasing driver-related fees. A total of \$19 million is raised for transportation improvements mostly through an increase in drivers license fees from \$6 to \$12. Of the revenue raised, \$1 million will go to the Motor Fuels Lab, \$1.5 million will go to driver's training, and the balance will be deposited in the Transportation Economic Development Fund on an annual basis. ■

—By Matt DeLong

**W. Merv Teague**  
Account Representative

**Traffic Control  
Materials Division/3M**



3130 Lexington Avenue South  
Eagan, MN 55121  
Mail To: PO Box 33211  
St. Paul, MN 55133-3211  
612/733 8520 To Place An Order  
800/323 4087 Answering Service



**Reid, Cool & Michalski, Inc.**

Traffic & Transportation Engineers

COMPREHENSIVE CONSULTING SERVICES

29623 Northwestern Hwy. Southfield, Michigan 48034  
(313) 356-3515

**PARKING CONTROL SYSTEMS  
BUILDING ACCESS CONTROL SYSTEMS  
DYNAMETER**

**TRAFFIC & SAFETY CONTROL  
SYSTEMS, INC.**

JACK WIITALA  
KEITH E. HAY

28584 DOWNING  
WIXOM, MI 48096-9688  
(313) 348-0570

## BATTLE CREEK TECHNICAL SESSION

The October ITE Technical Session, held in Battle Creek, was hosted by Ken Tsuchiyama. The program included presentations on Setting Speed Limits, the Closed Loop Computer System in the city of Portage, Special Signs at Actuated Intersections, Crack Sealing, Barrier Wall Systems and Left Turn Signal Control (Feds vs Michigan). We wish to express our thanks to all the speakers which made this session a success.

Mr. Edward Miller, MDOT Kalamazoo District Traffic Engineer, opened the program with a discussion on the setting of speed limits. Ed discussed the Prima Facie Speed Law, Section 627 of the Michigan Vehicle Code, and different procedures for establishing speed limits. He relayed many of his personal experiences encountered with the setting of speed limits and conducting public hearings. As a helpful tool in educating the public on the setting of speed limits, Ed recommended distribution at public hearings of a publication entitled "Setting Realistic Speed Limits". Copies of this publication are available through the Safety and Traffic Engineering Department, Automobile Club of Michigan, Auto Club Drive, Dearborn, Michigan 48126.



*Ed Miller*



*Duane Warner*

Mr. Duane Warner, Traffic Engineer for the city of Portage, continued the program with an update of Special Signing and a Blue Auto Symbol Signal installed on city streets at actuated signal installations which are in a coordinated system. A similar system had been used successfully in Fort Collins, Colorado. The city had received a number of complaints of inoperative vehicle detectors at actuated signals. It was felt the complaints were due to the long delays which can be encountered when you have an actuated signal in a coordinated signal system. To address this problem, the city installed a sign across the intersection stating "Auto

Detector", and immediately below the sign a pedestrian signal with a blue lens auto symbol. When a vehicle passes over the detector the blue auto symbol is illuminated, indicating to the driver that his vehicle has been detected. These installations have virtually eliminated the complaints of inoperative detectors at these locations.



*Tim Dewitt*



*Bill Savage*

Mr. Timothy Dewitt, Carrier and Gable, Inc., introduced two products, Prismoseal and Quickchange Barrier Systems. Prismoseal is an overseal banding system which contains all the equipment you need to clean and seal cracks in the pavement. The Prismoseal system utilizes a hot-air- lance to clean the crack and special overseal banding equipment to apply the sealing material. The Quickchange Barrier system is a chain of New Jersey type concrete segments each 3.28 feet long. The top of each segment is "T" shaped to allow the segment to be picked up and moved by a transfer and transport vehicle. This vehicle can lift the barrier up to 30" above the road bed allowing the barriers to be stored on raised curbs or medians. Transfer speeds of 5 to 10 mph are possible depending on the height and lateral distance the barrier is moved.

Mr. William Savage, MDOT, Electronic Systems Engineer, provided an update on "Flashing Red-Left Turn Control (MDOT vs FEDS)". Michigan's method of permissive-protected left turns is currently being studied by the FHWA. The method is not in accordance with the federal Manual on Uniform Traffic Control Devices. The department believes this method provides a safer and better understood way of allowing permissive left turns. Michigan is the only state using the flashing-red method. Results of the FHWA study are due in late 1988. The department has agreed that if the federal study is non-supportive of Michigan's claims of increased safety, it will change its' practice to conform with the federal manual.

*See TECH SESSION . . . page 11*

FIBER OPTIC  
LAMP MONITORS



TIME BASED  
COORDINATOR

*IDC Corporation*

5096 CANAL ROAD - P.O. BOX 418 - DIMONDALE, MICH. 48821 - (517) 646-0358

## ELECTRONIC AND CONTROL SPECIALISTS

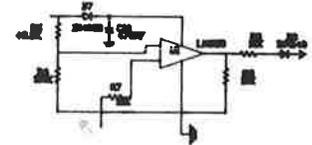
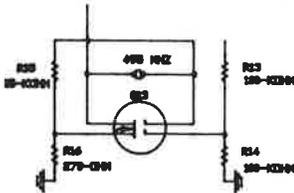
MICROPROCESSOR BASED CONTROLLER - CUSTOM DESIGNS

TRAFFIC LIGHT FLASHERS & DIMMERS - ERROR MONITORS

REPAIR SERVICE FOR TONE EQUIPMENT (ALL MAKES)

SIX FUNCTION TONE ENCODERS & DECODERS

RF-COMMUNICATIONS EQUIPMENT



**(517) 646-0358**

### RESOLUTION COMMITTEE

Don Wiertella has been appointed to the Institute's Resolutions Committee for 1988. The committee is chaired by Marsha D. Anderson of the RBA Group in Atlanta, Georgia. The Resolutions Committee shall develop and present to the assembled membership at the Annual Business Meeting such resolutions as it may find necessary and desirable. The committee may initiate resolutions or consider resolutions forwarded from the president, the International Board of Direction or other individuals or units of the institute.

If any member has any resolutions they wish reviewed or considered, please contact Don Wiertella at 616/343-3054.

*TECH SESSION . . . continued from page 10*

The program closed with a hands on demonstration of Closed Loop Controller, IBM-PC and Traffic Counter Programs. Mr. William Murphy, Carrier and Gable, and Mr. Steve Severance, Severance Electric were both on hand to assist users and answer questions. Excellent meeting Ken, the section thanks you. ■

—By Gary Endres

1988

### MICHIGAN EXECUTIVE BOARD



*Don Wiertella, Gary Endres, Ken Tsuchiyama, Joe Marson, Dave Bacon. Not pictured, Michele Barnes and Roger Walther.*

### NEW MEMBER

We welcome the following new member into the Michigan Section of ITE:

Mark Matich, City of Rochester Hills

## ANNUAL MEETING/TECH SECTION

The 1987 Annual Meeting of the Michigan Section of ITE was held on December 3, 1987, at the Fairlane Holiday Inn. The accommodations were excellent, and the luncheon was enjoyed by all who attended. Special thanks should go to Michael Kobran for his effort in completing arrangements for this meeting.

The keynote address was given by Douglas Savala who was the Director of the Bureau of Branch Offices in the Department of State. Mr. Savala has recently been assigned by Secretary of State Richard Austin to direct the newly formed Office of Traffic Safety in the Department of State. Mr. Savala substituted for Mr. Austin who was recovering from recent surgery. His remarks on the Governors Conference on Traffic Safety have been reproduced for your information in this issue of the Michiganite.

Our second speaker was Mat Gaberty who is a transportation planner with the Oakland County Road Commission. Mat discussed the accident impact of flasher signal operation. He reviewed the study by the Road Commission which prompted Oakland County to change their signalized intersections to full-time stop and go operation. His presentation generated so much discussion and interest among those in attendance that this subject will be presented in a future issue of the Michiganite.

After lunch, Mark Norman, who is the institute's professional programs director, reported on what is happening at the international level of ITE. He discussed, for President Walter Kraft who could not attend our meeting, the institute's goals and objectives, available programs, and future meetings on transportation issues.

Also after lunch, the Section Annual Meeting was conducted by President Don Wiertella. The secretary and treasurer reports were given along with the election results for next year's board. Dave Bacon presented Don Wiertella with a plaque commemorating his years of service to the Executive Board.

During the first session after lunch, Irvin Rubin, who is governmental affairs planning manager for Ford Motor Company, discussed the 2020 Transportation Planning Process from a national perspective. This program will develop a national consensus on transportation needs in the 21st century. Recommendations developed from meetings with transportation professionals across the county will be presented by 1991.

The Detroit People Mover Project was presented next by Walt Schlichting of the Detroit Transportation Corporation. Walt showed a slide presentation on the People Mover from it's beginning to it's completion. He also discussed problems that were encountered during construction and the operational aspects of the completed project.

After break, Paul Riley of the Michigan Department of Transportation discussed the reconstruction of the John C. Lodge freeway in retrospect. He discussed the development of the maintaining traffic plan, the large public relations effort, and the innovative ideas incorporated into this project to provide additional safety and convenience to the motorist. Paul indicated that future projects of this magnitude will have an even greater emphasis on public relations.

Our last speaker was Dr. Rama Krischna Tadi who is the senior assistant traffic engineer for the City of Detroit. Dr. Tadi discussed the impact of the John C. Lodge freeway closure on the traffic characteristics of the alternate routes. He discussed delay, speed, travel time, volume changes, and signal retiming. He indicated that there were significant increases in delay and the resulting travel times for the alternate routes.

Special thanks should be given to Dave Bacon and Michelle Barnes for putting together an interesting technical session, and to all the speakers who contributed their time and expertise in making the annual meeting the success that it was. ■

—By Robert G. Lariviere

*Col Swanson*

and associates

Traffic and Parking Consultant Services

George Hill  
Transportation Analyst

2920 Fuller Northeast, Suite 206  
Grand Rapids, Michigan 49505

(616) 363-8181



**JAMES P. BANNON**  
Marketing Manager

- SOLID STATE NEON PED HEADS
- NEON PED HEADS
- INCANDESCENT PED HEADS
- CLAMSHELL MOUNTING HARDWARE
- PED HEAD MODIFICATION KITS
- VEHICLE DETECTORS (LOOP AMPS, PREFORMED LOOPS, TESTERS, SEALANTS)
- TRAFFIC COMPONENTS (FLASHERS, LOAD SW., TIME SW.)

(213) 603-8825

3000 E. LAS HERMANAS ST., RANCHO DOMINGUEZ, CA 90221

# 11TH ANNUAL PRODUCT TECHNICAL SESSION

## THURSDAY, MAY 19, 1988

at the

### Southfield Civic Center

MAINTENANCE  
EQUIPMENT

Target Arrows

SIGNS

Construction &  
Maintenance  
Traffic Controls

portable signs

CHANGEABLE  
MESSAGE  
DETECTORS

Pavement Marking Materials

LIFT

TRUCKS

TRAFFIC COUNTERS

CONTROLLERS

SIGN POSTS

SEALANTS

PARKING CONTROL  
& EQUIPMENT

signals

T.B.C.'S

## BRING YOUR BOSS & FELLOW WORKERS

**BARTON-ASCHMAN ASSOCIATES, INC.**



27600 Northwestern Highway  
Suite 100 Southfield, Michigan  
48034-4704 (313)-350-3040

TRAFFIC, TRANSPORTATION, PARKING, AND  
CIVIL ENGINEERING CONSULTANTS

### 11th ANNUAL TRAFFIC AND HIGHWAY PRODUCTS SHOW — MAY 19, 1988

Last year we had our biggest and best show ever. Several reasons contributed to this: First, we moved to the classy Southfield Civic Center Pavillion; Second, 32 vendors ( a record number) took part in the show; and Third, a fantastic turnout of 305 members and guests (up from 165 the year before) packed the aisles and food lines.

This year may be bigger yet with a free lunch, refreshments and more door prizes. The vendors were pleased with your turnout, so we expect a still bigger show this year.

Plan now to attend on May 19 and bring others from your city, county, or state office.

### A MESSAGE FROM ITE HEADQUARTERS

A number of steps have been taken at ITE Headquarters to further enhance services to the membership. Our new computer system is up and running, allowing almost instantaneous updating of a member's records. Information such as committee membership, offices held, seminars and conferences attended can now be linked to our master database

of names and addresses. This makes possible more efficient and accurate communications to our members.

In addition, a new electronic bulletin board service has just been added at ITE Headquarters. Legislative news, ITE meeting schedules, new publications announcements, employment opportunities and other information of interest are available from the bulletin board. The phone number for the bulletin board is 1-800-346-3886.

## **DISTRICT 3 & 4 TRANSPORTATION CONFERENCE**

On June 30 and July 1, 1988, a joint District 3 & 4 Transportation Engineering Conference will be held in Chicago. A preliminary technical program has been developed including sessions on Interpersonal Skills Needed by Engineers, Traffic Management for Major Roadway Reconstruction, Traffic Management at Airports, Major Stadium and Special Event Traffic Operations, Traffic Signal Issues, Programs and Systems and Contraflow Bus Lane Operations and Experiences. To develop the opportunity for full participation in the program, recommendations for speakers and ideas concerning additional topics have been requested of our section. If you wish to speak on any of the topics listed above or you have a suggestion for a different topic, please contact our Technical Program Committee Chairperson, Jon Start, at 616/385-8002.

## **TRAFFIC RECORDS FORUM**

The 14th International Forum on Traffic Records Systems will be held on July 18-21, 1988, in San Diego, California. The Traffic Records Forum is cooperatively organized and supported by 15 traffic safety agencies. It is designed to combine the latest management strategies with the newest technological advances to offer an up-to-date overview of traffic records development. The format includes four days of presentations and workshops, a chance to exchange ideas with hundreds of traffic safety professionals and an opportunity to see what's new in the traffic records showcase and exhibit area. For more information contact Ted E. Dudzik, National Safety Council, 444 N. Michigan Avenue, Chicago, Illinois 60611.

## **LANSING AREA TMUG ESTABLISHED**

Staff from the Tri-County Regional Planning Commission (TCRPC) initiated the establishment of the Tri-County Transportation Microcomputer User Group (TMUG). The group was formed to provide a forum to share experiences and knowledge of micro-computer applications in transportation. TMUG's first meeting in November featured presentations by Dennis Randolph of the city of Lansing and Dr. Thomas Maleck of Michigan State University. The second meeting, held in December, included presentations by Dr. Lidia Kostyniuk of Ann Arbor Planning Associates, Paul Hamilton of TCRPC, and Craig Whitmore of MDOT.

The next meeting of TMUG is scheduled to be held in late February. Anyone wishing to be included on the mailing list should contact Steve Noble of TCRPC at 517/393-0342. Anyone interested in presenting a topic at a future meeting should call Brad Hagerty of MDOT at 517/335-2631.

## **SECTION TECHNICAL PROJECT ADVANCES**

The Michigan Section Technical Project on the Highway Safety Seminar has been selected as the most outstanding section technical project from District 3. The technical project involved a highway safety seminar conducted in Grayling on March 29 & 30 of 1986 by the Michigan Section in cooperation with Wayne State University and the Michigan Office of Highway Safety Planning. The seminar was designed to provide comprehensive information about signing, pavement markings, setting speed limits, traffic signal warrants and traffic signal timing to county and city personnel involved in traffic engineering functions. The report on the technical project, which was prepared by Don Wiertella, has been submitted to the Institute where it will be compared with technical projects from other districts to determine the 1988 National Award Winner.

## **BOARD OF GOVERNORS CANDIDATE**

Individuals desiring to be instrumental in guiding the "National Institute for Certification in Engineering Technologies" (NICET) over the next ten years or so are urged to contact NICET General Manager John Antrim by letter or telephone at 703/684-2846 for details on the time commitments and responsibilities of a member of the NICET Board of Governors.

The Board of Governors consists of three NSPE members and four NICET-certified engineering technicians and technologists. All board members are appointed for a three-year term and can be reappointed to a second term. Board members donate their time, but are reimbursed for out-of-pocket expenses incurred for the three-day board meetings that are held twice each year.

Selection criteria for board vacancies include geographical location, type of employer, and area of expertise. Care is taken when appointments are made to ensure a board composition that provides diversity and new outlooks. Information can also be obtained by calling Don Wiertella at 616/343-3054.

## **STUDENT PAPER COMPETITION**

The fall issue of the Michiganite contained an announcement for the 1988 Michigan Section Student Paper Competition. The submittal date for these papers was given incorrectly as October 31, 1988. Papers must actually be submitted postmarked no later than February 29, 1988. This information was previously submitted correctly to university advisors and posted in appropriate locations. If you have any questions or this mistake has caused some problems with a submittal, please contact Richard Lyles at 517/355-5107 or 517/355-2250.

# PEOPLE in the news . . . .

## WELDON BORTON RECEIVES ART GIBSON AWARD

At the October Technical Session, Weldon Borton was presented a plaque commemorating his selection as this year's recipient of the Art Gibson Award for Outstanding Service to the Michigan Section. Weldon was selected by a committee, composed of the three most recent past presidents of the section, for his valuable service to the institute and to the transportation engineering profession through support of section activities and an unselfish contribution of his personal time. For the past three years Weldon has been the editor of the Michiganite. His efforts to produce a high quality newsletter culminated in the Michiganite's selection as the recipient of the 1987 ITE District/Section Newsletter Award. Weldon has recently resigned as editor of the Michiganite because he is spending half the year in a warmer climate. Weldon, we will miss your contribution to the Michiganite and our section, and we look forward to seeing you at section activities when you are in Michigan.



*Don Wiertella presents the Art Gibson Award to Weldon Borton.*

## KUNWAR RAJENDRA RECEIVES AWARD

Kunwar Rajendra, transportation administrator in the Planning Department of the City of Lansing, served as a member of ITE Technical Council Committee 6F-27 which was selected for the 1987 Technical Council Award for the report "Transportation Energy Contingency Planning." Kunwar has received a certificate of recognition in acknowledgement of his service to Committee 6F-27. Congratulations, Kunwar, from the Michigan Section!

## KEN UNDERWOOD RETIRES

Ken Underwood, assistant administrator in the Bureau of Transportation Planning of the Michigan Department of Transportation, retired on February 1, 1988, after 28 years with the department. At the time of his retirement, Ken was responsible for the development of projects and plans for state highway construction.

For the 19 years preceding his present position (1965-1984), he was assigned to the Detroit region where he monitored contracts, unified work programs, transportation improvement programs, and participated in the federal/state certifications of the urbanized areas. Ken joined the department in 1960 as a planning technician and was the first department employee to attend the Federal Highway Administration forecasting course in Washington, DC, in 1962, using computer simulation models for traffic assignments.

Ken has been an active member and avid supporter of the Michigan Section over the years. Ken, we hope that you enjoy your retirement, and we hope to see you at future meetings!

## MONROE COUNTY ROAD COMMISSION TRAFFIC AND SAFETY ENGINEER

The Monroe County Road Commission is accepting applications to fill the position of Traffic and Safety Engineer. The position requires a degree in Civil Engineering with a minimum of 3 years experience in traffic engineering and related fields. Applicants must possess Michigan Professional Engineer's registration or have the ability to become registered within 2 years and become a resident of Monroe County within 1 year. Applicants must be able to communicate effectively with the public. The selected applicant will assume broad responsibilities within the Engineering Department to organize and administer a comprehensive program of highway traffic safety.

Send detailed resume, availability and salary requirements to:

County Highway Engineer  
Monroe County Road Commission  
840 S. Telegraph Road  
Monroe, MI 48161  
Equal Opportunity Employer



# CARRIER & GABLE, INC.

24110 RESEARCH DRIVE

FARMINGTON HILLS, MI 48024

SINCE 1940

**MICHIGAN'S LARGEST STOCKING DISTRIBUTOR OF TRANSPORTATION AND HIGHWAY SAFETY PRODUCTS**

### TRAFFIC CONTROL

SIGNALS      ELECTRICAL SIGNS  
 CONTROLLERS      DETECTORS  
 POLES      PARKING METERS

### HIGHWAY SAFETY

IMPACT ATTENUATORS      REFLECTIVE MARKERS  
 PAVEMENT MARKING      FIRE and INTRUSION  
 PAINT and EQUIPMENT      CENTRAL MONITORING

**(313) 477-8700**



## Telespar® Sign Support System... The Break You've Been Waiting For

Replacement of damaged sign posts can often be expensive. However, with the Telespar Sign Support System from UNISTRUT, replacement costs can be translated into savings. The unique Telespar anchor post system allows replacement of downed posts in less time required by other methods and it proves to be salvageable and reuseable most of the time. Thus, the more breaks you get, the more you save.

The Telespar System offers the flexibility of four-sided perforations and a wide range of engineered fittings and accessories for greater versatility and fabricating efficiency. Moreover, the Telespar Sign Support System has been performance-proven for over two decades.

For further information, contact **Unistrut Detroit Service Company**, P.O. Box 458, 4050 Second Street, Wayne, MI 48184 (313) 722-1400.

# UNISTRUT

# michiganite

*Official Publication Michigan Section*

P.O. BOX 1528

ANN ARBOR, MICHIGAN 48103



BULK RATE  
 U.S. Postage  
**PAID**  
 Ann Arbor, MI  
 Permit No. 601

