



michiganite

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PRESIDENT'S COLUMN

FROM THE DESK OF....

Joe Meszaros



As I begin my seventh month as your president, I am still amazed how fast the time has gone since I said I would be willing to run for the DIRECTOR'S position for the Michigan Section of ITE. I want to acknowledge the excellent work that my predecessor, Sam Lawson, did as President. As I followed Sam through each step to this point, I was always thankful that the next step was made so much easier by his thoroughness, organizational ability and wisdom. Thank you Sam!

As I said when I was officially elected last December at the Annual Meeting, an organization needs to know its past, present and future. The past are the people who have taken up the challenge, accepted a leadership role and have contributed to the organization, especially the presidents. It is time to recognize our elders, those who have given us our rich history. Next, we need to know where we are, the present. The Michigan Section is a vibrant organization with over 300 members, a balanced budget that meets the need our current goals and objectives, and an organization that hopefully satisfies the needs of its members, YOU.

Finally, we need to know where we are going. One of our organization's goals is to increase membership, especially among students and young transportation-related people. Other goals include providing scholarships for our student members, interacting with all members and having the executive board serve the membership.

Some exciting events have been scheduled for this year. To begin with, there was a golf tournament to increase the scholarship fund at Bogie Lake Golf Club in May, we'll soon be having the Michigan State University Technical Meeting coming up, as well as the Annual Fall Golf Outing and the District III Meeting at The Radisson on the Lake in Ypsilanti. The last two events of the year are the Technical Meeting in the Battle Creek/Kalamazoo area and the Annual Meeting in Detroit. This is a full agenda of events with something for everyone.

On March 25, the District III Board met in Indianapolis to discuss the workings of the board and welcome the new District III Director, Bill Savage. It was an excellent opportunity to meet with and discuss common concern and interact with representatives of the Ohio and Indiana Sections. We are all looking forward to the Annual District III Meeting on Sept. 22 and 23 at the Radisson in Ypsilanti.

I would like to welcome a new editor for the *Michiganite*. Lyle Nustad of AAA has agreed to edit the newsletter for our section. With your contributions to the *Michiganite*, I know he will uphold the same tradition of excellence as the last few editors have. Again, he needs your support by providing him with comments, information and advertising in order to keep the *Michiganite* an important service for our members.

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MICHIGANITE
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Mark Your Calendars

Elderly Mobility Conference
October 6-7
Novi Hilton Hotel
Novi, Michigan

Sponsored by SEMCOG, the conference will:

- Provide an opportunity for dialogue between people and agencies who influence elderly mobility issues.
- Develop a framework for collaboration which addresses elderly mobility challenges and the continuation of independent living.

Every Section member will receive an announcement in the mail, but if you would like further information, please call Dr. Adiele Nwankwo at (313) 961-4266.

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MICHIGAN SECTION ITE 1994 MEETING SCHEDULE

DATE	LOCATION	HOST
Sept.	Saskatoon Golf Club, Alto	J. Meredith
Sept.	District 3 Meeting, Ypsilanti	
Nov.	Kalamazoo/Battle Creek	
Dec.	Annual Meeting, Detroit	

INTERNATIONAL MUNICIPAL SIGNAL ASSOCIATION OF MICHIGAN MEETING SCHEDULE

Aug. 12	Seattle	International
Oct. 4-7	Cadillac	Certification Training
Dec. 1	Detroit/ Norm Hettinger Dean Derks-MDOT Tim DeWitt-C&G	Annual

A Message From the Editor

In Mike Kobran's column in his last issue as editor of the *Michiganite*, he voiced the need for someone to come forward and volunteer to replace him after his move to the East. He expressed hope that one of the younger members "...would expand their horizons and breath some life into this newsletter."

Well, here I am. Even older than Mike. I need someone to breath some life into me.

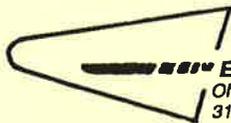
However, Mike did a great job as editor, providing a quality publication issue after issue, even at his advanced age. Perhaps, with the help of the membership and the board, I can eventually come close to filling his shoes.

I know there are newsworthy events in the transportation field occurring all of the time in our state, and that there are engineers and planners involved in those events that could help in disseminating the news to the membership. I encourage every member to support our publication and to help spread the word about your project.

We are off to a slow start, seeing that this is the Spring edition of *Michiganite*, but as I get more familiar with the task of editor and as your articles come in for publication, I am sure future editions will be more timely.

Lyle Mustad

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NEW MEMBERS

MICHIGAN SECTION I.T.E.

Three new regular members, three technical affiliates, one commercial affiliate and one student member were approved at the February, 1994 board meeting, as follows:

Robert Rayl is an engineer with Orchard, Hiltz & McCliment in Livonia. He lives in Farmington Hills, is a graduate of MSU and is a member of International ITE.

George Dixie is a transportation engineer with MDOT in Lansing, where he also resides. His college background includes Tuskegee University and the University of Utah. He is in the process of becoming a member of the International ITE.

Timothy Terry is an engineer with MDOT. He lives in Grand Haven and is a graduate of the Lawrence Institute of Technology. He is in the process of becoming a member of the International ITE.

Renzo Spallasso is the Director of the Department of Public Services for the Village of Beverly Hills. Renzo is a graduate of the Politecnico in Italy and lives in Farmington Hills. He is a Technical Affiliate member.

Thomas Myers is a transportation engineer with MDOT and is a graduate of MSU. He lives in Haslett and is a Technical Affiliate of the Section.

Michael Sibal is a traffic technician with MDOT and lives in Lansing. He is a Technical Affiliate.

Bradley Case is a sales representative with Carrier & Gable in Farmington Hills and lives in Royal Oak. He is a graduate of MSU and is a Commercial Affiliate.

Steven Pantaleo is a student at MSU. He is originally from Sterling Heights and he is a member of the MSU student chapter.

FEBRUARY MEETING

SETTING SPEED LIMITS AND EFFECTIVELY COMMUNICATING SPEED LIMIT ORDINANCE TO RESIDENTS

--- MARTIN PARKER

Mr. Parker's presentation discussed studies relating to the establishment of speed limits, criteria for establishing limits and effectively communicating the speed limit to gain public acceptance.

In his research of past studies, he discovered none in which changing the speed limit resulted in a change in 85th percentile speed greater than 5 mph.

His conclusions from his study were that:

- Speed limits should be set within 5 mph of the 85th percentile speed
- Other criteria need not be considered
- Speed studies should be done at various periods throughout the day to give accurate speed data

To maximize chances of recommended speed limit changes being accepted by the public, he recommends:

- Utilizing all information available to communicate the recommendation to the public.
- Agreeing to implement recommended changes on a trial basis, subject to before and after study. The study will always support keeping the limit as set.

FAST-TRAC

---JIM BARBAROSSO

The Road Commission for Oakland County launched their FAST-TRAC project as a means of moving increasing traffic loads in the face of a growing shortfall in funding for new construction. FAST-TRAC is an IVHS program involving Advanced Traffic Management System (ATMS) and Advanced Traveler Information System (ATIS) components.

The Road Commission has identified transportation improvement needs that exceed projected revenues by at least \$1 billion over the next ten years. Since such revenue cannot be acquired, ways must be found to best handle the traffic demands other than by adding capacity (laneage). Through FAST-TRAC, increased volumes can be moved through the road system with less delay without building more lanes.

The ATMS component of FAST-TRAC is a computer controlled traffic signal system, SCATS, developed in Australia and used widely throughout the Pacific Rim. Vehicle detection is provided by a video camera system called AUTOSCOPE.

Continued on Page 7



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Safety Management in Michigan

By Robert E. Maki, D.P.A., P.E. (F).

On May 26, 1994, the first of a series of meetings was held in Lansing to develop a Michigan Safety Management System (SMS). Under the direction of Dr. Robert E. Maki, Michigan's designated SMS Leader and contact person. Sponsored by MDOT and OHSP, the meeting attracted more than 50 safety professionals representing a broad cross-section of safety interests including: engineering, enforcement, education, emergency services, courts, public health, planning and public interest groups.

The primary objectives of the meeting were to provide information, share views and develop a dialogue as well as establish a common baseline among safety partners and to begin to form a vision toward which an SMS workplan can be developed through mutual participation.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 mandates the development and implementation of six management systems. Through the federal rulemaking process, input obtained from the states was considered by US DOT in establishing flexible guidelines for these management systems. In addition to the six mandated systems; Safety, Congestion, Public Transit, Intermodal, Bridge and Pavement, MDOT has established three additional management systems. These systems are Construction, Maintenance, and Real Estate with an additional overall management system being considered.

The timetable for implementation of the six mandated systems begins with a work plan due Oct. 1, 1994. Full implementation is required by Oct. 1, 1996 with reasonable progress made by Oct. 1, 1995. MDOT is responsible for meeting the timetable. Failure to do so can result in a 10% loss of federal aid surface transportation program funds.

According to FHWA and NHTSA, as part of an SMS, the states are expected to ensure that safety is considered and implemented, as appropriate, in all phases of highway planning, design, construction, maintenance, and operation. In addition, it is required that the driver and vehicle be considered as well as the roadway.

Major areas to be addressed:

1. Coordinating and integrating broad based safety programs
2. Identifying and investigating hazardous or potentially hazardous highway safety problems, locations, or features.
3. Ensuring early consideration of safety in all highway transportation programs and projects.
4. Identifying safety needs of special user groups.
5. Routinely maintaining and upgrading safety hardware, highway elements, and operational features.

For each of the five major areas identified, the following items are to be addressed as appropriate:

1. Establishment of long and short-term goals
2. Establishment of accountability
3. Recognition of institutional and organizational initiatives
4. Collection, maintenance, and dissemination of data
5. Analysis of available data
6. Evaluation of the effectiveness of safety activities
7. Development and implementation of public information and education activities
8. Identification of skills and resources to implement programs.

The May 26 meeting was an outreach effort to ensure that Michigan's SMS will be a statewide effort, not just MDOT's. The format consisted of an introductory discussion followed by two workshop sessions where participants were divided into seven groups. Key comments during the introduction centered on what SMS should be, that everyone in attendance has an active and important role in safety and the coordinated effort, and SMS is not a brand new concept. It is an organized method of emphasizing safety through coordination and cooperation of all safety partners. It was also stated by the Federal Highway representative that there was no additional designated funding; however, federal aid can be used for SMS development.

The morning workshop consisted of discussions in each of the seven groups, "taking stock" of existing safety activities currently practiced by agencies represented at the meeting. Information for these discussions came from the participants who had been asked to complete and bring to the workshop a matrix defining their current activities that related the elements of engineering, enforcement, education and emergency response to the driver and occupants, the vehicle and the roadway.

During the afternoon workshop teams concentrated on how we should move forward with SMS development. Discussion centered around representation from additional safety partners, appropriate levels of involvement by each agency, funding, political or jurisdictional boundaries, and other issues that should be addressed in the SMS workplan.

Results of the evaluation forms completed at the end of the meeting indicated an overwhelming majority of attendees believed that objectives had been achieved and they were willing to continue to participate in the process. Suggestions were also made for including additional representation in future meetings. MDOT was encouraged to utilize information from this meeting to develop an SMS framework for critique and shaping by the Task Force in conjunction with a second meeting tentatively scheduled for mid-July.

A third meeting is anticipated for early September to obtain final consensus on the makeup of the SMS draft workplan and to further explore implementation of the plan. Attendance at these meetings, by necessity, will be limited to invitation only. However, if you would like to participate by mail submittal or believe your personal attendance is important, please contact Kurt Kunde, P.E. at (517)335-2993 or write to him at MDOT, Traffic & Safety Division, P.O. Box 30050, Lansing, MI, 48909.

The ATIS component is ALI-SCOUT, made by Siemens, a German company. This system consists of a central computer, roadside beacons and in-vehicle units comprised of a processor, receiver and display.

FAST-TRAC is currently in operation in Troy, Auburn Hills, Rochester Hills and Pontiac. Future expansion is anticipated as well as linking to the MDOT Metropolitan Transportation Center in Detroit, The Oakland County Sheriff Department, Michigan State Police and fleet operators.

Early results indicate a reduction in accidents of 18% for the first 28 intersections, while a later study with more intersections controlled showed a reduction of 6%. Left turn accidents have decreased substantially, with injuries down 50% at intersections where left turn phasing was installed or changed from lag to lead.

TRAVEL COUNT '94

---CARMINE PALOMBO

Carmine Palombo of SEMCOG discussed Travel Count '94, the first household travel survey conducted in the Detroit metro area in 30 years.

The survey was needed because CAAA and ISTEA requires more precise traffic modeling and because of the extreme demographic changes that have occurred in the intervening years since the last survey.

The survey will have five parts:

1. Transit on-board survey
2. External station survey
3. Household survey
4. Truck and goods movement
5. Major generator survey

The household survey will use a household trip questionnaire to record trip activity for all members over age 5 for a day. SEMCOG is undertaking a major publicity effort to dispel fears and reluctance of people to provide trip information.

COMPUTER BASED ROADWAY DEFECT SURVEILLANCE SYSTEM

---TAPAN K. DATTA

This is a part of the Wayne State University's ongoing risk management activity and presents a computer based means of detecting and managing defects. The software is available to governmental agencies on request.

Dr. Datta also discussed the need for risk management and defined terms such as defect, deficiency, risk, speculative risk, risk management, tort liability, negligence and notice of defect.

Mr. Bolton presented a concept his agency is investigating which would utilize a portion of the Conrail right-of-way to provide an alternate means of access for persons who commute to and from Ann Arbor.

Central Ann Arbor remains a major employment center, with the university and the hospital complex as main employers. There is little opportunity to develop more parking in the central city, because of high land cost and the fact that 55% of the area is not on the tax roles. Also, parking construction in Ann Arbor is expensive, running \$20,000 to \$25,000 per space at the University Hospital. A parking permit for the hospital is now \$60 per month.

The plan calls for buses operating on an 8.5 foot wide guideway built on the railroad R.O.W., running ultimately between LeForge Road in Ypsilanti and Nichols Drive in Ann Arbor. Facilities connected by this bus route include Eastern Michigan University, St. Joseph Hospital, US-23 park and ride lot, UM Hospital and the university as well as other Ann Arbor businesses.

The proposal is for a single track operating in both directions with passing areas at stops. Operating speed is expected to be in the 55-60 mph range. Travel time is expected to be competitive with driving.



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