

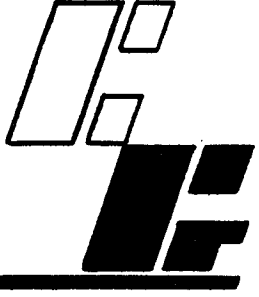
**FEBRUARY MEETING**

We'd like to thank the membership for their (fair) attendance at the February meeting at the Holiday Inn in Farmington Hills and for putting up with Section President Lebel's joke! Gerry Feddersen of Oakland County Traffic Improvement Association gave an interesting presentation on the Alcohol Enforcement and Education Project being jointly undertaken by TIA, the Oakland County Sheriff's Department, the Michigan State Police, and various municipal police departments in Oakland County. It appears to be a success and the University of Michigan Highway Safety Research Institute has been contracted to evaluate the effects of the effort. The evaluation will occur at 14 different levels.

A special alcohol enforcement team consists of six cars - four from the county, one from the state and one from the local department in the area where the concentrated enforcement effort is taking place. Enforcement efforts are concentrated at the locations and at the times where alcohol-related traffic crashes are occurring as provided by TIA's traffic data record system.

Basically the concentration occurs for 20 select hours from Wednesday through Saturday nights. Additionally mobile breathalyzer units are available to provide on-site testing so as not to take time away from the enforcement team's patrol hours. Gerry reports that the average blood-alcohol level of people being tested is running around 0.17 percent (0.10 percent is Michigan law for DUIL) and they aren't just mildly drunk. Quite often the drunk drivers are apparent in their actions such as running off the road or crossing the centerline.

Approximately 25 percent of the arrests are for other infractions which are detected by patrol vehicles, but currently alcohol-involved accidents are down 19 percent in the county.



**CARRIER & GABLE, INC.**

24110 Research Drive  
Farmington Hills, MI 48024

Michigan's Largest Stocking Distributor  
Of Transportation and Highway Safety Products.

SINCE 1940

<b>TRAFFIC CONTROL</b>	<b>HIGHWAY SAFETY</b>
Signals	Impact Attenuators
Controllers	Pavement Markings
Poles	Paint & Equipment
Electrical Signs	Reflective Markers
Detectors	Fire Alarms
Systems	Motorist Aid

Telephone (313) 477-8700

**CONGRATULATIONS TO IRENE MEAD!**

Our hat's off in this issue to Irene Mead. We're most pleased to see that Irene has rejoined the Michigan Department of Transportation in an engineering position. While Irene completed a civil engineering degree at Michigan State University sometime ago, she just completed a law degree from Cooley Law School about nine months ago. Additionally, she has successfully completed the State Bar Exam. For the past nine months Irene worked with the Attorney General's office. Congratulations, Irene.

Another aim of the project is to make the public more aware of the economic costs of crashes. The media campaign centers around the theme, "The Party's Over in Oakland County".

A special note of thanks goes to Shirley Shotroff and Tom Biasell of the City of Farmington Hills who took care of arrangements. They did a super job and it's much appreciated by the Board.

*Thomas R. Krycinski, P.E.*

**DR. THOMAS MALECK NOW!**

A fine job done! Congratulations are most surely due to Tom Maleck of MDOT who recently completed his Doctorate Degree in Civil Engineering at MSU. Tom's major coursework concentrated on statistics, system science and economics. We understand that Dr. William Taylor had a hand in this, but it was mostly due to the fact that Tom had a lot of "patience". Congratulations, Tom.

**1981 COMMITTEE CHAIRMEN:**

- Technical Program - David Litvin
- Nominating - Dave Merchant
- Hospitality - Jerry Carrier & Herb Henry
- Technical Projects - Jon Crane
- IMSA Liason - Jack Hoving
- Professional Advisory Panel Representative - Dave Merchant
- Membership - Mike Labadie
- Legislative - Tom Reel
- Public Relations - Bob Lariviere
- Program - Bob DeCorte

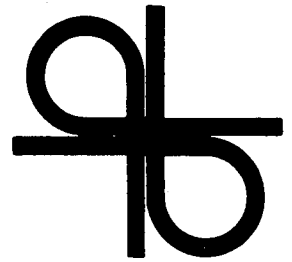
**MICHIGANITE**

**OFFICIAL PUBLICATION**

VOLUME 16 NUMBER 1 WINTER 1980

**MICHIGAN SECTION**

**INSTITUTE OF TRANSPORTATION ENGINEERS**



**PRESIDENT'S COLUMN**

This being my first column as your 1981 President, I would like to use the next few paragraphs to outline what I perceive as our problems and some of my goals for the coming year.



LEBEL

First, I am happy to report that we are financially healthy with a treasury balance of slightly less than \$4,000. We anticipate no dues increase in the foreseeable future.

I believe our biggest problem is involvement of more of our membership in section activities, specifically meetings and technical projects. At our February meeting in Farmington Hills we had only 32 paid attendees. Frankly I find that embarrassing for an organization of nearly 300 members. Your executive board charges the meeting meals at below cost (with advance reservations). I strongly believe that we all share an obligation to support, through participation, the activities of your section. Elsewhere in the "MICHIGANITE" you will find the 1981 meeting schedule. Mark your calendars now and plan to attend your section meetings.

We also believe it is our responsibility to initiate and support professional activities which promote the Transportation Engineering profession. To that end we have appointed Jonathon Crane as our technical projects committee chairman. Mr. Crane is looking for project ideas and especially seeks your participation in future section projects. Contact Jon or one of the Board members if you have project ideas or will serve on a project committee.

Of special interest is our child restraint project. This activity involves organizing a public information booth at a local shopping center to disseminate information promoting use of approved child restraints. Rich Cunard of T.I.A., organized one of these in Oakland County and it was enormously

**4TH ANNUAL PRODUCT TECHNICAL SESSION**

**CITY OF SOUTHFIELD DPS GARAGE**

Circle May 21 on your calendar and plan to attend this year's Product-Technical Session which should be bigger and better than ever.

Last year 20 vendors displayed their products at our best session to date. This year more vendors are expected and a larger crowd should be there because city and county officials are being invited in addition to the membership of ITE and IMSA.

Plan on joining us and see the latest developments, equipment and materials in the following areas:

- Signal Controllers
- Time Base Coordinators
- Signal Heads
- Signal Pre-Emption Equipment
- Signs
- Reflective Sheeting
- Sign Posts

- Sign Fasteners
- Hydraulic Equipment
- Maintaining Traffic Devices
- Impact Attenuators
- Parking Lot Control
- Parking Meters
- Traffic Counters
- Pavement Marking Paints
- Thermoplastic Markings
- Plastic Pavement Markings
- Pavement Markings

**PRODUCT TECHNICAL SESSION AGENDA**

**MAY 21, 1981**

- 2:00 Product Session
- 5:30 Hospitality Hour  
(Courtesy of Hospitality Fund)
- 6:30 Dinner followed by a Sports Program

**MICHIGAN SECTION I.T.E. 1981 MEETING SCHEDULE**

DATE	LOCATION	HOST	COMMENT
May 1	Livonia	Henry/Carrier	Social Night
May 21	Southfield	Savage/Northrup	Mew Products Displays
June 18	Marshall	Ken Shackman	Dinner Meeting
July 31-Aug. 1	Mt. Pleasant	Len Price	Technical-Family Weekend
Aug. 16-21	Boston, Mass.	I.T.E.	National Annual Meeting
Sept. 17	Grand Rapids	Jere Meredith	Golf Outing
Oct.	Ohio	Ohio	District Tech. Meeting
Nov. 19	Troy	Rich Cunard	Section Annual Meeting

successful. This is a particularly laudable project. A program format is available and the "bugs" have been worked out by Rich. All we lack are volunteers, especially outstate, to organize such a weekend display. The board has agreed to purchase a child seat for display purposes and for a free drawing for those viewing and taking the informational materials available. This is a super activity! Contact Rich at TIA (Phone: 313/334-4971). He will be more than glad to help you set up a booth.

**LADIES' NIGHT AT THE RACES**

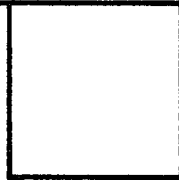
It is felt that you can always overdo a good thing. Therefore, this year's Ladies', or Social Night, if you prefer, is going to be occurring between the Holiday Inn in Southfield and the Detroit Race Course instead of Webers Inn outside of Ann Arbor. The hospitality fund is being used to partially subsidize this meeting and the vendors have arranged for private bus transportation between the hotel and the raceway, as well as a social hour. Don't miss this one which is scheduled for May 1. It's a gamble you can't afford to lose!

*William Lebel, P.E.*

**MICHIGANITE**

Official Publication  
Michigan Section

310 Veterans Memorial Building  
151 West Jefferson Avenue  
Detroit, Michigan 48226



## AN EVALUATION OF RURAL 4-WAY STOP SIGN CONTROLS

by  
Peter M. Briglia, Jr.

A "before and after" study was undertaken by the Michigan Department of Transportation to evaluate the effects resulting from changing operational controls at ten rural, high speed intersections from 2-way to 4-way stops. Nine of these intersections experienced low to moderate traffic volumes (daily approach volume less than 13,000 vehicles). All but one included at least one high-speed approach. None were in urban or suburban areas. Accident experience, vehicle operating costs, travel time, fuel consumption, and vehicle emissions were compared for these intersections.

Three years of before-and-after data were available for eight of the intersections. A total of 230 accidents, with 219 injuries and 15 fatalities occurred in the before period. There were 89 accidents, 45 injuries and one fatality in the after period. All accident types (i.e., angle, rear-end, etc.) were reduced and the overall reduction was statistically significant at the 97.5 percent confidence level.

Two years of before-and-after data were available for the two remaining intersections. A total of 47 accidents, including nine injuries and one fatality occurred in the before period. There were 19 accidents, with one injury and no fatalities in the after period.

The number of accidents, injuries, and deaths experienced reduction compared with the number of accidents, injuries, and deaths expected to occur in the "after" period, estimated using statewide trends. The overall reductions in accidents and injuries were statistically significant but the reduction in deaths was not significant due to the low numbers involved. Except for the property damage accident rates at two intersections, all other accident rates were reduced. The annual savings resulting from reduced accidents at the ten intersections was \$760,200 (1979 price levels).

The additional motor vehicle operating costs (fuel, tires, engine oil, maintenance, and depreciation) totaled \$913,700 per year. The additional travel time was 208,800 hours per year. The additional fuel consumption was 440,300 gallons per year, and excess annual vehicle emissions totaled 1,287,500 pounds of carbon monoxide, 79,200 pounds of hydrocar-

## SPEAKERS' BUREAU

By the time you receive this newsletter, pamphlets should be available describing the joint ITE-OHSP Speakers' Bureau. OHSP stands for the Michigan Office of Highway Safety Planning. A group entitled the Traffic Engineering Services Coordinating Committee, consisting of state, local governmental, AAA, university, and consultant representatives gave birth to this brainchild.

The pamphlets will give names of speakers and topics on which they're willing to speak as well as geographical areas. It is our intent to serve school and civic groups plus any others who are interested in highway-related topics. The membership at large will receive a copy of the pamphlet when it's available - watch your mail!

In the meantime, further information can be obtained by contacting either of the following:

Jonathan Crane  
Professional Engineering Associates, Inc.  
950 N. Hunter Boulevard  
Birmingham, Michigan 48011

or

Thomas R. Krycinski, P.E.  
Michigan Department of State Police  
Office of Highway Safety Planning  
7150 Harris Drive  
General Office Building  
Lansing, Michigan 48913

bons, and 83,000 pounds of nitrogen oxides.

Closer review of the study indicates that the single high-volume intersection contributed approximately 30 percent of the total vehicle operating costs, travel time, fuel consumption and vehicle emissions. With high volumes, the increases in operating cost, delay, fuel consumption, and vehicle emissions make this type of intersection control less feasible. At moderate or low volumes, where operating costs are less and where a traffic study indicates that a 4-way stop can be a cost effective method of intersection control.

Copies of the complete 4-way stop study can be obtained by contacting:  
Peter Briglia  
Traffic and Safety Division  
MI Department of Transportation  
P.O. BOX 30050  
Lansing, Michigan 48909

## MICHIGANITE

Official Publication  
Michigan Section  
of the  
Institute of Transportation Engineers

### 1981 EXECUTIVE BOARD

William T. Lebel, P.E. President  
Legal Co-Ordination Engineer  
MDOT

Robert V. DeCorte, Vice President  
P.E., Traffic Engineer  
Automobile Club of Michigan  
(313) 336-1407

Richard F. Beaubien, P.E. Secretary  
Transportation Engineer  
City of Troy  
(313) 524-3379

Raymond O. Severy, P.E. Treasurer  
Traffic Engineer  
City of Lansing

Tom Krycinski, P.E. Director  
Office of Highway Safety Planning  
Michigan Department of State Police  
(517) 322-1942

David A. Merchant, Past President  
P.E., Division Administrator  
Federal Highway Administration  
(517) 377-1844

### MICHIGAN SECTION ITE TREASURER'S REPORT February 25, 1981

Balance Jan. 20, 1981	\$3,454.67
Receipts:	
Dues	\$ 544.00
Michiganite Ad (Fall 1980)	25.00
Interest - January	21.67
Total Receipts	\$ 590.67
Expenditures:	
Postage	\$ 54.00
Printing - meeting & dues notices, questionnaire, membership applications	74.85
Printing - Letterhead	18.00
Deposit for February meeting	100.00
ITE Education Fund	50.00
Total Expenditures	\$ 296.85
Balance Feb. 25, 1981	\$3,748.49

Raymond O. Severy, P.E.  
Treasurer

Address communications regarding the Michiganite to the Editor:

W. Howard Cox  
310 Veterans Memorial Building  
Detroit, Michigan 48226  
313-962-3202

Prepared by the  
Traffic Safety Association of Detroit

## slightly warped history of ridesharing

JAN. 3-4, 721 B.C. FIRST SUCCESSFUL RIDESHARING (KALAKA). Noah shares ride with friends on ark and saves two of each species (dinosaurs miss boat and become extinct).

FEB. 3-1962 HANK HINGLE DISCOVERS THE 23-MAN COMPACT CAR-POOL—admits that the car was modified by removing the glove box door.

JAN. 19-1965 RUSSIANS CLAIM THAT IVAN POOLOVICH IS THE FATHER OF RIDESHARING since he pioneered the 3,000-man train pool (Minsk to Pinsk, 1939).

SEPT. 11 1965 U.S. SAYS POOLOVICH IS NOT THE FATHER OF RIDESHARING since Amos VanPool used conestoga wagons to do the same thing in 1849.

OCT. 23-1965 RUSSIANS CLAIM THAT IVAN POOLOVICH INVENTED HOWARD JOHNSON'S INSTEAD.

MAY 17-1973 THE FIRST BICYCLE BUILT FOR 12 (FIRST 6 SEATS NON-SMOKING) IS DEVELOPED IN ALBUQUERQUE. Project was terminated when it proved impossible for the bicycle to get through downtown intersections before the light turned red.

SEPT. 9 -612 A.D. MARCO POGO BOUNCES INTO HISTORY WITH THE FOUR-MAN POGO STICK—says, "the future is springs—forget wheels!"

### SEVERY APPOINTED ASSISTANT DIRECTOR OF PUBLIC SERVICE

The Section congratulations also go out to Ray Severy, our section treasurer, who was promoted from the position of Traffic Engineer for the City of Lansing to the Assistant Director of Public Service. Good work, Ray. The selection of Dave Berridge from MDOT to replace Ray as Traffic Engineer also appears to be a good choice to us.

MAY 4-1775 GENERAL GEORGE WASHINGTON PROVIDES AN EARLY BOOST FOR RIDESHARING by posing for a poster as he crosses the Delaware in a boat shared with his troops.

MAR 20-1849 AMOS VANPOOL SHARES HIS COVERED WAGON WITH ALL TAKERS IN THE SETTLING OF THE WEST. Informed that he, "Little Big Van" (since he stands only 4'2"), has been named the father of Ridesharing, he says, "Horsefeathers!"

JUNE 29-1904 THE SNEAD BROTHERS OF EAST OVERSHOE WOULD HAVE BEEN THE HOUSEHOLD NAME THE WRIGHT BROTHERS ARE, had they not insisted on sharing their unhistoric ride with four friends, two dogs, a keg of beer, and two dozen salami and cheese sandwiches.

JULY 2 -1907 ENRAGED AT THE NON-PERFORMANCE OF HIS 1907 KLUTZMOBILE (the first lemon), Ed Tirebiter fills it full of water and dumps his goldfish into it—the first car-pool is born.

JUN. 2-1915 BUSINESS BOOMS WHEN "HONEST GUNGA'S USED FLYING CARPETS" hits on an ingenious promotion—9' x 12' "rug vans" for Ridesharing.

MAY 15-1980 NATIONAL RIDESHARING DAY is declared, really, truly, and absolutely. Joy reigns throughout the land!



OCT. 5 -2,001 B.C. CRAMSES I INTRODUCES "REEDSHARING" for Egypt using papyrus boats.

AUG. 29-1952 FRUSTRATED BY TRAFFIC JAMS ON GAME DAYS, THE EAST OVERSHOE NEANDERTHALS ORGANIZES THE FIRST FOOTBALL-POOL—and carries its van through congested traffic to the stadium.

NOV. 19-1976 THE U.S. DEPARTMENT OF TRANSPORTATION INFORMS "BIG BAIT" MILLER THAT CARP-POOLING IS NOT WHAT THEY HAD IN MIND.



Department of Transportation



ENERGY EFFICIENCY

### DARK CLOUDS ON THE HORIZON

All indications from Washington, D.C. are that the "402" Highway Safety Program could be in real trouble. This program has provided federal funding for many highway safety activities in the State. Some examples are the Detroit Police Department's selective enforcement project and a comprehensive countywide traffic engineering effort in Oakland County.

Numerous small traffic engineering equipment projects and sign inventory efforts have been undertaken across the State, as well. However, it appears that the budget cutting process being undertaken by the Reagan Administration has not missed the "402" Program and it appears to be scheduled for a substantial cut. As soon as the extent of the cut is known, you will be advised in our newsletter.

Thomas R. Krycinski, P.E.

**REID, COOL & MICHALSKI, INC.**  
Traffic Engineering Consultants

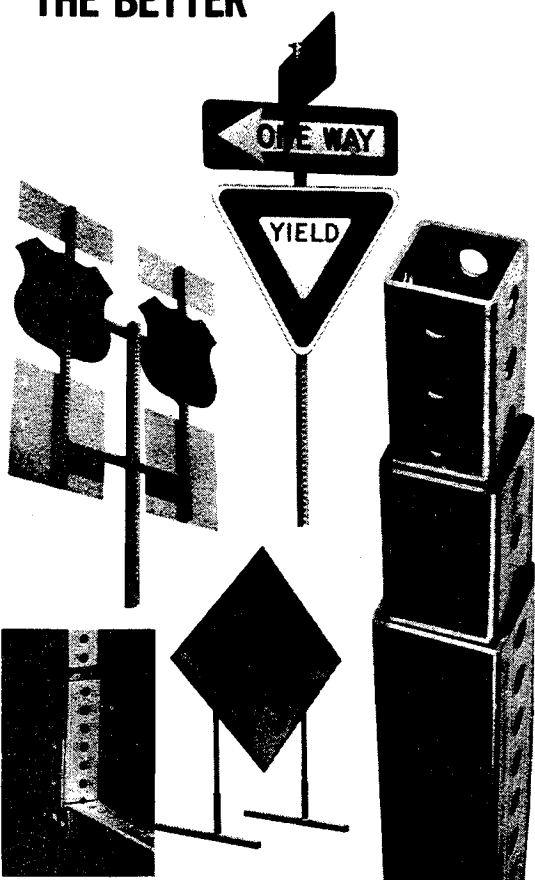
COMPREHENSIVE STUDIES AND SERVICES

29623 NORTHWESTERN HWY.  
SOUTHFIELD, MICHIGAN 48076  
(313) 356-3515

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

TRAFFIC & TRANSPORTATION ENGINEERING SERVICES

# SIGN SUPPORT METHODS ARE CHANGING FOR THE BETTER



**TELES PAR**® sign support systems represent an important advance in sign support technology. That's why more and more of the new uniform symbol signs are being mounted on TELES PAR supports.

Sign men all over the country are discovering that the TELES PAR system can reduce overall costs while outperforming all previous support methods.

TELES PAR supports offer four-side mounting, high salvage and labor saving installation. A full complement of fittings and hardware gives the system unequalled flexibility. And exclusive anchor post installation offers the first real improvement in replacement of damaged signs in 50 years.

The TELES PAR system is available locally through UNISTRUT DETROIT  
4045 Second Street  
Wayne, Michigan 48184

Get the whole TELES PAR story. Write for brochure TEL-101 today.

**UNISTRUT** Telespar Systems



## ANNUAL SAFETY MEETING AT LANSING CIVIC CENTER

Each year an annual safety meeting is held at the Civic Center in Lansing. This year the meeting has a special meaning in that it has a day devoted to transportation engineering. That day's agenda is as follows:

**MICHIGAN SAFETY CONFERENCE  
TRAFFIC DIVISION  
April 21, 1981  
9:00 a.m.**

### AGENDA

- 9:00AM-10:00AM Keynote Address - "A Viewpoint on Highway Safety for the Local Road System"  
Mr. Howard L. Anderson - Retired FHWA Associates Administrator for Safety
- 10:00AM-10:15AM Break
- 10:15AM-11:30AM Michigan Engineering Services to Local Agencies - Mr. Thomas Krycinski - Chief, Planning and Analysis Section, Michigan Office of Highway Safety Planning  
Mr. Morrie Hoewel - Safety Programs Coordinator, FHWA  
Capt. Paul Ruge - Traffic Traffic Services Division, Michigan Department of State Police  
Mr. Ursel Savage - Community Assistance Engineer Michigan Department of Transportation  
Mr. Thomas Maleck - Staff Specialist, Michigan Department of Transportation
- 11:30AM- 1:30PM Lunch
- 1:30PM- 2:15PM Safety Projects Implemented on the Local Road System  
Mr. Thomas Brennan, Traffic and Safety Engineer, Washtenaw County
- 2:15PM- 3:15PM Accident Reconstruction  
Sgt. Leslie Austin, Michigan Department of State Police
- 3:15PM- 3:30PM Break
- 3:30PM- 4:14PM Safety Projects Implemented on the Local Road System  
Mr. Robert B. Carroll, Traffic Engineer, Kalamazoo Co.

We're sure that you'll find this day of interest to you. It is being coordinated by the Traffic Engineering Services Coordinating Committee, a committee aimed at keeping you better informed. For further information please contact:  
Mr. Robert Lariviere  
Traffic and Safety Division  
Michigan Department of Transportation  
Transportation Building - 1st Floor  
Lansing, Michigan 48909

### STAN COOL APPOINTED CHAIRMAN OF DEPARTMENT 4 TECHNICAL COUNCIL

Word has reached us that Stan Cool of Reid, Cool & Michalski, Inc. has replaced Don Orne as the Chairman of the Department 4 Technical Council (Traffic Operations). Don Orne recently took charge of the Maintenance Division of the Michigan Department of Transportation after heading its Traffic and Safety Division for a number of years.

## RIGHT-TURN-ON-RED

We wanted to alert the membership to a report recently released by the Insurance Institute for Highway Safety on right-turn-on-red. The study looked at six states that have adopted right-turn-on-red and three which had not. Michigan was not one of the states studied. Basically, the report is very negative noting sizeable increases in right-turn collisions, although it does note minimal fuel savings.

One fallacy in the report is that it examines right turns only, rather than looking at the total intersection's picture. Additionally, it doesn't differentiate whether the right turn accidents happened on green or on red. Of course, during a right-turn-on-red pedestrians should have a "do not walk" situation facing them. Several agencies are reviewing the report and our state's data in this regard.

Additionally, ITE has assigned a national technical task force to develop an issue paper on Right-Turn-On-Red. Stan Cool of Reid, Cool & Michalski, Inc. is chairing the effort and Bill Savage of the Michigan Department of Transportation is a member. They will be giving a brief on their findings at the National ITE Technical Council Meeting on May 7th in Knoxville.

There was also a joint meeting which was held in Washington, D.C. on March 6, 1981 with ITE, AASHTO, and FHWA to discuss this issue. As soon as any feedback on findings are available in this regard, we will advise you in the very next newsletter.

Thomas R. Krycinski, P.E.

**Symbols for Safety**

Traffic Control Products Division **3M**  
3M CENTER • SAINT PAUL, MINNESOTA 55101

MINNESOTA MINING AND MANUFACTURING COMPANY  
3M

## CITY OF TAYLOR SCHOOL SAFETY UNIT

A report crossed my desk this morning that I'd like to share with you. It was an internal evaluation of a three year project which our office funded and the report was prepared by Sgt. John Stillman. The report addresses several interesting issues.

In 1978, the Taylor Police Department was awarded a federal grant by our office to establish a School Safety Unit. The Unit was established as a division of the Traffic Bureau with a director and five officers. The concept was to have the officers primarily service the elementary school population and, as time allowed, the junior high school population. Officers were assigned six schools each and gave lectures to students, safety patrols and PTAs. They worked closely with principals on other problems that the schools were experiencing, as well.

### FACED WITH A CHOICE

At the end of 1979, the department lost several patrol personnel due to attrition and the City, due to the State's poor financial climate, could not hire new people. Thus, the department was faced with the choice of dissolving the safety unit completely or reducing the unit by four people. After raising shirt sleeves to the elbows and some hours of sweating, a mutual agreement was reached by all concerned to reduce the unit by four people and the scope of the project as well.

The interesting point is that the unit had established such a good rapport with the students, the administration and the public, itself, that they still managed to contact half of the total people seen in 1978 when at full strength. Not bad when personnel cuts were 66 1/3 percent. Bicycle rodeos and baseball games were utilized to help develop a friendly relationship with the students and the same number of both were maintained by the reduced officer strength in 1980 as in the two previous years.

### BETTER JUDICIAL SYSTEM

Another interesting accomplishment was the establishment of a better judicial and juvenile system. When the project first started this system was sympathetic, but unresponsive in its ability to convict a juvenile for traffic offenses. Therefore, the officer had to utilize verbal warnings with a citation being the last resort. Once juvenile offenders realized this, the enforce-

## DOT REGION V SAFETY MEETING

Morrie Hoewel of FHWA, Richard Blost of MDOT, as well as Gary Holben and Jim Rojas of the MOHSP were in attendance at the DOT Region V Safety Meeting which was held in Minnesota from February 10-12, 1981. The meeting is an annual event which brings the States of Indiana, Ohio, Wisconsin, Illinois, Minnesota and our home state together to discuss items of mutual concern in the highway safety field.

Agenda items this year included: Washington federal office's viewpoints; Minority Business Enterprise & Title VI Program requirements; innovative 3+ (engineering) projects; concrete barrier considerations; energy considerations; linkage of roadway, accident and traffic elements; 55 MPH; pedestrian/bike activities; and Region V viewpoints and issues (a panel discussion).

All reports are that it was another good meeting and it was rumored that all Michigan delegates managed to stay warm in spite of the sub-zero weather which they experienced. Next year's site will be Indiana and will be in May as opposed to the traditional February.

ment program lost its value. Through project efforts the court system became more understanding until the judges in the City's courts pledged their help. The introduction of a civil infraction law for traffic violations changed this since juveniles could now be fined for their actions as a bicyclist or pedestrian.

### INTENSIVE TRAINING SESSIONS

Still another accomplishment was the establishment of some priority to bicycle and pedestrian violations by the City's patrol division. When the project first started, this division basically did not stop offenders and the students knew it. Intensive training sessions for road patrol officers made them more aware of the problem and the bicycle law. Cooperation by officers is now functioning smoothly.

Last, in the early stages of the project, public communications was a problem since this metropolitan community lacked a central newspaper or television station. Through project efforts the City's approval cable television network was utilized in this capacity.

### NEIGHBORING CITIES INVOLVED

Ultimately, traffic crash statistics in these areas were reduced, although the numbers are admittedly small.

It is our office's feelings, however, that the gains noted above are signi-

## MICHIGANITE DEADLINES

We are considering revision and expansion of the Michiganite. Additionally, we'd like to keep our newsletter at eight pages. However, if we are going to have a meaningful newsletter and expansion, it's up to you, the membership, to make it successful. We are also going to make every attempt possible to meet the following issue deadlines: July 1; October 1; and January 4.

This means that all material to be included in these newsletters must be received by the following deadlines: June 1; September 9, and December 12.

There can be no exceptions to these deadlines and any material received after the deadlines will have to be included in the next scheduled newsletter - if still relevant.

Articles can be submitted to either of the following:

Howard Cox  
Traffic Safety Association of Det.  
310 Veterans Memorial Building  
151 West Jefferson Avenue  
Detroit, Michigan 48226

or  
Thomas R. Krycinski  
Office of Highway Safety Planning  
Michigan Department of State Police  
7150 Harris Drive  
General Office Building  
Lansing, Michigan 48913

ficant and the community, including the student element, is more supportive of its police department and its efforts. Unfortunately, due to the national budget cuts discussed elsewhere in this newsletter, federal funding is not currently available for such efforts in other communities.

However, a lot of accomplishments discussed could be gained in-house by your area police department with your assistance. Neighboring cities have already become involved in presenting safety programs to students. Officers from Wyandotte, Southgate, Flat Rock, Woodhaven and the Wayne County Sheriff's Department have been assisted by the City.

Further information can be obtained by contacting:

Sgt. John Stillman  
Project Director  
School Safety Unit  
Taylor Police Department  
11075 Pine Street  
Taylor, Michigan 48180  
PH: (313) 287-6454



**LLOYD B. REID, DIES AT 79**

Lloyd B. Reid, former Michigan Highway Commissioner and internationally known traffic expert, died December 31, 1980 while vacationing in Sarasota, Florida. He was 79.

A native of Oakland County, Michigan, he was a University of Michigan graduate with a degree in engineering. He worked as an engineer in Ann Arbor, Durand, Pontiac, Grand Rapids, Detroit, and Bloomfield Township before joining the Michigan State Highway Department.

After conclusion of his career with the Michigan Department of State Highways, Mr. Reid became Director of the City of Detroit Traffic Engineering Bureau.

Mr. Reid started as an assistant assessment engineer and rose to become deputy commissioner and business manager in 1941. From this post Gov. Murray VanWagoner appointed him state highway commissioner in 1942 and he began the planning for what became the statewide freeway system after World War II.

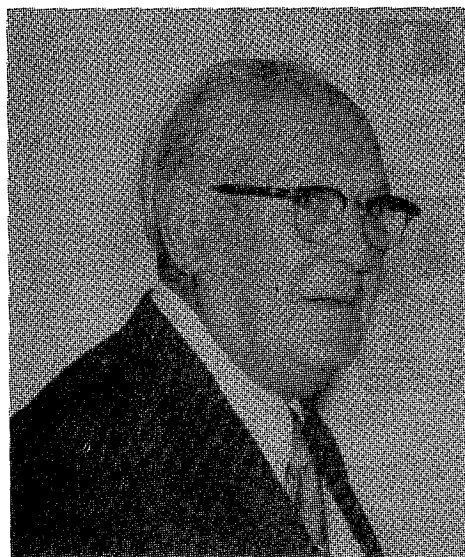
In 1948 Mr. Reid left the City of Detroit to advise the mayor of New York City on street traffic problems. As a result of this activity, New York City created a new Traffic Department and Mr. Reid became its first Commissioner of Traffic.

Since 1951 Lloyd Reid served as consultant to many municipal, commercial and industrial clients and the Urban Land Institute where he assisted in planning of central business districts.

In the area of commercial land development, Mr. Reid was responsible for development of traffic and parking plans for numerous shopping centers including Northland, Eastland, Westland, Southland, Genesee Mall, and Oakland Mall (shopping centers of the J. L. Hudson Company in Metropolitan Detroit); Arborland and Maple Village in Ann Arbor, Michigan; Greenwood Mall in Toledo, Ohio; and Pontiac Mall in Pontiac, Michigan.

**Could Be!**

The story has been told of a pedestrian who was slightly hit by a woman driver. After the impact, the pedestrian landed in the road somewhat shaken. The driver, too confused to apply the brakes, blow the horn or shout a warning in time to avoid the accident, felt something was called for, so she stuck her head out the window and yelled, "LOOK OUT!" Unnerved, the pedestrian quickly queried, "Why, Lady? Are you coming back?"



The Michigan Section has contributed \$100 to the ITE educational fund in memory of Lloyd B. Reid. He was a Fellow Life member of ITE and also a member of the Michigan Section.

**MICHIGAN SECTION MEMBERSHIP CHANGES**

The following members of the Michigan Section of the Institute of Transportation Engineers have either been newly admitted to membership in the I.T.E. (international) or have been upgraded to a higher level of membership as shown in the following listing.

**To Grade of Associate**

Tsuchiyama, Ken  
Progressive Consultant Corp.

**To Grade of Member**

Robertson, Kenneth E.  
Supervising Engineer, Bath, Mich.

**NEW MICHIGAN SECTION MEMBERS**

STEVE DEARING  
Oakland County Road Commission

BRADLEY HAGERTY  
M-DOT

DAVID STARR  
Oakland County Road Commission

**SUMMER MEETING**

A technical-family summer weekend is planned, as you will notice from the meeting schedule included in this issue. It is planned for the Mount Pleasant Holiday Inn for good reason. If you've ever been there, you will understand that statement. If you haven't this is an excellent site which offers more than adequate swimming facilities, game rooms, and its own par 3 golf course. What more could you ask for, then? It also provides easy, fast access to Central Michigan University and we are looking into the possibility of attending a summer football training session for members and family who are interested.

A light technical session will be added to the meeting, but we promise to hold it light. We would be most interested in membership feedback regarding this meeting before we put a lot of labor into its planning. Additionally, we will need a firm commitment somewhat in advance of the meeting date before we confirm. Therefore, check your calendar and let any board member know of your feelings in regard to this meeting.

**A PERSONAL NOTE OF THANKS**

I'd like to thank all of the membership who gave me their vote of confidence in the recent section election. I enjoyed the race with Rich Cunard who would have made a good director and who I consider a close, personal friend. I intend to give the job my best shot since I know no other. Please feel free to contact me with your ideas and suggestions as well as questions regarding board action as I aim to represent you. Once more - thanks - I consider your vote an honor.

Thomas R. Krycinski, P.E.

**WSU TRAFFIC SEMINAR**

A one day seminar devoted to Traffic Engineering Studies and Hazard Protection Devices, sponsored by the Department of Civil Engineering, Wayne State University in cooperation with the Michigan Office of Highway Safety Planning and the U.S. Department of Transportation, will be held on April 16, 1981.

The seminar, hosted by the Traffic Improvement Association of Oakland County, is scheduled to begin at 8:30 a.m., at Roma's of Bloomfield, 2101 South Telegraph, Bloomfield Hills, Michigan, located in the Miracle Mile shopping center.

Traffic Engineering Studies concept is vital in promoting the safe and efficient movement of traffic. This portion of the seminar will provide a discussion of the warrant studies for stop and yield signs and pedestrian gap studies at school crossings. The discussion will also include views on the general observance of the control devices.

After lunch, Hazard Protection Devices will be discussed. Any improvement of the identified deficiencies rests first upon a thorough understanding of the nature of the hazards, and then upon a willingness and capability, both technical and financial, to undertake the practical corrective treatment. The purpose of discussing this topic is to aid practicing planners and engineers to identify the needs and criteria in selecting a hazard protection device.

This seminar is provided without charge by the sponsoring organization in the interest of promoting better traffic engineering and increased traffic safety. For further information call Dr. Tapan Datta (313) 577-3789 or Richard Cunard (313) 334-4971.

**STOP, LOOK,**



**LISTEN, & LIVE**

**FHWA INFORMATION PACKAGE ON COMPUTERIZED SIGNAL SYSTEMS**

For the purpose of providing technical assistance to its own engineers, the FHWA has put together an informational package on computerized signal systems. It is not the intent of the package to promote computerized systems over other signal improvements or time base coordinators, but rather to aid in reviewing the adequacy of proposals. For the latter reason portions of the package may be of interest to local agencies.

Some of the information that is provided and which may have local interest follows:

1. Where is computerized control desirable.
2. What hardware is necessary.
3. What software is needed.
4. Display and Control elements.
5. Detector Configuration.
6. Communication Alternatives.

If you would like information on any of these elements you should contact Morrie Hoevel (377-1842) at Federal Highway Administration.

**THE MEN WERE EVER READY!**

There has always been a danger in darkness and traffic is no exception. Most of the pedestrian traffic accidents happen at night. Many ways have been suggested to cut this darkness toll. Around 1800, according to an old diary, "At Dursley in Gloucestershire, when ladies and gentlemen used to go out to dinner together on dark nights, the gentlemen pulled out the tails of their shirts and walked before to show the way and light the ladies. These were called 'Dursley Lanterns.'" Today foresight instead of hindsight is urged — Carry a flashlight or wear reflectors!

**DEALING WITH PUBLIC COMMUNICATION**

Communicating with the public is the theme of two new publications generated by the Traffic Improvement Association of Oakland County as part of its Comprehensive Traffic Engineering Project.

"A Guide for Public Communications Relating to Street Problems and Improvements" was designed to help persons involved with traffic engineering communicate via the mass media in their own communities.

"Facts About Controlling Traffic" is a collection of information sheets to assist officials in answering citizen requests for traffic control devices.

Although designed specifically for Oakland County, the materials in the guide can apply anywhere with a localized media list.

The information sheets explain briefly the use and/or non-use of stop signs, traffic signals, children-at-play signs, low speed limits and speed bumps. Local officials often receive requests from citizens that traffic devices be installed at locations where they're not actually warranted. The information sheets will help answer these requests.

For further information or copies of this material, please contact:

Rich Cunard  
Traffic Improvement Association  
of Oakland County  
2510 South Telegraph Road  
Bloomfield Hills, Michigan 48013  
(313) 334-4971

**SEMINAR SCHEDULE**

8:30 - 9:00 am	Final Registration	
9:00 - 9:15 am	Open Remarks and Discussion of Seminar Objectives	Tapan Datta, Program Director, Dept. of Civil Engineering
9:15 - 9:30 am	Pre-Test (To evaluate participant's prior state of knowledge.)	
9:30 - 10:15 am	"WARRANT STUDIES FOR STOP AND YIELD SIGNS"	Martin Parker, Progressive Consultants Corp., Michigan
10:15 - 10:30 am	Coffee Break	
10:30 - 11:15 am	"PEDESTRIAN GAP STUDIES AT SCHOOL CROSSINGS"	Martin Parker
11:15 - 12:00 pm	"OBSERVANCE OF CONTROL DEVICES"	Martin Parker
12:00 - 1:00 pm	Lunch	
1:00 - 2:15 pm	"HAZARD PROTECTION DEVICES - NEEDS AND CRITERIA"	Mr. Laurel Painter, Michigan Dept. of Transportation
2:15 - 2:30 pm	Coffee Break	
2:30 - 3:30 pm	"HAZARD PROTECTION DEVICES - DESIGN STANDARDS"	Mr. Laurel Painter
3:30 - 4:00 pm	Post-Test and Critique	

**PROFESSIONAL ENGINEERING ASSOCIATES INC.**

**TRAFFIC AND TRANSPORTATION ENGINEERS**

744 W. Maple Road / Troy, Michigan 48084  
313-362-0390