MICHIGAN STATE UNIVERSITY

INSTITUTE OF TRAFFIC ENGINEERS

VOLUME 10
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WINTER 1975

MICHIGAN SECTION
OFFICIAL PUBLICATION

President's Column

Your section board of directors are considering goals for the year. As your presi-
dent I will be submitting the following for consideration by the Board:

1. Maintain high standards of technical presentation for each meeting by requiring
   a detailed program with topics of mutual interest to all and a discussion period
   to follow each presentation.
2. Encourage automatic payments for all section meetings.
3. In the event of a major traffic engineer shortage, the Institute should take steps to
   encourage students to prepare for traffic engineering careers.

The 1970 National Manual on Uniform Traffic Control Devices provides for right
turns against the red at signalized intersections where permitted by appropriate
signs. Many states, however, have adopted legislation permitting the turn even
where the clouded red arrow (so-called “basic law” approach) is in use.

In Michigan, all residents of the state have the option of having a flashing red arrow
on all state highways. This option has been in effect in the state since 1973 to allow
a more liberal RTDR policy.

There is significant debate among traffic engineers as to the relative merits of the
two methods of implementing RTDR. Each system has its advantages and disadvantages.

The Case For A “Go Slow” RTDR Policy

by William Lebel

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turns on red (RTDR) in Michigan are allowed only in the presence of a flashing red
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MICHIGANITE
Official Publication Michigan Section
of the Institute of Traffic Engineers

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Prepared by the Traffic Safety Association of Detroit

Traffic engineers and other agents of local, county and state governments were put on notice that with the reading of the doctrines of "Sovereign Immunity," the civil service system could result in courts not only not holding the government agency but for the individual, in short, short-circuiting all legal means to prevent a wrong. The doctrine is essentially a legal mechanism for making the government liable in cases where the doctrine is not in effect. The Michigan Section of the Institute of Traffic Engineers is working to prevent accidents and other negative effects of traffic congestion.

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A PROBLEM SOLVING APPROACH TO TRAFFIC ENGINEERING

A Course Conducted by the Highway Traffic Safety Center Continuing Education Service Michigan State University
In Cooperation With The Michigan Department of State Highways and Transportation
Under a Grant from the Office of Highway Safety Planning Michigan Department of State Police

DAILY CLASS SESSIONS

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COST

The basic course costs are being paid by a grant from the Office of Highway Safety Planning, Michigan Department of State Police. For this reason there is no charge for tuition or luncheons.

TELESAPR sign supports are better to begin with. Better because their square shape provides four mounting surfaces instead of two. High resistance to torsional stress. Consistent bearing surface between sign and post. High strength to weight ratio because of the classic box structure. And predictable three side breakdown on impact.

The TELESAAR sign support system includes a full range of compatible hardware and fittings. The result is unmatched flexibility, easier installation, fewer parts to stock and handle.

TELESAPR components are used to support single signs, sign clusters, temporary barricades, parking meters, mobile signs and markers of all kinds. Fully proven in municipal, county, state and Federal programs nationwide. For complete details and specification data, ask for brochure TEL-101.

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The TELESAAR Idea:

SQUARE IS BETTER

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WATERS, MICHIGAN 48804
PHONE: (313) 722-1400
MEETING SYNOPSIS

General Meeting, October 24, 1974, Flint. Host Jack Wilson provided a unique setting at the Country Squire, where 50 members and guests were informed about the ongoing Management by Objectives study in Flint. Mr. Larry Gabrielson of Roy Jorgensen Associates explained the principals behind this management review concept. Essentially, the concept is a simple one that requires decision and work function analysis to determine where manpower and materials are most effectively utilized. He indicated that, in Flint, 21 different objectives had been identified in the Traffic Engineering Division alone. The reporter left the meeting with a whole sheaf of ideas for implementation in our next budget process.

Technical Session, December 5, 1974, Southfield. Displaced host Ed Wujick of Pontiac overcome some tough obstacles at the Ramada Inn to produce an interesting Technical Meeting. Dick Beaubien introduced Dave Hoang of U.S. EPA, Al Westover of MDHST & N, and Nick Day of Michigan's DNR. A widely varying discussion of current environmental requirements, procedures, and modeling techniques was held. Principal objectives were outlined for road construction projects for which environmental impact statements will have to be submitted.

Generally, there existed some disbelief that such requirements would be mandatory on many projects, although it was recognized that too little concern has been shown historically for the environmental affects of road construction. This is an area that each ITE member will have to become individually proficient in, as red-tape delays can easily abort needed projects for improperly prepared material.

Pete Capal and James Robinson of Midland and Ann Arbor, respectively, reviewed their ongoing Dial-A-Ride bus system. Both indicated that, as these public transit facilities remain in use, a large number of converts and responsive mode are being gained. It appears that, within the smaller communities, these systems have great benefit and, to a receptive audience, operational costs can be met (with a little help from the State and Federal governments). Julian Wolfe, Special Projects, SEMTA, outlined the efforts in Dial-A-Ride in the Detroit area with emphasis on the newly started program in Trenton. SEMTA is initiating more than a dozen of these programs within the region, costs being underwritten at least for the first full year of operation.

A panel moderated by Art Gibson of AAA provided a divergent view of the nation’s 55 mph speed limit. James Day of the U-M Highway Safety Research Institute confirmed our suspicions that statistics can be misleading, but for what reason? Early statistics show that accidents are down about 12%, with accident severity down as much as 33%. Whether these reductions are due to reduced mileage or to the lower limit is still somewhat confusing. Later statistics and analysis may prove more revealing.

First Lieutenant Lawrence Miller of the State Police gave insight to the enforcement of the new lower limit. One basic problem encountered was that point penalties were not applied to those motorists driving over 55 mph, but lower than 70. Attitude adjustment on the part of the motorists and the officers made initial enforcement difficult, although arrests for speeding for the year were up over 30%.

Mr. John Dooley, President of United Trucking Service, reviewed the truckers’ problems with the new law. A majority of trucking equipment on the road today is geared to a speed higher than 55. Truckers, although traditionally limited to lower speeds, have found that the longer trip times which result have caused some economic hardship and turnaround times are becoming difficult. Mr. Dooley indicated that the individual owner-drivers, as opposed to fleet-managed truckers, are generally a source of problems for the industry.

Annual Meeting, December 5, 1974, Southfield. A moment of silence was observed in memory of friends and fellow members of the Michigan Section: J. E. Hobbs, Richard Launer, and Ted Vandersmade. A final call was made for ballots, after which the teller’s committee, led by Dick Kuzma, read the names of the 1975 Section officers.

President Stan Cool
Vice President Richard Blust
Secretary Jere Meredith
Treasurer Gordon Melvin
Director Tie vote for Harry Taylor and David Merchant

Ed Wujick was applauded for his efforts in setting up today’s arrangements, and outgoing President Smith congratulated each Section Member, and particularly Art Gibson, for his role in the 44th Annual Meeting, all-in-all, a very busy year for the Michigan Section.

Immediately following the Annual Meeting, a special Executive Board Meeting was called, in accord with Section by-laws, to resolve the tie vote cast for Director. A secret ballot resulted in the selection of David Merchant as 1975 Director. Harry Taylor will not get off easy, however, as the Board voted to use his talents to the utmost next year.

General Meeting, January 16, 1975, East Lansing. 72 members and guests enjoyed the hospitality of hosts Gordon Melvin and Harry Taylor at the Starboard Track. President Cool called his first meeting of the year to order, announced 1975 Committee Appointments, and, on behalf of the Section, presented outgoing President Smith a plaque for his efforts as President in 1974.

Harry Taylor introduced a panel made up of John Gray, MCRC; Max Hoffman, MDHST; and George Platts, Assistant Attorney General. “Government Liability in Traffic Accidents” provided a launching point for an interesting discussion of individual and governmental responsibility. (See picture page.) Of particular note was Mr. Platts’ recommendation that engineers keep track of their decisions on various issues for possible later use in defending law suits. (I wonder where I will get the necessary additional files!) Numerous questions were fired from the floor on this vital subject. All the panelists have a great deal of information and members are invited to contact them directly if further questions arise.

Reporter: Roger Smith, Southfield

SO YOU WANT TO BE PUBLISHED

For those traffic engineers and others who want to have articles published in Traffic Engineering, Bess Balchen, TE Editor has the following suggestions:

- Articles must be the author’s original work, not published or under consideration for publication elsewhere.
- Copy must be concise-TE has space limitations and wants to let as many voices as possible be heard.
- Copy should be typed on one side of 8½ x 11 paper, double spaced.
- Two copies of the manuscript should be sent if possible.
- With typewriter set at about 66 characters per line, one typewritten line will equal two lines of magazine type. With 25 lines per page, there are about four typewritten pages per magazine page, exclusive of art and headlines.
- The following information is needed along with the article:
  - Title of paper
  - Name of author(s)
  - Name of project committee and list of members, if any copies of artwork, if any (please hold originals, including photograph(s) of author(s), until requested)
  - A 40 to 200 word abstract of the article
  - References, if any, giving author, title, whether a book, pamphlet, etc., place issued, by whom, year; if an article, the title, name of publication, page number, volume, year, title, name of publication, page number, volume, year; if an address, place and time when it was presented.

Manuscripts should be addressed to the editor, Traffic Engineering, 1815 North Fort Myer Drive, Suite 905, Arlington, Virginia 22209.

Immediate Past President Roger Smith enjoys a quiet libation with Bill Savage, Michigan Department of State Highways and Transportation, before the evening at Starboard Track went into formal sessions last January. Roger is the Deputy Director of Public Services for the City of Southfield.