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PAST PRESIDENT'S COLUMN
The Section should be commended for its recent financial contribution to a worthy cause, my trip to the 47th Annual Meeting of ITE in Mexico City. The trip was delightful in every way and Mexico City is beautiful and full of contrasts. Aside from the meeting, the things that stood out most in my mind were the enormous amount of vehicular traffic and the limited use of signals; the reasonable prices of nearly everything except telephone calls back to the States; and the hospitality of our Mexican hosts.

REGISTRATION for the meeting exceeded all expectations and was truly international with more than 1,100 members and guests from six continents participating. Michigan attendees included Mr. and Mrs. Art Ghem, Mr. and Mrs. Bill Taylor, Mr. and Mrs. Gordon Melvin, Herb Henry, Jerry Cisler, Tanya Datta, Bob Carroll and, of course, me.

We were uniquely honored by the presence of the President of Mexico, Jose Portillo, at the opening session. He was most gracious and said that this was most unusual for a foreign nation. In fact, the Institute had ever attended the attention of a head of state. The tech-

KRYCZINSKI REPORTS ON ENGINEERING ACTIVITIES

As a point of information for all mem-
bers, the following engineering-related
program has been funded by the Office of
Highway Safety Planning through grants
from the Federal "State and Community Highway Safety Program" (402 Program) from October 1, 1977 to September 30, 1978:

1. Computerized sign inventories.
2. Manual signs inventories conducted by local governmental units, then

3. Replacement equipment such as post pounders, post pullers, air

4. Replacement equipment such as post pounders, post pullers, air

5. Traffic engineers.
6. Roadway safety engineering studies, utilizing consultants.
7. Road network surveillance equip-

All of these "402" type activities
will be funded on a three-year, 70% federal - 30% local reimbursement basis except for traffic engineers. Traffic engineers can be funded on a three-year basis on a sliding federal participation basis. That is, the first year would be on a 70% federal - 30% local basis, the second year on a 50% federal - 50% local basis and the third
LEBEL REPORTS ON TRANSPORTATION AND SAFETY LEGISLATION

A large volume of legislation has been introduced in recent months which proposes to regulate the transport of hazardous materials (chiefly gasoline). The various bills would establish state or federal limits, establish cargo maximums, impose personal or full prohibitions from freeways or all roads, initiate inspection procedures, and define new drivers license procedures, for operations of these trucks.

Unfortunately, all of this interest has exposed how little is known about the problem and how some solutions would only aggravate the situation. One school of thought, for instance, proposes total or partial banning of double-botton tanker trucks on all roads or at least freeways. However, preliminary data indicates that the accident rate for single-bottom units is comparable. Assuming that a proportionate increase in speed of these transport of hazardous materials resulted, total accidents might well increase.

Similarly, banning tankers on freeways might present an even greater problem on surface roads and streets less equipped to accommodate truck traffic. The proposal would at least double the number of these vehicles, although there is a greater weight effect in partially loaded tankers may be a detrimental contributor to these types of crashes.

The problem is not simple, as I am sure you will realize. The solution involves weighing slowly, working toward inspection and certification of tankers and imponed driver licensing controls to ensure that both tanker unit and driver meet minimum standards. At the same time the Department of State Police is collecting accident data in an attempt to establish accident characteristics which can be addressed by operational limits.

The Department of State Highways and Transportation is contracting with the University of Michigan to study drivan design characteristics of tankers with an eye toward improved standards of design.

On another matter, Senate Bill 915 which mandates a 25 mph speed limit through most school zones with pedestrian activity, is proceeding smoothly through committee hearings. The bill exempts state trunklines. Legislation has been introduced (House Bill 3508) which would permit road agencies to require the upgrading of driveways to current standards if use of the property changes. This action would be particularly helpful in strip commercial areas where properties often change ownership; but because the drives remain the same, road agencies are unable to enforce present day driveway design standards.

Lastly, many of you may be aware of a new law, Public Act 19 (Enrolled Senate Bill 282), which provides for enforcement of handicap parking only on public and private property. The bill itself does not require designation of such parking spaces, only addressing enforcement. The state construction code does, however, mandate handicapped parking spaces in lots associated with new construction.

— Bill Lebel

MICHIGAN SECTION

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TRAFFIC COURSE OUTLINES POSITIVE GUIDANCE CONCEPTS

A 3-day training course on "Positive Guidance" concepts is being conducted at Lansing Community College on November 8 through 10, 1977. The course is sponsored by the Federal Highway Administration through the National Highway Institute and the Office of Traffic Operations, was attended by some 40 individuals from various federal, state, county, and local transportation agencies.

The Positive Guidance approach integrates the traffic engineering and human factor technologies to produce an information system matched to driver performance capabilities. Involving varying traffic operational facilities and conditions, it is a process designed to provide high-payoff, short-range solutions to safety and operational problems at relatively low cost. Positive Guidance is based on the premise that a driver can be given sufficient information to make proper decisions at hazardous and inefficient locations. Highway system failures range from simple delays through traffic conflicts to actual accidents. Many of these are the result of failures by drivers to select appropriate speeds and paths. Positive Guidance helps eliminate these failures by providing information which will increase the probability that drivers will select the proper speed and path for the operating conditions of the highway.

Many hazard locations can be individually analyzed to develop appropriate solutions. The Positive Guidance process is a tool for both the problem analysis and the solution development. The step-by-step Positive Guidance methodology consists of the following six functions:

- Data Collection & Problem Locations
- Specification of Problems
- Analysis of Driver Performance Factors
- Definition of Information Requirements
- Determination of Positive Guidance Information
- Evaluation

Some important concepts to come out of the course were those of: the importance of preciency, information load, and information handling zones. Drivers expect and are related to the driver to respond to events, situations, or the presentation of information. Information load involves physical characteristics of the sight and how even they are distributed along the driver’s path. Information handling zones consist of approach, recovery, and hazard zones and correspond to the nature of the tasks the driver must perform while approaching, going through, and recovery after a hazard.

The instructors for the course, Harold Lanumotof of the Office of Traffic Operations and Bob Halstedder of the Institute for Research, used a variety of instructional techniques and training aids to enhance the participants’ interest and learning opportunities. In addition to lectures, case study walk-throughs, work shops, and open forum discussions, Training aids included video presentations, slides, transparencies, and printed materials. Each attendee also received the User’s Guide to Positive Guidance.

The first two days of the course were devoted to the principles of Positive Guidance as well as some actual case studies. On the final day, the participants had the opportunity to engage in a Positive Guidance workshop using a real site case study. At the conclusion of the course, FHWA Division Administrator David Merchant awarded development to each of the course participants.

There was a great deal to be learned from the course concerning the human factors’ branch of the traffic and safety field. The participants, by benefit from the new ideas present- ed as evidenced by the many lively discussions that occurred. If the participan- cipants from the various jurisdictions can now take use of any of the new concepts presented to improve safety and efficiency of just a few troublehouse highway locations, the 3-day session will be well worth the time invested.

— E. Ronald Walsh
DETECTORS CAN IMPROVE SAFETY OF TRAFFICACUTED SIGNALS

Drivers are often indecisive in appro-aching a signalized intersection. If a vehicle is being operated at high speed, and a green signal changes to yellow, driver indecision may lead to maladaptive behavior, such as an abrupt stop, acceleration through amber, running the red light, or vehicle skidding, possibly resulting in an acci-den-t. Accordingly, research was un-dertaken to integrate and advance the current state-of-the-art for the place-ment of vehicle detectors at high speed (at least 35 mph), isolated, traffic-actuated intersections to im-prove traffic safety and efficiency. The research framework was first, to bring together basic information on available detection systems; second, to develop a field test and evaluation model; and third, to illustrate the benefit of the model with actual field tests result-ing in a carefully documented case study.

Major outputs of the research are a flow chart for preliminary selection among seven detector/controller con-figurations and an outline of various procedures that may be used in evalu-ating alternative advanced detection schemes for local needs.

To obtain additional copies of this volume, please send your request to Dr. Holman, Chief Traffic Systems Division, FHA, HRS-53, Washington, D.C.

Volume I – Executive Summary
Volume II – A Manual of Theory

KRYCINSKI: REPORTS ON ENGINEERING ACTIVITIES

Continued from Page One on a year on a 30% federal – 70% local basis. It is expected that from the fourth year on the position would be maintained at a 100% local cost. In State, we have three activities being administered through state agen-cies which local government units can make use of at no cost. The first is to do with conducting manual sign in-ventories. State personnel will come on-site to provide the technical and admin-istrative for overseeing inventories conducted by local communities, themselves, with exist-ing personnel. If the community has less than 15 miles of roadway under its jurisdiction, state personnel will conduct the inventory for the community.

Second, state personnel will study identified high crash sites and recom-mend improvements. Both these activities are on a request basis and Richard Ross of the Traffic and Safety Divisions of the Department of State Highways and Transportation may be contacted for more information. You may write the Traffic and Safety Division at the Department of State Highways and Transportation, 17th Floor, 125 North LaSalle, Lansing, Michigan 48909 or you may phone 517/373-4410.

Traffic and Safety Division

The third activity is the completion of the Construction Zone Controls being accomplished jointly by the Michigan Department of State Police and the Michigan Department of State Highways and Transportation as well as a consultant. You may contact Robert Lavisse at the state police or phone number for further informa-tion on that activity, as well as where your county stands on a priority listing being utilized by the consultant. Last, short courses being offered through Michigan State University and Wayne State University for traffic en-gineering-related training. The follow-ing people may be contacted on these training programs:

Dr. Adrian Cost, Highway Traffic Safety Center, Kellogg Center, Michigan State University, East Lansing, Michigan 48824, Phone Number 517/355-3270

Dr. Tapas K. Datta, Associate Pro-fessor, Department of Civil Engi-neering, Michigan State University, 667 Merrill, Room 202, Detroit, Michigan 48203, Phone Number 313/977-3878

Dr. James Brogan, Assistant Pro-fessor, Department of Civil and Sanitary Engineering, Michigan State University, East Lansing, Michigan 48824, Phone Number 517/355-2115.

I would be happy to meet with your or your agency to discuss these activi-ties at your convenience. In addition, for those of you who have already had a grant and are supportive of our State’s Program we can discuss aid highway funding for off the Federal-aid System which we have en-joyed in the past. I would most strongly urge you to write:

Representative Hamlin Johnson, Public Works and Transportation Committee, 2347 Rayburn House Office Building, Washington, D.C. 20515


Their Committees are presently work-ing on the Highway Safety Act of 1978. Our office has a suggested letter which you may use for format as well as addresses. Contact me and I will provide you with a copy.

We understand that there is a good chance of reinstating a modified ver-sion of "Section 405" (Safest Road Demonstration Program) at a 90 – 10 Federal-aid funding level in the HAS of 1978 if there is enough support from your level of operation. It would surely be a plus for highway safety for your community and those traveling your road systems. Therefore, I urge you to follow-up on this one.

Thomas R. Krycinski, P.E., Chief, Traffic Engineering Services

SYMBOLS FOR SAFETY

Traffic Control Products Division

A two volume report titled “Traffic Control in Construction and Maintenance Work Zones” is available free of charge by writing:

U.S. Department of Transportation
Highway Traffic Safety Center
407 7th Street S.W. (TAD 443-1) Washington, D.C. 20510

The report consists of a discussion of office functions and field functions. The material contained in the report may be useful in the development of guidelines by political jurisdiction but care should be taken to insure com-patibility with existing laws, regula-tions, and MUTCD standards.

SUMMARY OF MEMBERSHIP AS OF DECEMBER 31, 1977

Regular Members

99

Technical Members

85

(Eligible for Regular) (5)

Commercial Affiliates

18

Total Membership

202

MEMBERSHIP CHANGES DURING 1977

MEMBERSHIP

Gained Lost

Regular

2 11

Technical Affiliates

7 4

Commercial Affiliates

2 4

Total

21 19

Net Change in Membership – 2 gained

"Sorry, lady. Your meter has expired."
The Michigan Section Technical Session held last December at the Michigan State University Management Education Center in Troy was held on our first big snow storm of the season—our 'Mini-Blizzard.' It can be termed, in comparison to what hit us in January. Despite the storm attendance at the joint meeting with the American Society of Civil Engineers was cheerful (7) even if a bit sparse. Some speakers had to leave early.

Technical Chairman Alan Richardson introduced the speakers: Scott Wagner, SEMTA; Bruce McDermott, Past-President, ASCE; Gerald McCarthy, MDH&ST; Sam Cady, MDEH&ST; and Ed Hines, Chrysler Corp. The other hosts for the meeting were Herb Crane and Dick Beaubien. Election of officers followed the dinner meeting. See masthead for listing of new officers.

Wagner discussed SEMTA's future transportation plans and transit service for the Detroit area. McDermott reported on transit operations in Washington, D.C. McCarthy discussed Michigan's highways in the future as well as the present. Cady described Michigan's transportation needs, and Hines presented a report on the 'Calpan/Chrysler Safety Vehicle.'

Pictures on these pages were taken at the Technical Session, except for the upper left corner picture taken at the Executive Board Meeting which took place in the morning prior to the December meeting.

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J. CARL McMONAGLE

J. Carl McMonagle, long and well-known nationally by those in the areas of traffic and transportation, died last November at the age of 74. Carl had served as president of the Michigan Section, and District Three director, and was national ITE president 1956-57. For the last 15 of his 21 years with the Michigan Department of Highways he was director of Highway Planning and Traffic Engineering. His 38-year career in highway engineering, transportation planning, traffic engineering, and research included more than 15 years with Michigan State University as a professor with both the Highway Traffic Safety Center and the Institute for Community Development. He was a Fellow Life Member of ITE.

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MICHIGAN SECTION I.T.E. 1978 MEETING SCHEDULE

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<td>Saginaw/Bay City (Student Papers)</td>
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