PROMOTIONS, JOB TRANSFERS AND OPENINGS

The Michiganite would like to print news of members concerning promotions, job transfers and openings. Lately several members have been promoted or transferred jobs and the news is slowly passed via word of mouth. We would like to be able to spread this good news.

In the last issue two openings in the City of Joliet, Illinois were posted. As a service to members and interested persons within the boundaries of the Section, any organization is welcome to acquaint either Howard Cox or Alan Richardson of openings available. News of members may also be sent or phone to Howard or Alan.

GRIN AND BEAR IT by LICHTY

My name is James Lichy and I am a member of MI-SITE. I have been appointed Editor of the Michiganite. It is my job to see that the Michiganite is published timely, and in a professional manner.

One of the most pressing problems facing the Michiganite is the growth in membership. The Michigan Section has been growing rapidly, and this growth has put a strain on our resources.

As a result, I am asking each member to contribute a meaningful article to the Michiganite. This could be a technical paper or a personal reflection on the practice of transportation engineering.

Your participation is important to the success of the Michigan Section. Together, we can make the Michigan Section a vibrant and active community of transportation engineers.

RUSSELL E. HARRISON

Russell E. Harrison, P.E., Engineer of Traffic Safety for the Wayne County Road Commission retired November 16, 1979. Russ has been with Wayne County for 25 years and for the past 20 years he has been in charge of the Traffic & Safety Division. After graduating from U of M in 1938, he spent his first 13 years as a Traffic Engineer with the National Safety Council, City Traffic Engineer for City of Kalamazoo, Highway Traffic Engineer for the U.S. War Department in France and Belgium, Traffic Engineer with Detroit Traffic Engineering Bureau, and Safety Engineer for Detroit Street Railways. He is a Past President of the Michigan Section and a Fellow of the National.

After completing this illustrious career, we wish Russ good luck in future endeavors.

MICHIGANITE OFFICIAL PUBLICATION
VOLUME 15 NUMBER 1 SPRING 1980

MICHIGAN SECTION
INSTITUTE OF TRANSPORTATION ENGINEERS

PAST PRESIDENT’S COLUMN

I wish to take this opportunity to thank the membership of ITE for a very rewarding four years on the Board of Directors. My association with this year’s Board members, Dave Merchand, Bill Lebel, Bob DeCorte, and Alan Richardson has been most enjoyable. Thank you for your patience and understanding.

Past President’s Column

I am sure you agree that meeting these four goals will make 1980 a special year for the Michigan Section.

— Gerald Holmberg

MOTORISTS RESPOND WELL TO TRAFFIC CONTROL SYMBOL SIGNS

In a recent human factors research-test study conducted by the AAA Foundation for Traffic Safety, motorists demonstrated a high comprehension of the traffic control symbols used on our roads and highways.

In releasing the results of the nationwide research test program, the AAA-FTS expressed concerns about the current misunderstanding by motorists of the important symbol SCHOOL and SCHOOL CROSSING signs as well as the usage of orange colored background traffic signs which warn motorists of the need for extra caution when driving in construction zone areas.

Other important results of the study showed that older drivers consistently experienced less accurate understanding of traffic control devices than all other drivers, which may indicate a need for up-dating older drivers on the changes and recent innovations in traffic control devices.

The least understood traffic control devices used in the research-test program were the pavement markings, particularly the single solid yellow stripe.

Results of the Foundation study are being referred to professional groups involved in developing traffic control standards. AAA Clubs will also utilize the data in communicating with members and other drivers to increase understanding of those specific control device situations which showed confusion or less accurate understanding.

I was only trying to save energy, officer...I was nothing home to set my thermostat at 78°F.

MICHIGANITE
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Richard Beaubien
City of Troy
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AAA-FTS
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FEB 22, 1980
WORKSHOP HIGHLIGHTS
CROSSING GUARD STUDIES

A discussion of engineering studies that must be conducted before adult crossing guards may be placed on school corridors was the highlight of the meeting held at the offices of the Michigan Department of Education.

The Michigan Department of Education provided funds for the investigation of the effectiveness of crossing guards. The study was conducted by the University of Michigan, and the results were presented.

The conclusions of the study were that crossing guards are effective in improving the safety of students when properly used.

The program was well-received by the attendees, and there was a general consensus that crossing guards should be implemented in all school districts.

The Michigan Department of Education is currently working on a proposal to fund the implementation of crossing guards in all school districts.
SIGN SUPPORT METHODS ARE CHANGING FOR THE BETTER

TELESPAR 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 TELESPAR sign supports. Sign men all over the country are discovering that the TELESPAR system can reduce overall costs while outperforming all previous support methods. TELESPAR supports offer four-side mounting, high leverage 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 TELESPAR system is available locally through UNISTRUT DETROIT 4045 Second Street West, Michigan 48184

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

UNISTRUT

Legislative Report

Seat belt legislation, particularly mandatory child restraint usage, continues to be supported by the Michigan Section. Our Transportation Safety Committee, chaired by Rich Ciacero, has spearheaded this effort through a public information booth in the Oakland Mall this past August. This very successful activity will be repeated in 1980 at other malls around the state. In addition, the Michigan Section adopted the following resolution in support of Senate Bill 400 which mandates use of child restraints:

"Once past the first critical days of life, injuries suffered while riding in automobiles are responsible for the deaths of more young children than any single disease or other type of accident. In Michigan during the two years of 1977 and 1978, 45 child passengers under the age of five years were killed and an estimated 24,000 to 32,000 more were injured. In the same two-year period, 12 children between the ages of five and fifteen years were killed while riding as passengers, and an additional 18,000 were injured. Accident studies have indicated that the use of child restraints can almost eliminate the chance of serious or fatal injury to children riding in cars. These studies have also indicated that the use of seat belts by the children in the five to 15 year age group reduces the chances of fatal injury by at least 80 percent and the chance of serious injury by 64 percent. Given the dimensions of this threat to the health of our children, the promotion of effectiveness of the countermeasures, and the fact that children must be dependent on adults for protection, we are convinced that the most reliable method of getting parents to adequately protect their children is through the enactment of restraint usage legislation. Therefore, the Michigan Section of the Institute of Transportation Engineers recommends that the Legislature vote to enact Senate Bill 400."

A copy of this resolution was sent to the bill’s sponsor, Senator George Hart, advising him of our support and willingness to assist in the compilation of facts in support of this proposal.

William T. Lebel

TSM plans are to be prepared by transportation operating agencies and local governments. Together these local-level TSM plans and TSM policies will form the regional TSM Element of the regional transportation plan.

News from FHWA

This summer the Michigan Section of the Institute of Transportation Engineers’ Technical Project “Traffic Safety Planning on School Sites” received national distribution by the Federal Highway Administration. In the July 2, 1979, transportation Bulletin, FHWA’s Associate Administrator for Safety wrote that: “Traffic Safety Planning on School Sites provides guidelines which may be used to help provide a safe and efficient traffic movement on school sites. The booklet considers all types of traffic entering and leaving a school area; pedestrians, busier, parents, faculty, service and study vehicles, bicycles, and emergency vehicles. Important recommendations in this booklet include sidewalks adjaacent to schools, adequate physical space for all modes of transportation, consideration of walk and separation to the extent possible of the physical routes needed for each mode of transportation.”

The Federal Highway Administration makes numerous educational items such as our Technical Project Report available to the public upon request, including research reports, technical visual presentaions, and training courses.

One of the most recent is a slide-tape presentation on liability, which is currently subject in the midst of the seemingly endless number of law suits being lodged against transportation agencies. Other traffic courses which are currently being developed deal with the DOT Bumper Guide, replacement of highway safety features, and both the planning and evaluation aspects of Michigan’s Safety Improvement Program.

If you are interested in receiving more information on these courses and a list of other socioeconomic information relating to any one of them, contact FHWA Division office at 313-334-3820.

Michigan’s Safety Improvement Program was long hailed one of the most successful nationwide. According to the latest figures compiled for a Report to Congress, the state was among all States in the cost per accident reduced ($1,000 per reduction) and several ones in the cost per accident avoid ($1,000 saved). This data becomes even more important when we combine these figures with the fact that Michigan’s fatality rate consistently was well below the national average.

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MEMBERS SPEAK OUT AFTER DINNER MEETING FOLLOWING THE TECHNICAL SESSION

SUMMARY OF PRESENTATIONS

| SECTION – TECHNICAL SESSIONS |
| November 15, 1979 |

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PAVEMENT MARKING EXPERIENCE

By: Bill Longham

Administrators, Engineers, and Researchers are faced continually with many problems in traffic safety and traffic control. The aim is to reduce the number of fatalities and injuries. Pavement markings are an important aid in this endeavor. However, there are many factors that influence their effectiveness.

The PaveMark Traffic Marking Material manufactures and supplies materials that meet the needs of the industry. Their products are designed to meet the demands of local and state agencies.

In recognition of the safety and operational benefits of pavement centerline markings, the Department of Transportation in the Detroit Region has conducted a study on their effectiveness. The study considered the effectiveness of different pavement marking materials and concluded that high-reflective materials are the most effective.

In addition, the study found that conventional pavement markings are not always visible for several hours after dark or in adverse weather conditions. However, high-reflective materials are not affected by conditions such as fog or rain.

The study also recommended an increase in pavement marking staff for the Detroit Region.

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SUMMARY OF PRESENTATIONS

ITE TECHNICAL PROGRAM

November 15, 1979

NEW ENVIRONMENTAL REGULATIONS FOR HIGHWAYS

By: R. J. Jones

The 1973 Congress on Environmental Quality (CEQ) movements were developed to implement Section 102 of the National Environmental Policy Act of 1969 (NEPA). Section 102 of NEPA requires environmental considerations be given careful attention and weight in all decisions of the Federal Government and that an interdisciplinary approach be used in the planning and decision-making process.

The Department of Transportation (DOT) has issued DOT Order 5610.1C to implement the new CEQ regulations and supplements it as it applies to DOT programs. A revised Federal Highway Administration (FHWA) FHIPM 7-72 is expected to be finalized shortly and will be effective as of November 30, 1979.

FHWA is required to prepare for the DOT program actions. This will result in some modifications to our procedures. The FHWA is working with the State’s (and local agency) Action Plan and project development processes.

RPFM 7-72 will be implemented as soon as possible. FHWA will need to prepare for the DOT program actions. This will result in some modifications to our procedures. The FHWA is working with the State’s (and local agency) Action Plan and project development processes.

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EXPERIENCE WITH PAVEMENT MARKINGS IN SAGINAW

I.T.E. TECHNICAL MEETING

November 15, 1979

Presentation by: Mr. Roger K. Walshe
City Traffic Engineer

Since 1971, Saginaw has had increased experience in the use of plastic and pliant polymer pavement markings. This approach has provided markings of increased durability and general year-round visual effectiveness. Experience has been generally favorable and for the most part favorable with some applications exhibiting current useful lives in excess of 8 years. Saginaw is continuing to test and evaluate the performance of extensive pavement marking materials with the use of lane line, legend and crosswalk applications.

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Ted Feuer, Superintendent of the Parks Operations Division of the Rapid Transit Department, described his experiences in operating parking lots in the City of Grand Rapids. He pointed out how the operation of the parking structure varies depending on the type of day. For example, on a warm, sunny day when vehicles can park in a structure, they are more likely to pay for parking.

Bill Leighton from the City of Saginaw described his experiences with different types of pavement markings. There was general agreement that maintenance of pavement markings was most difficult on concrete surfaces. Thermoplastic pavement markings gave the best service when placed on a new asphalt surface. Mr. Leighton also observed that the City of Detroit has only recently increased its use of paint over the past several years and is now using a variety of marking materials.