

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
23 CFR Part 625 and 655
(FHWA Docket No. 79-37)

National Standards for Traffic Control
Devices: Manual on Uniform Traffic
Control Devices

Agency: Federal Highway Administra-
tion (FHWA), DOT.

Action: Advance notice of proposed
amendments to the Manual on
Uniform Traffic Control
Devices.

Summary: The FHWA is inviting com-
ments on requests that it has received
for changes to the Manual on Uniform
Traffic Control Devices (MUTCD). The
MUTCD contains the standards for
traffic control devices which have
been approved by the FHWA for use on
all streets and highways open to
public travel.

Dates: Comments must be received on
or before July 1, 1980.

Address: Submit written comments,
preferably in triplicate, to FHWA Doc-
ket No. 79-37, FHWA, Room 4205,
HCC-10, 400 Seventh Street SW,
Washington, D.C. 20590. All comments
received will be available for examina-
tion at the above address between
7:45 a.m. and 4:15 p.m. Et., Monday
through Friday. Those desiring notifica-
tion of receipt of comments must in-
clude a self-addressed, stamped post-
card. The MUTCD is available for inspec-
tion and copying as prescribed in
49 CFR Part 7, Appendix D. It may be
purchased from the Superintendent of
Documents, U.S. Government Printing
Office, Washington, D.C. 20402
(\$18.00).

For further information contact: Mr.
James C. Partlow, Office of Traffic
Operations, (202) 426-0411, or Mr. Lee
J. Burstyn, Office of the Chief Coun-
sel, (202) 426-0754, 400 Seventh Street
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hours are from 7:45 a.m. to 4:15 p.m.
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MICHIGANITE

Official Publication
Michigan Section
of the
Institute of Transportation Engineers

Address communications regarding the
Michiganite to the Editor:

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

Prepared by the
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Child Car Restraint Law Proposed for Michigan

A new House Bill (HB 5327 - Al-
britten), which mandates the use of
approved child restraints by children
under the age of four while traveling
in most passenger vehicles, has won
the support of the Michigan section of
the Institute of Transportation Engi-
neers. The new legislation, is now in
the Senate Transportation Committee.

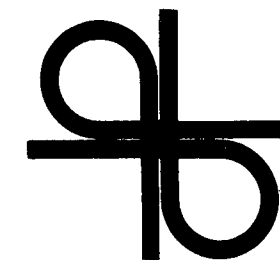
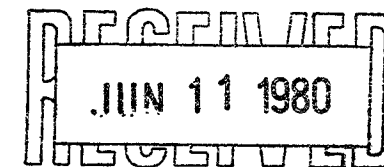
Twice before, the Michigan Section
of ITE has lauded Michigan bills of
this nature. Earlier, two state senate
bills were praised, one dealing with a
child restraint system for children up
through the age of 15, the other con-
cerning tax credits on the state in-
come taxes for the purchase of an ap-
proved child restraint system.

According to a recent report from
the Insurance Institute for Highway
Safety, bills mandating child restraint
in cars were introduced in 21 states
last year.

MICHIGANITE

OFFICIAL PUBLICATION

VOLUME 15 NUMBER 2 SUMMER 1980



MICHIGAN SECTION

INSTITUTE OF TRANSPORTATION ENGINEERS

PRESIDENT'S COLUMN

In this year of celebration of the
Golden Anniversary of ITE, it is only
natural that we look back and recog-
nize just how much has been achieved
in transportation engineering. Nostal-
gia - so long as it's not overdone -
does have a place, and this year is an
appropriate time to re-examine and en-
joy our roots. Gerry Holmberg
has taken on the task of providing
some of our historical mementos at
our Section Meetings this year. If
you have some material that might be
worthwhile to share with our mem-
bership, please contact him. He, and we,
will be glad you did.



MERCHANT

There have also been changes in
our annual District Technical Session.
Because of the close affinity between
Henry Ford's "Tin Lizzy" and ITE,
the Technical Session will be held in
Dearborn this year, in recognition of
the impact of the automobile on trans-
portation. The meeting, held at the
Dearborn Inn on October 2 and 3 will
include dinner at, and a tour of, the
Ford Museum.

Looking back may be enjoyable,
but it is not always helpful, unless we
try to learn something from our experi-
ence. One message is clear, our fore-
runners were a resourceful and crea-
tive group, who were stimulated by
challenges. As a result, ITE has had
a major role in shaping and managing
the most comprehensive highway trans-
portation system in the world. We now
need to use some of that same ingenu-
ity in retaining and reshaping our total
transportation system to become more
effective and more efficient in an en-
ergy-short and environmentally sensitive
world. We hope to develop a project il-
lustrating some of the energy savings
that can be accomplished through
transportation engineering, under the
sponsorship of the Transportation Pro-
jects Committee. Adrian Koert is
Chairman of this project.

- Dave Merchant

FHWA has recently completed a
research effort that may be of valua-
ble interest to many local agencies.
The report is entitled "Ideal Street
Spacing Tables for Balanced Pro-
gression." The tables presented in
the report were derived from pro-
gression formulas which were veri-
fied by the TRANSYT computer
simulation program. The tables en-
able the user to determine ideal spa-
cing based on variations in cycle
length, timing splits, progression
speeds, and vehicular volumes for
existing arterials.

Copies of this report can be ob-
tained by writing the National Tech-
nical Information Service, Depart-
ment of Commerce, 5285 Port Royal
Road, Springfield, Virginia 22161.
There will be a small charge for
each copy ordered - ask for report
FHWA-RD-79-28.

ITE MEMBERS ASSIST IN HOLLAND TRAFFIC STUDY

Westem Michigan was brought some
good news by Robert Lariviere of the
Traffic and Safety Division of the
State Highway Department recently.
According to the *Holland Sentinel* the
city of Holland is at the top of the
list of cities to participate in a state
traffic study.

The study involves sign inventory
and street analysis. Other Michigan
members were involved in the an-
nouncement: Thomas Krycinski, the
Chief of Planning and Analysis in the
State Police Highway Safety Planning
Department; Morris Hoevel, of the
Department of Transportation; and
Robert DeCorte, an A.A.A. traffic
engineer.

MOHSP Director Haseltine Addresses Michigan Section

I would like to express my appre-
ciation to the Michigan Section, Insti-
tute of Transportation Engineers for
permitting me to join with you this
evening. It is always a special privi-
lege to be able to share my thoughts
with fellow professionals, who are de-
dicated to making travel on Michigan's
streets and highways safe and effi-
cient. And, it is particularly enjoyable
for me to be able to return to my home
community of Farmington Hills.

We have just concluded, what the
preliminary data suggest was, a rela-
tively good year in traffic safety.
Traffic fatalities in Michigan declined
from 2,076 in 1978 to 1,829 in 1979, a
11.9% reduction. Some of this reduc-
tion is undoubtedly attributable to a
corresponding 3.7% reduction in miles
traveled. However, the long range
fatality trend suggests that something
besides travel fluctuations has oc-
curred. Michigan traffic fatalities de-
clined more than 25% from 1969 to
1979. Clearly, the traffic safety com-
munity has done some things right dur-
ing the decade of the 70's. Working
together, we have made an impact on
this tragic societal problem, one
which we all face every day.

Now we are embarking on a new
decade, one which promises new sig-
nificant, and perhaps drastic changes
in the manner in which our highway
transportation system functions. We
can expect to see the continued escal-
ation of motor fuel prices, primarily
due to unjustified price increases by
the Opec Cartel.

Until recently, we assumed that the
fuel supply was unlimited, a situation
which we are all aware no longer
exists. The fuel supply and pricing
situations, coupled with the broader
effects of the recession we are pre-
sently in the midst of, the advent of
more fuel-efficient vehicles and our
constantly improving public transit
systems will combine to significantly
affect fuel consumption patterns, and
hence travel patterns during the
1980's. In addition, we have seen
many recent enhancements in transpor-
tation technologies. Most of our major

(Continued on page three.)

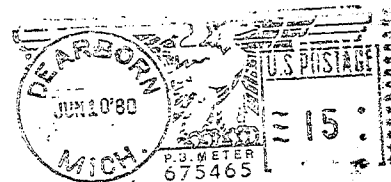
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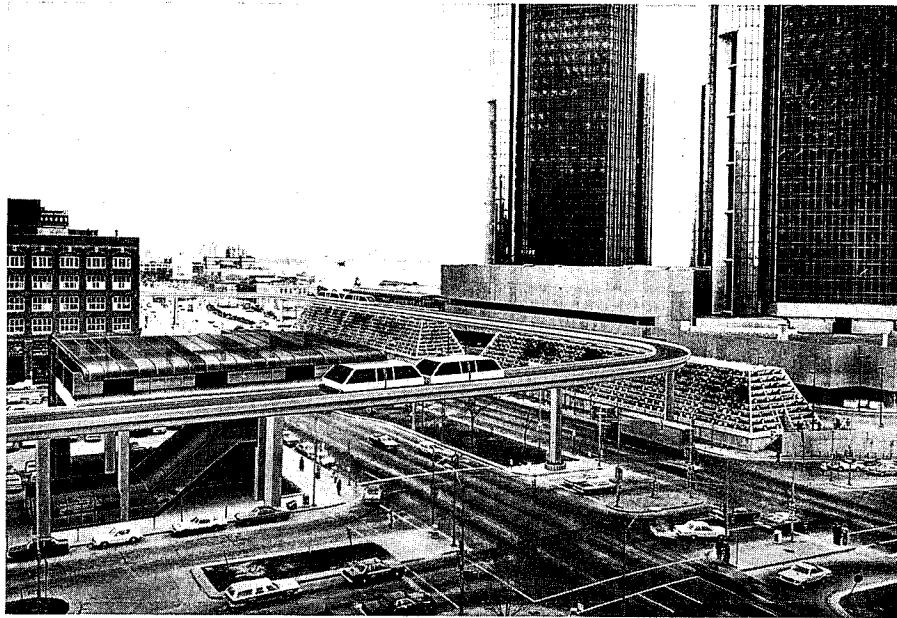
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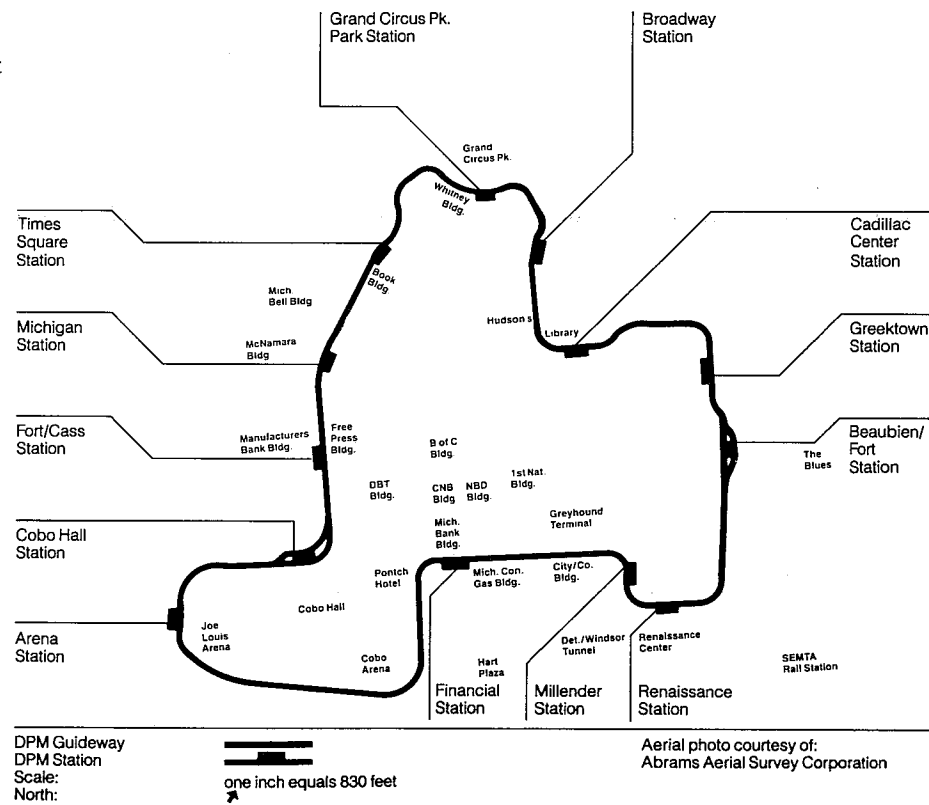
Moving

The Detroit Downtown People Mover (DDPM) project is in the final stages of preliminary engineering with construction scheduled to begin as early as 1981.

The DDPM, a 2.9 mile elevated loop, will be automated and operate at a maximum speed of 30 mph and will take approximately 15 minutes for a round trip. It will have 13 passenger stations and will cost approximately \$80,000,000 in 1979 dollars.

The route is as follows: beginning at Woodward-Park-Witherell, thence to Broadway, Farmer, Gratiot, Macomb, Beaubien, Jefferson, Randolph, Larned, Shelby to the Detroit River, to "Third", Larned, Cass, Times Square, Bagley, Park Avenue to Woodward.

The station names and locations are Grand Circus Park (at Woodward), Broadway (at John R), Cadillac Square Shopping Center (Gratiot-Farmer), Greektown (Monroe-Beaubien), Beaubien-Fort, Renaissance Center, Millender Center (Randolph-Jefferson), Financial District (Griswold-Larned), Joe Louis Arena (Jefferson-Civic Center Drive-Third), Fort-Cass, Michigan Avenue (at Cass) and Times Square (at Grand River). There will be a maintenance garage and system control facility at the Cobo Hall station to be located on the N.S. of Larned, between Cass and Second, which will be for servicing and controlling the system, and the storage of cars. A bypass station will be built there and at the Lafayette-Beaubien station.



Bids are to be solicited at the end of May and the bidders are to have their proposals completed soon thereafter; the selection of a system supplier could be made by the end of November, after all bids are evaluated. A rather complicated evaluation process will be followed in selecting the System Supplier, since there are many subsystems involved in such an automated system. The System Supplier will be selected on a turn key basis.

The type of system to be used is unknown at this time, since there may be up to nine qualified bidders who have systems that would be acceptable for such a People Mover. However, it will be either a bottom-supported (LIM or rubber-wheeled), bottom-supported with override, or a top-supported system (Monorail), where the guideway would in some cases be very narrow and not very intrusive to the surrounding environment.

Such a project must be approved by many agencies such as UMTA, SEMTA, City of Detroit, and several state agencies. Funding for the project will be 80% from UMTA funds and 20% from state funds.

A pre-bidders' informational conference was held in March, with prospective system suppliers in order to obtain their comments and feedback in an effort to obtain a larger number of competitive bids.

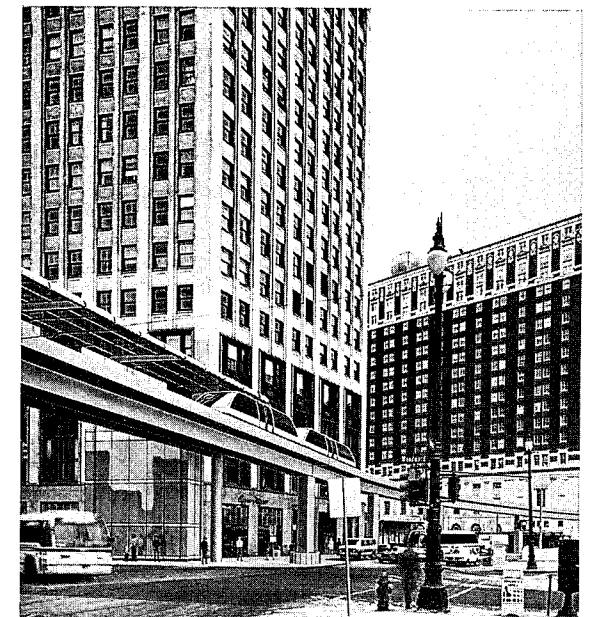
The draft Environmental Impact Statement (EIS) is near its final form, and will soon begin its official public circulation for 30 days, after which a public hearing is to be held. Comments from this hearing and those of other agencies will be used to revise it, and will then become the final EIS. If satisfactory to all the above agencies, the funds will be approved by UMTA sometime this fall, and a System Supplier will be selected shortly thereafter. Final design will then begin, with construction starting as early as next spring on the footings for columns and other items wherever possible.

The DDPM will improve circulation for conventioners, tourists, downtown employees, as well as for vehicles, and will thereby help revitalize the CBD and further stimulate development along its route. It will also interface with the rapid rail (subway) line to be built under Woodward Avenue as soon as funds become available.

Moving

Right

Along

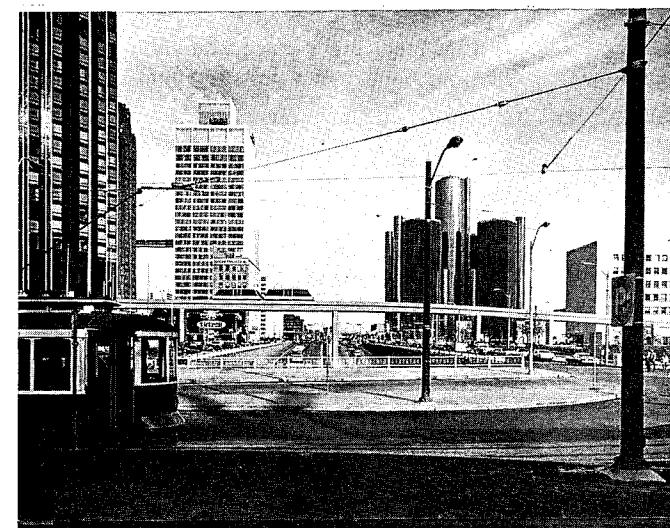


Approaching Grand Circus Park

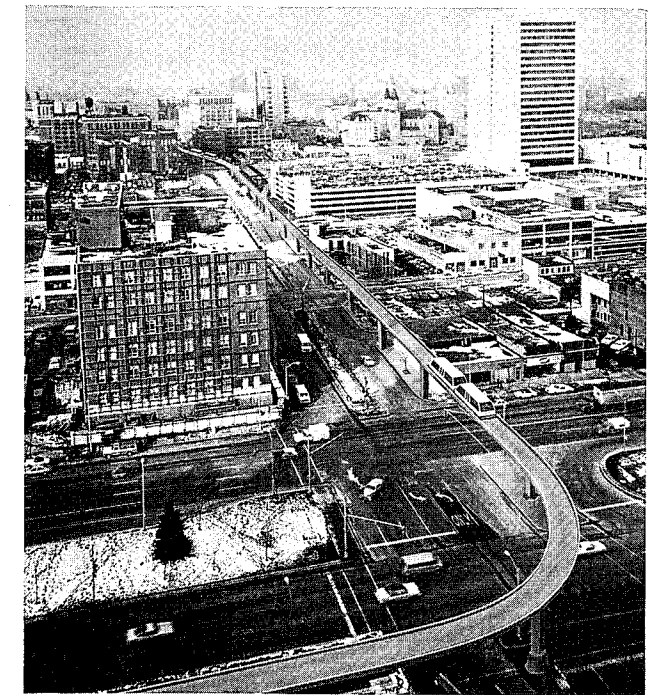
Steve Toth is now City of Detroit liaison with SEMTA for the deployment of the Detroit Downtown People Mover. He was formerly with the Project Planning & Programming Section of the Transportation Engineering Division of D-DOT.



Crossing the Freeway at Washington Blvd.



Crossing Woodward by the City-County Bldg.



Approaching Ren Cen from the north

Aerial photo courtesy of: Abrams Aerial Survey Corporation

Haseltine Addresses

(Continued from page one.)

construction projects have been completed and we are faced with changing public attitudes toward major new construction efforts. These issues, coupled with the existing and predicted future economic climate in Michigan will substantially impact traffic safety and the manner in which we carry out our job responsibilities.

Let's spend the next few minutes discussing briefly the state of the economy and what we can expect during the next few months and years. Then let's talk about the state government budget and how it affects highway safety. Finally, I would like to discuss some of the priority programs we are planning within the Office of Highway Safety Planning to help get us through these difficult times as safely as possible.

Several key economic indicators suggest rather strongly that we are, indeed, in the midst of a recessionary period. The real gross national product for fiscal year 1980 is predicted to be 1% below that of FY 79, the first such reduction in national output in several years. Normally, GNP *increases* by 3 to 5% per year. U.S. motor vehicle production is expected to drop almost 18% this year and we all recognize the impact of that future on the Michigan economy.

Employment in Michigan during FY 80 is expected to be 60,000 below the FY 79 level and it will be late 1981 before as many Michiganders are employed as during the third quarter of 1979. Other economic indicators, including real personal income, are down as well.

This economic situation has resulted in Governor Milliken recommending to the Legislature the tightest proposed state budget in recent history. This budget reflects a modest increase in general fund expenditures of less than 5%. Eighty-seven state programs have been eliminated entirely. Program reductions and eliminations will save the state over \$400 million. 1,651 fewer positions will be funded in state government next year due to these program reductions and eliminations. On the whole, services provided by state government will be more austere next year and probably during the following year as well.

That's the bad news, now let's talk about some good news. Assistance to local governments will increase by 13.8%, including \$50.5 million in additional, no-string, state-to-local revenue-sharing programs for distressed communities. In general, the Governor

indicated to the Legislature that his recommended budget, "emphasizes programs designed to maintain the health, welfare and safety of Michigan's citizens."

In the area of transportation, the Governor recommends expansions in a number of public transportation programs including an additional:

- \$4.1 million for statutory and supplemental public transit operating programs.
- \$1.6 million to expand the state's small vehicle program.
- \$1.8 million for the rail passenger operating grant program.



PHILIP W. HASELTINE
Executive Director of the Office
of Highway Safety Planning

Included in other transportation department recommendations was \$450,000 to improve traffic safety operations.

Traffic safety programs did not, however, totally escape the budget-cutting knife. Among the recommended program cuts and eliminations are:

1. *The elimination of State Police patrols on urban and suburban freeways outside the city of Detroit and a reduced Detroit freeway patrol as well.*
2. *The elimination of road tests prior to driver licensing for applicants having successfully completed driver education programs.*
3. *Reductions in State Police personnel for school bus inspections, hazardous materials programs and for routine patrols.*

There are numerous other recommended cuts that will affect all of us who work in the transportation field in

general, and particularly those of us who work within the highway safety field.

What are we going to do about it? We're *not* going to be able to get most of these programs put back into the budget by the legislature. The revenues are simply not there.

The Office of Highway Safety Planning has taken careful note of the proposed reductions and in some cases has worked with executive office and Department of Management and Budget personnel to maintain critical programs. One proposed budget cut victim was the Michigan Accident Location Index System (MALI). I am now confident that we have found a way to maintain this program, which is crucial to traffic engineering and law enforcement interests alike, utilizing 100% federal funding. I can tell you with certainty that this vital program will be continued.

In putting together next year's highway safety plan, the document which enables us to receive federal Section 402 Highway Safety Funds, we are looking at the voids created by state budgetary restrictions, with an eye toward finding legitimate and meaningful ways to fill those voids. We will be continuing, and hopefully expanding, the federally-funded programs to provide both manual and computerized traffic control device inventories.

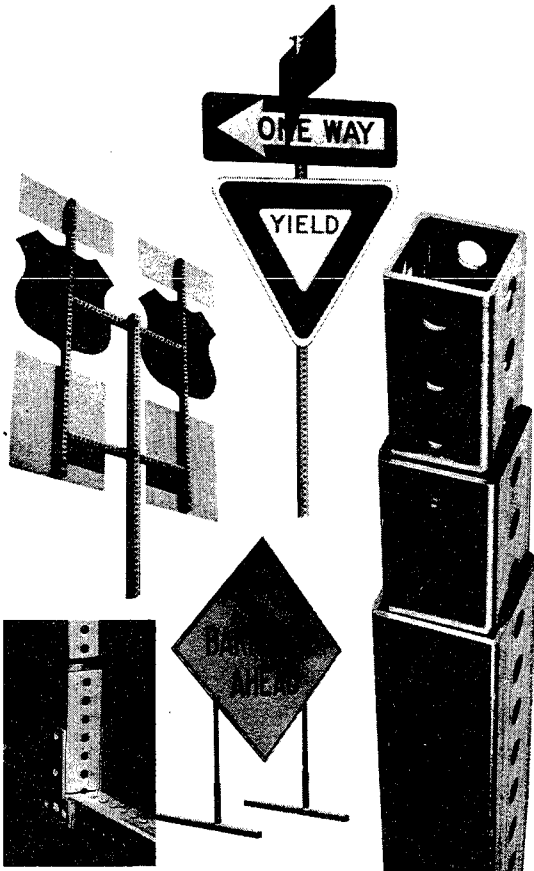
We will continue our efforts to provide educational opportunities for those local officials who have traffic engineering responsibilities, but who lack a formal engineering background. We also intend to continue those additional programs which assist in improving traffic engineering capabilities throughout the state. Finally, we will continue our attempts to increase the proportion of the funding we receive which goes directly to *local* government.

This sums up our strategy and viewpoints over the next few years. We are going to have to do with less and utilize our existing resources more efficiently. Clearly, our transportation systems will continue their dynamic characteristics. We will be faced with new and different challenges during the decade of the 80's.

I am convinced that the 1980's will go down as the decade in which economics, not new technologies, becomes the prime factor affecting how we improve our transportation systems and how we impact transportation safety. I'm confident that we can meet these challenges and appreciate the opportunity to share the thoughts of our agency with you this evening.

Philip W. Haseltine

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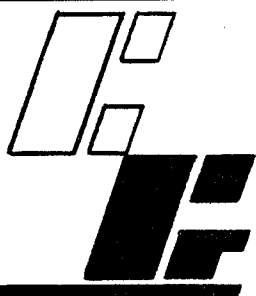
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