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MICHIGAN SECTION
INSTITUTE OF TRANSPORTATION ENGINEERS

MICHIGANIAN OFFICIAL PUBLICATION
VOLUME 16 NUMBER 1 WINTER 1980

MICHEGANIAN

LEBEL

T.R. WALEC

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 most pressing problems and some of my goals for the coming year.

First, I am proud to report that we are financially healthy with a treasury balance of slightly less than $400,000. We should not pate no dues ince in the for- seeable future.

I believe our biggest problem is in- volvement of more of our membership in section activi- ties, 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 changes the meeting meals at below cost (with advance reservations). I strongly believe that we all share an obligation to support, through parti- cipation, the activities of your section. In addition, the "MICHIGANIAN" you will find the 1981 meeting sche- dule. 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 Jon- athon Crane as our technical projects committee chairman. Mr. Crane is looking for project ideas and especially seeks your participation in future projects. Contact Jon or one of the Board members if you have projec- tion ideas or will serve on a project committee.

One of special interest is our child res- taurant project. This year we will sponsor this activity. The vendors will organize a public information booth at a local shopping center to disse- minate information promoting use of ap- proved child restraints. Rich Conard of T.I.A., organized one of these in Oakland County and it was enormously successful. This is a particularly lau- dable project. A program format is available and the ‘hugs’ have been worked out by Rich. All we lack are volunteers, especially outskirts, to or- ganize 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 are avail- able. This is a super activity! Con- tact Rich Conard at TIA (Phone: 313/343-4971). He will be more than glad to help you set up a booth.

William Lebel, P.E.

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 be- cause city and county officials are being invited in addition to the member- ship of ITE and IMSA.

Plan on joining us and see the la- test developments, equipment and ma- terials in the following areas:

Signal Controllers
Time Data Coordinators
Signal Heads
Pre-Emption Equipment
Reflectorized Sheeting
Sign Posts

CONTACTS TO IRENE MEAD!

Our hat’s off to this issue to Irene Mead. We’re most pleased to see that Irene has rejoined the Michigan Depart- ment of Transportation in an engineer- ing position. While Irene completed a civil engineering degree at Michigan State University sometime ago, she just completed a law degree from Co- ley 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 Par- ty’s Over in Oakland County”. A news release to that effect has been released by Shirle Shoffrodt and Tom Biassad of the City of Farmington Hills who took the lead in arranging. They did a super- job and it’s much appreciated by the Board.

Thomas R. Kryczinski, P.E.

MICHIGAN SECTION I.T.E. 1981 MEETING SCHEDULE

DATE LOCATION HOST COMMENT
May 1 Livonia Henry/Carrin Social Night
May 21 Southfield Savage/Northup Mew Products Displays Dinner Meeting
June 15 Marshall Rich Condur Technical-Family Weekend
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. 1 Ohio Ohio District Tech. Meeting
Nov. 15 Troy Internal Rich Condur Section Annual Meeting

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 Wall’s Inn outside of Ann Arbor. The hospital- ity fund is being used to partially sub- sidize this event. The ladies have arranged for private bus transporta- tion between the hotel and the race- track, as well as a social hour. Don’t miss this one which is scheduled for May 1. It’s a gambol you can’t afford to lose!
AN EVALUATION OF RURAL 4-WAY STOP SIGN CONTROLS

by Peter M. Briglia, Jr.

A "before and after" study was under-

taken by the Michigan Department of
Transportation to evaluate the ef-
fects resulting from changing opera-
tional controls at rural, high-speed
intersections from 2-way to 4-way
stop. Nine of these intersections ex-
perienced low to moderate traffic
volumes (daily approach volume less
than 15,000 vehicles). All but one in-
cluded at least one high-speed ap-
proach. None were in or near subur-
ban areas. Accident experience, ve-
hicle operating costs, travel time, fuel
consumption, and vehicle emissions were
compared for these intersec-
tions.

Three years before-and-after data were
available for eight of the intersec-
tions. A total of 290 accidents, with
219 injuries and 15 fatalities oc-
curred in the before period. There were
49 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 0.05 per-
cent confidence level.

Two years before-and-after data were
available for the remaining two intersec-
tions. A total of 47 accidents, including
nine injuries and one fatality oc-
curred 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 acci-
dents, injuries, and deaths expected to
occur in the "after" period, esti-

mated 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 in-
volved. Except for the property dam-
age accident rates at two intersec-
tions, all other accident rates were
reduced. The annual savings resulting
from reduced accidents at the ten in-
tersections was $760,200 (1979 price
levels).

The additional motor vehicle opera-
ting 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 ex-

cess annual vehicle emissions in-
cluded 1,287,500 pounds of carbon
monoxide, 79,200 pounds of hydrocar-
bons, and 83,500 pounds of nitrogen
oxides.

Close review of the study indicates
that the single high-volume intersection
contributed approximately 30 per-
cent 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, whose oper-
ing costs are less and who have a traf-
fic study indicates that a 4-way stop
may be a cost effective method of in-

tersection 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

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MICHIGAN
Official Publication
Michigan Section
of the
Institute of Transportation Engineers

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MICHIGAN SECTION ITE TREASURER'S REPORT
February 25, 1981
Balance Jan. 20, 1981 $4,554.47
Receipts:
Due Michigan Ad (Fall 1980) $564.00
Interest - January 1981 25.00
Total Receipts $590.47
Expenditures:
Printing: meeting & dues notices, newsletter, membership, publications 74.85
Printing - Letterhead 10.00
Deposit for February meeting 100.00
ITE Education Fund 10.00
Total Expenditures $296.85
Balance Feb. 25, 1981 $3,257.62
Raymond O. Savery, P.E., Treasurer

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MICHIGAN STATE UNIVERSITY

JAN. 3-4, 1971 B.C. FIRST SUCCESS-
FUL CARBOY PROGRAM LAUNCHED.
Nestle shores ride with friends on
ork and saves two of each species
(ducks, mallard, ruddy duck and California
blackbird).

FEB. 3, 1971 HKH HINGE DISCOVERS THE 22-IN.
MACHINERY CONTRACTOR-POLLOK-adt
the time a car was modified to
removing the glove box door.

JAN. 10-16, 1971 RUSSIAN CLAIM THEIR 1ST
POLOK IN THE AIR WITH THE POLOK
shoorer the 3,000,000-mdain
pool (Minsk or Pink, 1959).

SEPT. 11, 1971 U.S. SAYS POLOK IS NOT THE
FOURTH WALL OF RIDESHARING since
Pimpo VennPool used common
to do the same thing in 1849.

OCT. 25-26, 1971 RUSSIAN CLAIM THAT IVAN
POLOK IS THE FUTURE OF RIDESHARING
HUNTINGDON JOHNSON'S INSIGHT.

MAY 13-17, 1973 THE FIRST BICYCLE BIKE for
12 (FIRST 5 SEATS
NON-SMOKING) IS
DEVELOPED IN RUSSIA.

SEP 5-6, 1973 RUSSIAN BOUNCING INTO THE
WORLD OF RIDESHARING with
"the future is springs"

RUG 2-29, 1973 FRUSTRATED TRAFFIC ENGINEERS
START THE FIRST OVEROSSHREE INTRASTATE
ROVING PROGRAM.

---

RUG 2-29, 1973 FRUSTRATED TRAFFIC ENGINEERS
START THE FIRST OVER OHH III
DIFFERENT PROGRAM FOR RON READY.

NOV. 19-20, 1977 THE U.S. DEPARTMENT
OF TRANSPORTATION INFORMS "BIG BOUR" TILLER WHICH
WHAT THEY HAVE IN MIND.

---

SLIGHTLY OPAQUE HISTORY OF RIDE SHARING

---

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 Det-
riot Police Department's selective en-
forcement project and a comprehensive
weekend 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 Administ-
ration has not missed the "402" Program and it appears to be scheduled for a substantial cut. As soon as the extent of
the cuts are known, you will be ad-
vised in our newsletter.

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Thomas R. Krycienski, P.E.
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 will be held on April 21, 8:00 a.m.

MICHIGAN SAFETY CONFERENCE
To be held on April 21, 8:00 a.m.

AGENDA
9:00A.M.–10:00A.M.  Keynote Address: “A Viewpoint on the Role of the Local Road System”
   by Howard R. Andrews
   Retired FHWA Administrating Engineer
10:00A.M.–11:30A.M.  Break
   by Thomas M. Kellogg, Chief, Traffic
   Safety Program Coordinator, FHWA
12:15P.M.–1:30P.M.  Lunch
3:00P.M.–5:00P.M.  Keynote Address: “The Role of the Highway Engineer, Traffic
   Engineer and the Engineer in Traffic
   Safety Education”
   by Thomas M. Kellogg
   FHWA

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 one of the states studied. Basically, the report is very negative noting significant increases in right-turn-on-red accidents that does not mention fuel savings.

One fallacy in these reports is that it examines right turns only, rather than looking at the total intersection’s picture. Additionally, it doesn’t identify whether the right turn accidents happened on green or on red. Of course, during a right-turn-on-red procedure safety 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 task group to develop an issue paper on Right-Turn-On-Red. Stan Cool of Reed, Cool & Mitchell, 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 Conference on May 7th in Indianapolis.

There was also a joint meeting of the members held in Washington, D.C., March 3rd, 1981 with ITE, AASHO, and FHWA, to discuss this issue. As soon as any feedback on findings are available in this regard, we will advise you in our next newsletter.

Thomas R. Krzycki, P.E.

CITY OF TAYLOR
SCHOOL SAFETY UNIT
A report crossed my desk this morning that I’d like to share with you. It was a letter from the Michigan State Police Region V Safety Meeting which was held in Houghton from January 11-12, 1981. The meeting was an annual event which brings the States of Ohio, Wisconsin, Illinois, Minnesota and our home state together to discuss issues of mutual concern in the highway safety field.

Agenda items this year included: Washington federal office’s viewpoint; Minority Business Enterprise & Title VI Program requirements; innovative 3D (engineering) projects; concrete barrier considerations; energy considerations, linkage of roadway and 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 noted 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.

DOT REGION V SAFETY MEETING
Morrie Hoovel of FHWA, Richard Biost of MDT, as well as Gary Holben and Jim Rozek of the MOHSP were in attendance at the Michigan State Police Region V Safety Meeting which was held in Houghton from February 10-12, 1981. The meeting was an annual event which brings the States of Ohio, Wisconsin, Illinois, Minnesota and our home state together to discuss issues of mutual concern in the highway safety field.

Mike Adams, of the Michigan Department of Transportation, is the chair. The meeting was an annual event which brings the States of Ohio, Wisconsin, Illinois, Minnesota and our home state together to discuss issues of mutual concern in the highway safety field.

Articles can be submitted to either of the following:

Thomas R. Krzycki
Office of Highway Safety Planning
Michigan Department of State Police

General Office Building
Lansing, Michigan 48913

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Telefone 1-910

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MICHIGAN DEPARTMENT OF STATE POLICE

MEETING ANNOUNCEMENTS

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Michigan Department of State Police

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General Office Building
Lansing, Michigan 48913

UNISTRUT

Telepor Systems

STAN COOL APPOINTED CHAIRMAN OF DEPARTMENT OF TECHNICAL COMMITTEE
Word has reached us that Stan Cool of Reed, Cool & Michaels, Inc. has been appointed Chairman of the Department 4 Technical Council (Traffic Operations). Don Onos recently vacated the Chairman’s position.

I would like to congratulate Stan on his new term.

BETTER JUDICIAL SYSTEM
Another interesting accomplishment in the establishment of a better judicial system in Michigan is the effort made by the Governor’s Project Committee on Judicial Efficiency. This committee has been established to develop a system for the effective and efficient handling of cases in the courts.

The committee has been formed to study the present system and to develop recommendations for improving it. The committee is made up of judges, lawyers, and other experts in the field.

The committee has been charged with the task of improving the efficiency of the courts and reducing the backlog of cases.

NEIGHBORING CITIES INVOLVED
Ultimately, traffic crash statistics in these areas were reduced, although the numbers were small. It is our office’s feelings, however, that the gains noted above are significant.
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 the hotel is facing its own par 3 golf course. What more could you ask for, then? It also offers 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 hearing from you 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, please put it on your calendar and let any board member know of your feelings in regard to this meeting.

WSI 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 Room 6 of Bloomingdale, 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 warrants 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 prescriptive corrective treatment. The purpose of discussing this topic is to aid practicing planners and engineers in identifying the needs and criteria in selecting a hazard protection device.

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

MICHIGAN SECTION MEMBERSHIP CHANGES

The following members of the Michigan Section of the Institute of Transportation Engineers have been 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
Tauciyhano, Ken Progressive Consultant Corp.

To Grade of Member
Robertson, Kenneth E., Supervising Engineer, Both, Mich.

NEW MICHIGAN SECTION MEMBERS

STEVE DEARING
Oakland County Road Commission
BRADLEY HAGERTY

DAVE STARR
Oakland County Road Commission

APRIL 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 Curand who would have made a good director and who I consider a close, personal friend. I intend to make the most of this job since I know no other. Please feel free to contact me with your ideas and suggestions as well as questions regarding business section as I aim to serve you. Once more - thanks - I consider your vote an honor.

Thomas K. Krycinski, P.E.

Could Be!

The story has been told of a pedestrian who was slightly hit by a woman driver. After the injury, the pedestrian landed in the road somewhat shaken. The driver, too confused to apply the brakes, blew the horn or shrieked so long and loud in time to avoid the accident, felt something was called for, and the shock hung out the window and yelled, "LOOK OUT!" Ununured, the pedestrian quickly queried, "Why, Lady, are you coming back?"

STOP, LOOK.

Could Be!

Could Be!

Could Be!

Could Be!

Could Be!

Could Be!

Could Be!

Could Be!

Could Be!