NEW WARNING LIGHT SPECIFICATIONS PUBLISHED

The National ITE has just published, as a revised standard, the new national specification for Flashing and Strobing Warning Lights. Accompanying the standard is the American Traffic Services Association (ATSA) Test Method for Flashing and Strobing Barricade Warning Lights. The ITE Board voted to endorse the Test Method as a best practice.

This is the official specification for Type A, B, and C warning lights, and is referenced in the Federal Manual on Uniform Traffic Control Devices. All warning signs should be tested and certified by the manufacturer to meet this specification. Copies are available from ATSA or ITE.

AFFILIATE DIRECTOR APPOINTS COMMITTEES

An Affiliate Interest Committee, consisting of the following members, was appointed by Director Jack Hoving: Jim Brown, City of Bengals, Fort Guelph, City of Abbotsford, and Kelly Herson, sales rep., for traffic control materials for WI. This committee was formed to promote affiliate activities in the Michigan Section.

Committee members agree that the first step is to generate topics of interest for use affiliate at technical sessions. Director Hoving has asked for a number of topics to the Technical Committee for consideration for the next session. He would like help from the many affiliates in the organization for any new ideas they may have.

By Jack Hoving

MICHIGANITE
VOLUME XVI NUMBER 2
SUMMER, 1982
OFFICIAL PUBLICATION OF THE MICHIGAN SECTION OF THE INSTITUTE OF TRANSPORTATION ENGINEERS

TECHNICAL SESSIONS ARE HUGE SUCCESS

MARCH MEETING AND VENDOR'S DAY

The Haylo Hotel Inn Lansing was the meeting place for the Michigan Section's March 18, 1982, Technical Session, hosted by Glen Eelimak of the Michigan Department of Transportation.

Jack Hoving kicked off the session with a slide presentation on "Traffic Control Overview, an Update On New Procedures." He explained the significance of ITE's role in the transportation industry, focusing on the development of new traffic control devices and their impact on traffic safety and efficiency.

The session was well-attended, with a large crowd of participants discussing the latest trends in traffic control and safety measures. Attendees were impressed by the depth and breadth of the presentations and discussions.

The biggest highlight of the day was the "Hands-on Traffic Control Equipment" display by Traffic Control Equipment manufacturers. Participants had the opportunity to try out various traffic control devices, such as flashing beacons, signs, and countdown devices, gaining hands-on experience with the equipment.

The day concluded with a lively social hour, providing attendees with a chance to network with other professionals in the field and discuss the day's sessions in a more informal setting.

The Michigan Section's March Meeting and Vendor's Day was a huge success, attracting a diverse group of attendees who were eager to learn and share their knowledge. The event was a testament to the ongoing commitment of the Section to advancing the field of traffic control and safety. The day's sessions and activities emphasized the importance of collaboration, innovation, and the continuous improvement of traffic control practices.
MICROGATINE
Official Publication of the Michigan Section Institute of Transportation Engineers
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MICHIGAN SECTION ITE, TREASURER’S REPORT
Receipts:
Dues $ 606.00
Michigan Ad 400.00
Lights Night 22.00
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37,047.08
Expenditures:
Michigan Printing $ 447.20
Child Restrict Seat 36.10
Technical Meeting 583.20
Balance: May 12, 1982 $4,110.47

This newsletter is distributed to over 300 members and every county office in Michigan. Address communications regarding the Michigan Section to the Editor: Robert V. DeCorte, 7411 Emerson Drive, Canton, MI 48107 313/453-3025.

PROPOSED BYLAW AMENDMENT
The Executive Board has recommended that Section 7.2 of the By-Laws for the Michigan Section of I. T. E. be amended as follows:
The Executive Board shall authorize and approve all expenses as authorized by the Section Treasurer. The Section Executive Board may appropriate annually a sum not to exceed $200.00 to cover the cost of any international MEETING CITY to be used by an officer of the Section for expenses in attending the annual meeting of the Institute of Traffic TRANSPORTATION Engineers. The officer eligible to attend and receive the above allowance shall be in the following order: President, Vice-President, Secretary, Treasurer, Director, Immediate Past President.

The intent of this amendment is to permit the Executive Board to make annual adjustments in the amount allocated for annual meeting expenses based on inflationary impacts, meeting location, and budget constraints. When the By-Laws were adopted in 1970, the amount was $200.00. This amount was $200 in 1976. This proposed amendment will give the Executive Board some flexibility with budget constraints, and will eliminate the necessity to amend the By-Laws every 4 years.

This proposed amendment will be mailed to the membership for action prior to the annual meeting in November, 1982.

By Ray Severy

DOT OFFICIAL PRAISES BREWERS FOR DRUNK DRIVING CAMPAIGN
The U.S. Department of Transportation has endorsed the U.S. Brewers Association’s “Think Twice About Drinking & Driving” campaign to remind young adults about their responsibility to stay sober behind the wheel of a car.

The campaign, which includes public service announcements by actress Kristy McNichol, was announced on May 14 at a news conference in Washington, D.C.

According to Raymond A. Peck, jr., head of NHTSA, “Voluntary efforts like this one are a vital part of the national resolve to do something about drunk driving. I applaud the brewing industry for its commitment to improving the public’s awareness of the drunk driving menace, particularly the tragic effect it has on young people.”

Peck explained that 25,000 people are killed each year in alcohol-related crashes. Forty percent of those who are killed are young people between the ages of 16 and 24.

Their lives abruptly ended at a time when they had the most to look forward to in life.

"Ironically, most accidents are avoidable and most injuries preventable. At least half of the deaths and more than half of the injuries resulting in highway crashes would not have occurred if drinking had been moderated, or if safety belts were used," Peck said.

"Two of the most encouraging safety trends in the last year have been the increased public perception that using safety belts make sense, and the growing outrage against drunk drivers," he added.

"It is particularly gratifying that the brewing industry recognizes the responsibility and importance of this area and is actively involved in programs to reduce the incidence of alcoholism and alcohol misuse in society," Peck added.

If O'HOP is really out of money, why did Tom K. hire Glen E. as a bodyguard?
ATTENTION PLEASURE SEEKERS!

Mark your calendars for July 23rd and 24th. During these two days you’ll find fellowship and friends who are sunning, swimming and singing (golf clubs that is), at Mr. Pleasant Lake for the 23rd Annual Family-Technical Weekend.

This year’s weather will be bigger and better than everyone. In addition to the bonfire, music-making activities of golf, swimming, racquetball, tennis and something we will be great at by the presence of Mr. Jim Gillingham, the world renowned snake handler who will demonstrate his expertise in a show especially for us (provided he lives through his other shows until then).

Do reserve those who feel they might be allergic to snakes venon to sit near the emergency stretcher where the snakebite medicine will be stored.

One slight change for the 1982 program will be as follows. We will not schedule children’s activities in a formal fashion as we did in the past. We feel this will give you the opportunity to interact with our children, to become friends in the truest way. We are sure you will all enjoy the variety of games for the children to play besides those activities listed on the last page.

Those of you who attended last year know what a great time it was. This year we have worked hard to anticipate an excellent response to the informal notice which you will receive in the next few weeks.

While our families start enjoying the weekend upon Friggis arrival, we’ll have a fantastic hot “golf” Thursday night which will be followed by a “Captains’ Show” and then it’s on to the Hospitality Room to begin the weekend activities (reservations are required and get your reservations now and get ready for a great weekend. See you there!)

by Tom DelGizzo

WHAT’S NEW IN FEDERAL REGULATIONS?

Donald R. Lyon of the Federal Highway Administration spoke at the 1982 AFTA Convention in Fort St. Lucie, Florida. Some of the things that Don said we could expect in the way of Federal regulations and specifications were:

- Flashing arrow boards have been shown to be superior and should be considered installing distracting sequentiation nodes.
- Automatic clearing will be required and they are considering installing the arrow shaped board.
- Beads on paint will not be allowed as reflectorization for signs.
- There will be a new standard on concrete barriers issued in the near future.
- Pink is no longer acceptable for use on federal highways.

The evaluation of the diamond pattern has been completed in two different color schemes:

- The new pattern has a diamond pattern for the summer.
- Pink is now used on the other types of channelizing devices including plastic drums, simulated drums and barricades.

Reprint from AFTA

LEGISLATIVE UPDATE

This spring, most legislative action in the area of traffic and safety took place at the House and Senate on the subject of drunk driving and a House bill (H 5567) has been introduced regulating seat belt use.

It is expected that some sort of drunk driving “reform” law will be passed by this fall or perhaps even before the summer recess. On May 20th, the major drunk driving bills (H 702, 776, 777) were approved by the Senate Transportation Committee and have been sent to the full Senate for further action.

Two of these appeared to be favorable in a mandatory seat belt law on May 20th at a public hearing before the Senate and the House committees. Two of those appearing were Lee Iacocca of Chrysler and John Snow, Minister of Transport in Ottawa. The Michigan version of the bill is a letter of support for the bill. This measure will probably not pass and can only effect limited change this fall.

In the Michigan Section, in a desire to become more active in the area of legislation, is presently expanding its committee established three months ago and also dealing to involves more of the membership in legislative affairs, testing before committees, etc. If you are interested, please contact a board member or call Tom Conlin of Ford (517-487-8811).

By Thomas O. Ouellette

ITE CHILD RESTRAINT DISPLAY IN KALAMAZOO

On March 27, 1982, Kenneth Shackman and Donald Wierstella of the Michigan State Police unveiled a display sponsored by the Michigan Police Association. The display was setup in the Maple Hill Mall in the Kalamazoo Metropolitan Area. The display consists of a collection of all types and makes of car seats. Mr. Wierstella was the lead person on this project and made all necessary local arrangements allowing police agencies throughout the state an opportunity to obtain printed information on child restraint use, check the wretched actions of child restraints, see how much money is saved by the child seat, observe films showing crash tests and the use of child restraints.

The primary purposes of this effort were:
1. To demonstrate approved child restraints for children ages the ages of birth and five (5) years.
2. To disseminate information on approved child restraints.
4. To answer any questions regarding child restraint law (982) and the distribution of information regarding the use of seat-belt.

The display was set up at the Maple Hill Mall on Saturday, March 27th, between the hours of 10:00 A.M. and 6:00 P.M. Over 400 people were present, and 840 people attended this effort.

The project was selected because of the last several weeks Public Act 117 went into effect bringing about new regulations and a new position of each person being deemed.

It was found that certain items are necessary to the safety of the children included:
1. Bright posters (provided by the Office of Highway Safety Planning) illustrating the use of child restraints and seat belts.
2. A sign at the entrance and exit traffic showing the assistance of OSHP.
4. Registration material for the child restraint (provided by the Michigan Section of ITE) to be given away.

By: Kenneth Shackman

TEY THEY NEED YOUR HELP!

It has now been a month since the Child Passenger Law (PA 117) went into effect and 20 people are being given the car seat and seat belt use has not been enforced. There are not enough laws on the books to make them enforceable. The police they consider it is only a drop in the bucket.

On the plus side, approximately 60 out of the 83 child restraint program established under the law.

That accounts for about 8,500 infant seats and 3,000 toddler seats rented out in the state. Seems like a lot, but not much when you consider how many car seats are being used.

On the negative side, approximately 60 out of the 83 child restraint programs established under the law.

That accounts for about 8,500 infant seats and 3,000 toddler seats rented out in the state. Seems like a lot, but not much when you consider how many car seats are being used.

Those families who can afford to purchase a car seat

should be encouraged to do so; however, that still leaves a large number of families who can afford to purchase a car seat.

Detroit estimates that they need an additional 300,000 to meet the need of the low income families. According to the 1980 Census there are 146,716 children under 1 year of age in Michigan and 3,637 children between the ages of 1 and 4 years.

Most of the rental programs are willing to expand their programs, but they need not only a few dollars to purchase new seats but also the funds to purchase more seats. I know that ITE has been most helpful in the past and they could provide support and assistance for local volunteers who are assisting in the program.

3 By: John M. Rany

Sgt. Burt Gustin, Michigan State Police, and Don Wierstella, MDOT, at the ITE Child Restraint Display in Kalamazoo.

The presence of Sergeant Gustin was very important to the success of the display. We were interested in how the law enforcement agencies were going to enforce Public Act 117. Sergeant Gustin was able to provide this information as well as to answer very specific questions regarding the new law.

Based on our experiences in the Kalamazoo Metropolitan Area we feel that this is extremely beneficial and is greatly needed. We are grateful for the assistance received from the management of the Maple Hill Mall in particular from Mrs. Kathryn Herper. Special thanks goes to the Chamber of Commerce, Office of Highway Safety Planning, and to Borgess Hospital for providing the display materials. In Kalamazoo Channel 3 TV and the Kalamazoo Gazette for their coverage of the event. Without the assistance of these agencies, organizations, and individuals, the effort could not have been as successful as it was.

By: Kenneth Shackman

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Traffic & Transportation Engineering Services
MDOT BEGINS PRIORITIZED SIGNING SYSTEM

The field review team gathered information on type of sign material, whether the segment of roadway had been brought up to current road- side standards, whether there was any evidence of overloading, and whether the signs met current sign format standards. The signs were also rated for reactivity and cracking. Then the roadway was divided into segments and each route, interchange, and segment was considered for further identification. The average daily traffic and age of the signs for each segment was then added to the data. All of this information was used to prioritize a utilization list for signing projects developed.

Prioritization lists can be developed using any combination of impact and improvement parameters. For instance, if funding is not available to upgrade the safety features of existing signs, then this parameter could be eliminated from the data and the prioritization list developed based on the need for sign replacement or refurbishing only. This methodology will allow us to determine whether and in what manner freeway signs and sign support upgrading.

The field operations work on upgrading freeway and crossroad signage and subsequent prioritization of the data allow us to follow the specific data to upgrade signs and supports that need immediate replacement and set up a program to complete the remaining segments as resources permit. By constantly upgrading this prioritization process the State will develop a safe and efficient freeway system.

CRASHES REDUCED ON M-53 SECTION

Traffic accidents on a 3.8 mile stretch of M-53 south of Rome City have dropped more than 40 percent since improvements were completed on that segment in late 1979, according to a recent Michigan Department of Transportation study.

The study found that accidents decreased from 155 in 1976, the year before improvements were made, to 89 in 1980, after improvements were completed.

Improvements costing $327,295 included re-surfacing, sign upgrading, shoulder paving, construction of a divided four-lane passing lane, intersection repairs, and guardrail upgrading from 28 mile Road to the south city limits of Rome. The two-lane roadway carries approximately 10,000 vehicles per day. Three persons were killed in 1977 and 1978. The study revealed that the most dramatic drop in accidents were those involving vehicles killed in right-angle collisions, from 16 in 1975 to 3 in 1980, a drop of 80 percent. Accidents by vehicles having left-off roads, such as sign posts, went down from 18 in 1978 to 0 in 1980, a 73 percent decrease, and rear-end collisions dropped from 16 to 6, a 62 percent drop.

Reprinted from TSA of Michigan Newsletter.

1982 ITE MEMBERSHIP DIRECTORY

At their March 12 Board of Directors Meeting, National ITE Declined not to distribute a Membership Directory in 1982. This was done as a cost-saving measure.

The June Issue of the ITE Journal will include an addendum to the 1981 Membership Directory. A 1982 directory will be distributed in January of 1983.

TOPICS" RETURNS

TOPICS is an acronym (Traffic Operations Program to Increase Capacity and Safety) which describes the program of the Traffic Operations and Engineering circles a decade ago. Today, TOPICS is an important part of the Traffic Operations and Engineering Division of the Michigan Department of Transportation.

The new TOPICS program is the traffic engineering element of the department's Transportation System Improvement Program. These components are designed to improve traffic flow and reduce accidents on a systems-wide basis. These activities emphasize efficient use of existing facilities rather than new construction and stress low capital improvement programs.

Each study will result in a comprehensive report identifying safety and operational deficiencies along with appropriate recommendations for improvements. The report is reviewed with representatives of the local governmental units involved and an implementation plan is developed. Implementation of low cost improvement solutions will be emphasized in the future. High cost improvements are included in the local Transportation Improvement Plan and completed on a priority basis.

In addition to identifying traffic engineering deficiencies and corrective countermeasures, data collection has been structured to assist state and local planners in the development of models capable of projecting existing and future capacity deficiencies in the system. Of course, those projections and other data furnished by the planners is helpful in the analysis of traffic engineering efficiencies. The first such study was conducted in the Muskegon area and the resulting report completed in January, 1982. The report outlines 64 recommendations to reduce accidents and operational problems. Only five involve capital outlay construction (three skid-resistance projects, a divided four-lane road widening of an intersection approach). The remaining 59 recommendations emphasize traffic signal modifications, improved pavement markings, parking and turn prohibitions, and similar low-cost improvement solutions.

The TOPICS program will ultimately involve studies of the 13 urbanized areas including both trunkline and non-trunkline roadway systems. Studies are currently underway in Jackson, Kalamazoo, and Bay City.

By: Kurt Kunde

USE OF CONCRETE BARRIERS QUESTIONED FOR 2-WAY, 2-LANE OPERATIONS

Since FHWA issued an emergency rule that requires concrete barriers be placed at transition zones where 4-lane operations change to 2-lane and vice versa, there has been much confusion over the justification for this requirement.

A recent study, also reported in Reference 83, compiled data from 14 rural interstate sites and concluded that the barrier requirement is questionable on low volume roadways. The accident data showed that the occurrence of head-on collisions at transition zones was non-existent on the interstate sites reviewed.

Reprint from ATSA
MDOT COMPLETES WYOMING TRAFFIC STUDY

The Michigan Department of Transportation provides traffic engineering expertise to individual local agencies through the $100,000 funded Community Assistance Program. This activity, administered by the Traffic and Safety Division, identifies high crash sites and focuses upon recommendations that address traffic safety.

The most recent study of the Community Assistance Program involved a traffic engineering analysis of nine high-crash intersections in the city of Wyoming. The intersections were located on the three highest volume streets in the city. Low cost operational recommendations included such fixes as traffic signal timing modifications, signal changes, and revised pavement markings. Construction improvements included left-turn slot reconstruction and intersection widening. We believe these recommendations will have a positive effect on safety and traffic operations in the city of Wyoming. Other studies are now being conducted in cooperation with local officials in Kalamazoo, Portage, Hillsdale, Bay City, and Reed City. By: Bill Opland

RECALLS TOP 7 MILLION

Motor vehicle manufacturers recalled more than nine million vehicles in 1981 because of safety-related defects, the U.S. DOT reported. Figures compiled by NHTSA show that domestic manufacturers recalled almost 7.4 million vehicles in 128 separate recall campaigns. Foreign automobile makers recalled 5.4 million vehicles in 38 campaigns, bringing the total number of recall campaigns to 166. The 1981 total is almost double the five million recalled in 1980 and represents the fourth largest number of vehicles recalled since 1966, when NHTSA began keeping such statistics.

The largest recall in 1981 was conducted by General Motors to replace bolts in the rear suspension systems of 5.8 million vehicles.

The total foreign recall involved 396,000 Honda because of rust and corrosion of undercarriage components.

NEW HIGHWAY DEVICES PROTECT ERRANT DRIVERS

Designed to absorb crash impact and prevent errant vehicles from hitting concrete and steel objects, approximately 200 impact attenuators have been installed along Michigan's 9,500-mile highway system since 1971. They shield objects which cannot be moved, such as bridge piers, medians, and barrier ends, and protect the underlying foundations.

Most drivers don't notice them, but for their dull, grey exteriors blend in with the objects they shield. When hit, however, they appear to be working marvelously.

A recent study of the 130 attenuators in the four-county metropolitan Detroit area shows they have been struck at least 105 times from 1977 to 1981. Each single collision results in a vehicle hitting the attenuator. It's been reported anywhere in the state. They really work, said Maurice Wittevrouw, head of MDT's Traffic & Safety. We rarely know if a driver hits them until later because people can drive away.

There are several types of attenuators. They are filled with a mixture of sand and asbesto mesh in several ways. Those filled with liquid are comprised of a series of lightweight vinyl containers enclosed in rigid vinyl tubes about three feet high. When a vehicle hits the unit, it squeezes together like a accordion and the liquid spurs out the top of each container, absorbing the impact.

Those filled with light weight concrete contain a series of small, packed filled with concrete which are tightly bound together. When hit, the concrete break, absorbing the impact. Attenuators filled with sand are large plastic barrels which break when hit causing sand and the As from the sand.

All are designed for vehicles weighing 4,000 pounds traveling at a speed of 60 mph. Each are designed for lighter, down-sized cars, and will consist of a one-way flow, as opposed to two-way flow. All attenuators placed along the state freeways are paid for by the state highway construction funds as part of an ongoing program to bring freeway up to federal-alpha standards. Those are placed on state routes, those are paid for by the state.

All attenuators placed along state freeways are paid for by 50 percent of funds as part of an ongoing program to bring freeways up to federal-alpha standards. The program is targeted mainly at curves where the number of people killed in accidents involving vehicles hitting the object is high. The roadway has been reduced by 8 percent even though the number of fixed objects involved in vehicle accidents has remained steady during that period.

Reprint from MDT

RTOR SHOWS MONETARY BENEFIT

Transportation engineers in Milwaukee, Wisconsin, found that right turns on red lights have caused the fewest benefits for every $1 in costs without any traffic control. In addition, RTOR has saved Milwaukee motorists an estimated $350,000 in gasoline during the five-year study period. During the study, 140,000 vehicles passed through RTOR intersections at an average of 500,000 vehicles per day. In addition, RTOR has saved Milwaukee motorists an estimated $350,000 in gasoline annually. The study also showed that total traffic accidents increased by 350 to 400 percent above the annual average in total right turn accidents at signalized intersections. The study also showed that total traffic accidents increased by 350 to 400 percent above the annual average in total right turn accidents at signalized intersections. The study also showed that total traffic accidents increased by 350 to 400 percent above the annual average in total right turn accidents at signalized intersections. The study also showed that total traffic accidents increased by 350 to 400 percent above the annual average in total right turn accidents at signalized intersections. The study also showed that total traffic accidents increased by 350 to 400 percent above the annual average in total right turn accidents at signalized intersections.

COPPLES NIGHT A SUCCESS

Couples Night was a huge success! The event was held at the Holiday Inn and was attended by over 600 people. The night was filled with live music, dancing, and delicious food. The highlight of the night was the fashion show, which featured the latest in wedding dresses and suits. The evening concluded with a fireworks display over the lake, which brought the night to a close.

MARCH TECHNICAL MEETING

March Technical Meeting is an annual event that brings together professionals in the field of traffic engineering and safety from across the state. The meeting is hosted by the Michigan Department of Transportation and provides a platform for sharing knowledge and best practices. This year's meeting will focus on innovative solutions for improving traffic flow and safety, particularly in urban areas. We hope to see you there!
UPDATING MICHIGAN’S VEHICLE CODE

During the past year, a committee comprised of persons from Michigan Department of Transportation, Michigan Department of State and Michigan Department of State Police have been meeting to discuss the Michigan Vehicle Code. The discussion was held on the Uniform Vehicle Code (UVC) which serves as a model for the state’s traffic laws. Michigan is not in conformity with the UVC in a number of areas. However, as a committee, they are looking at how we may better conform with the UVC while taking into consideration the uniqueness of Michigan’s topography and geography. Thus, we are not seeking changes just to be in conformity.

Work has been completed on one section of the code by utilizing work done by the Traffic Safety Section of the Michigan Department of Transportation. This section deals with traffic control signals. Additionally, preliminary work is being done on a section dealing with pedestrian rights and duties.

The Governor in his annual “State of the State” message indicated his support for the recodification of the MVC which led to this multi-agency committee being formed. The committee will continue to work on this project during the next session, concentrating on those areas which are not in conformity with the UVC. We invite the input and support of all those who are interested in traffic and transportation issues.

ADDITIONAL COMMITTEE MEMBERS NEEDED

The ITE Technical Council Committee 6738 is in need of additional committee members to complete its analysis of the impact of telecommunications on transportation. More specifically, Committee 6738, Telecommunications, which was formed in August of 1981, has the following project statement: “To examine existing and potential telecommunications systems that may have a significant and beneficial effect upon and ability to influence transportation demand.”

Anyone with a background or interest in telecommunications should contact Chairman John George W. Bloomer at Supervision Regional Aviation Planning, Port Authority of New York and New Jersey, One World Trade Center, Room 65E, New York, New York, 10048 Telephone No.: (212) 466-7555.

RECESSED REFLECTIVE MARKERS A SUCCESS

During 1980 and 1981 Ingham County Road Commission selected ten curves to place recessed reflective pavement markers on. All were on bituminous surface, with nine on two-lane roads and one on a four-lane facility. All had a high accident history of single car run-off-road type incidents.

In 1980 installation had markers placed along the centerline and one edge of the roadways and along the shoulder two to three times. This was a success. Though the 1981 installations had reflective markers only along the centerline, we used the same size and groove on the curved road. We believe installing markers on all three types of installations is a very helpful and cost-effective type of traffic control. These two types of installations, it is my feeling that a very helpful and cost-effective type of traffic control.

All of the installations were made by cutting a groove in the bituminous surface road, which measured forty inches long, four inches wide and five inches deep with a reflector placed at each end of the groove along the centerline which had been marked. Those reflectors were placed between the standard double-yellow painted lines. On the edge line, or line edge, the groove was made to taper in depth most significant impact. Your comments, suggestions and input as professional traffic engineers are welcomed and may be forwarded to:

Robert W. Moody, Chairman
Office of Highway Safety Planning
Michigan Dept. of State Police
7100 Harris Drive
General Office Building
Lansing, Michigan 48913
Phone: (517) 332-1942

NEW FHWA SAFETY CHIEF

Marshall Jacks, Jr., was recently sworn in as the new FHWA Associate Administrator for Safety. In this position Jacks works directly under the Federal Highway Administrator to direct all the safety activities of FHWA.

Marshall has been with the FHWA since 1983. Prior to that served with the City of Detroit for 16 years as Traffic Engineer. He has served as Director of Traffic Operations; Chief, Progress Development Division; Division Engineer of Highway Safety; Division Administrator for the District of Columbia and Chief of the Signals and Communications Branch.

Reprint from AITA

...AND HE WENT WEST

Gary Smit apparently heard someone say “Go west, young man, go west,” because he’s gone. Gary recently left SEMCOG to take on the duties of Assistant Traffic Engineer in Lakewood, Colorado, a suburb of Denver. We’ll miss Gary, but wish him well.

C.E.U.’S TO BE OFFERED

The Michigan Section Board has taken initial steps to offer Continuing Education Units (C.E.U.’s) to attendees of its major technical programs. The idea was presented by Stan McIntyre, to Michigan State University, whose facilities we intend to utilize. Preliminary information indicates that MSHD must approve our technical program content and award 0.1 C.E.U. for each program of hour, with a five hour minimum. There will be a slight extra charge per attendee for bookkeeping by MSHD.

With the emphasis on additional education, the Board thought this to be an excellent opportunity for Section members to get credit for attending technical programs.

MDOT PROMOTES TRAFFIC ENGINEERS

The Michigan Department of Transportation recently promoted two Section members to administrative positions. Robert Malak was promoted from the Electronic Systems Unit to Supervising Engineer of Traffic Signalization. Tom Myers was promoted from a lead worker position in Geometrics Coordination to the Assistant Supervising Engineer of the Geometrics Coordination Unit. Congratulations and best wishes for the future are extended to ITE for both Bob and Tom.

WELCOME

We are happy to announce the following new members of the Michigan Section of ITE:

Ronald Dressender – City of Kwoonag
Ted Wernich – Indicator Controls Corporation
Walter Partysky – Marketing Displays, Inc.
Terry Gillis – Oakland County Road Commission
Larry A. Miller – MDT
Christopher Brown – Oakland County
James J. Barbesano – Oakland County Road Commission
Carmine Palombo – SEMCOG

PHILLIP MICHAEL LARIVIERE

Congratulations to Bob and Cheryl Lariviere on their recent marriage. He was born on Thursday, May 20, 1960, at 4:30 a.m. He weighed 7 lbs. 11 oz. and was 1 foot 8 inches long. Phillip is now being spoiled by his two brothers and two sisters. Mom and Dad are remounting well.
MDOT SIGNAL STUDY

A recent report by MDOT pertains to the common mis-
conception by motorists that traffic signals are safety
devices that reduce accidents at intersections. The
study of intersections that were recently signalized on
the state's arterial system analyzed the impact that the
installation of traffic signals has on safety.

Results of the study show the following:
1. Total accidents increased 25 percent.
2. Right-angle accidents increased 37 percent.
3. Rear-end accidents increased 128 percent.
4. Head-on left-turn accidents increased 96 percent.
5. Injuries increased 16 percent.

Engineering studies show that a traffic signal may be
necessary to control an accident-prone pattern that is con-
dered susceptible to correction by such an installation.
The accident pattern normally involves right-angle type
collisions. From the above data it is clear that right-
angle accidents can be reduced by the installation of a
signal, and therefore, should be one of the major criteria
evaluated when considering the need for signal installation.
Certain types of accidents have remained relatively
unchanged, and rear-end types usually increase, the study results
indicate passing of a traffic signal provides safer traffic
conditions for all types of traffic.

The MDOT has found that properly designed and engi-
nereed traffic signals may reduce certain types of accidents
at intersections, thereby providing safer traffic conditions.

TRAINING OPPORTUNITIES AVAILABLE

Each year the Federal Highway Administration
develops national training programs which are designed to
reflect, address, and emphasize the most significant
needs nationwide. These programs are designed to
address both its own organizational needs and the needs
identifiable by the various State and local transportation
agencies.

While the budget for "in house" training has been
significantly reduced in recent years, many of the
training opportunities remain available to other agen-
cies. For example, the FHWA continues to provide a significant num-
ber of training courses in such areas as: 1) Design and
Traffic Operations; 2) Construction and Maintenance;
3) Legal; 4) Right of Way; 5) Environment; 6) Planning;
7) Urban Transportation; 8) Safety; and a variety of
other categories.

In the Safety and Traffic Control Operation area, in par-
ticular, there are courses dealing with a myriad of sub-
jects. Some of the courses which are available deal with the
following subjects:

- Basic Traffic Engineering
- Safety Design and Operational Practices for Streets and Highways Evaluation
- AASHTO Barrier Guide
- Construction Zone Traffic Con-
- NADT: Traffic Signals
- Safety Engineering
- Railroad Grade Crossings
- Design of Urban Streets
- Lighting
- Capacity
- Computerized Signal Sys-
ems
- Accident Investigation
- Process Review
- Highway Safety Program Management

Each of these courses is available for local pre-
sentation. If you would like more information on
sponsoring a training course, or a more detailed
description of the course content (e.g., length, for whom
designed, objectives and duration, or prerequisites)
you may contact Morris Hove, (313-1842) or Ron Jones
(313-1838) at the Federal Highway Administration Divi-
sion Office in Lansing.
By M. A. Hove, 

NEW TECHNICAL COUNCIL COMMITTEES LISTED

The Technical Council initiated 23 new research com-
mitties during 1981. A listing of these committees and
their members is included in the Technical Council Update
Sixteen Technical Council committees are now soliciting
new members. A listing of these and who to contact is also
included in the May IEEE Journal.

VENDORS’ DAY

5th ANNUAL PRODUCT TECHNICAL SESSION

As can be attested by the adjoining pictures,
another successful Product Display Session was held
on May 20th in the city of Southfield's Department of
Public Service garage. Over 100 companies participated in the
display and over 100 members and guests viewed the products
and discussed their application with the displayers.
The extra effort of inviting purchasing agents, City Administrators and Michigan Purchasing
Association members and vendors showed results as several from each of these groups joined in the festivities.
Special thanks go to Southfield's Eleanor May, who by her self, ably registered all of us who
attended. Our Southfield host, in particular, Bob Northrup and Mary Misklik again went out of their
way in taking care of our needs.
Plans are being formulated for next year. Any-
one aware of companies wishing to participate contact
Jerry Carrier, Herb Henry, Bob Northrup, or Bill
Savage. By Bill Savage

Jerry Walzom of Surface Systems, Inc., discusses the application of their product.

Bob Richardson of Unistrut displaying literature on square tubing sign supports.

Dave Hawkins of 3-M discusses Time Base Coordinator Units.

Cliff Connelly, Don Beall, Randall V. Scozzi and Mike Schoenleit display electronic equipment by Pathmaster.
Bob Northrup, our host from the City of Southfield, answers questions at the registration table which was handled very capably again this year by Eleanor May.

Dave Walker of Walker Hydraulic Tool explains the operation of one of their products.

Luther "Buff" Whitmore and Lou Jennings display products from Mid West Sign.

Don McCarthy of Energy Absorption.

Digga and Aerial representatives Cindy Lavelle, Tom Miller, and Jim Robertson discuss hydraulic lift equipment.

Merv Yogger and Jack Mathiesen of 3M discuss traffic construction materials.

Walter Parryma and Cecil Ursprung of Marketing Displays.

Howard Sallton of Winko-Matic displayed electrical message equipment.

Tim DeWitt and the 3M Safety and Security Systems display.

Bob Durgele and Rick Murray of Traffic Control Products displayed detector and controller equipment.


A special THANKS goes to Bill Savage and the City of Southfield for a very successful day.

signed: The Vendors