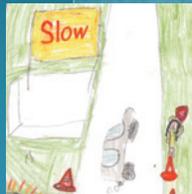


# Connecticut Technology Transfer

Spring 2011



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## Why Children at Play Signs are Not Recommended

By Andrew Morgan, West Virginia Local Technical Assistance Program

Traffic signs are a key part of our transportation network. They provide information to drivers, pedestrians and bicyclists about the rules of the road such as where drivers must stop and the permitted speed limit. Street name and directional signs help us find our desired destination. When a hazard is present in or near the road, warning signs are there to caution us. Without good signage we might find ourselves lost, in a ditch, or stopped by law enforcement.

Proper signage also helps make communities more liveable and streets safer, something most residents tend to want. Sometimes residents view the street in front of their homes as more than just a place for cars. They may use the road as a walking path, a place to stop and chat with neighbors, or an extension of their front yard where they allow their children to play. Often, residents make requests to road agencies for additional signs which they believe will make their community safer.

One request that many road agencies receive is for “CHILDREN AT PLAY”, “SLOW CHILDREN AT PLAY”, or “SLOW CHILDREN” signs. Residents often argue that children play in or near the road, and there needs to be some warning given to drivers. Without these signs, some feel, children are at risk. Based on these arguments alone, it may seem logical that “CHILDREN AT PLAY” signs should be installed. However, there are other issues that need to be considered.

*Children at Play continued on page 2*



*Children at Play continued*

The Manual on Uniform Traffic Control Devices (MUTCD) is a federal manual that has been adopted by the State of Connecticut as law. The intent of the manual is to give roadway agencies a set of standards to help make roads safer. It is the source for when and where a sign should be installed and which sign it should be. The MUTCD does not include “CHILDREN AT PLAY” signs or any variation. But why is this? There are many reasons that “CHILDREN AT PLAY” signs are not recommended. These are just a few.

- They are typically designed to look like warning signs, diamond shaped and yellow with a black legend. Other warning signs provide information on the specific location of the hazard (pedestrian crossing, curve, etc.). “CHILDREN AT PLAY” signs do not give a specific location. They merely tell the driver that kids may be in the road somewhere.
- If you install “CHILDREN AT PLAY” signs in some neighborhoods and not others, drivers may be led to believe that there are no children in the areas with out signs, making them more vulnerable.

- “CHILDREN AT PLAY” signs give parents a feeling of security in letting their children play in the roads. In fact, no level of signage could ever protect a child should they be hit by a car.
- Studies have shown that “CHILDREN AT PLAY” signs do not reduce traffic speeds or make drivers more observant.

Additionally, nearly 30 percent of tort cases filed against roadway agencies pertain to signs. When you install signs not in conformance with the MUTCD, you are increasing your agency’s liability should a child be hit on your roadways.

There are some alternatives that can work in many instances. The playground sign is an appropriate sign alongside parks where children may often visit. Also the pedestrian crossing sign should be used in those locations where children and others frequently cross the road to warn motorists.

It isn’t always easy to say no to residents of your community, but by not erecting “CHILDREN AT PLAY” signs, you may actually be making the community safer for everyone.

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# Connecticut Technology Transfer

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Technology Transfer Center

## T2 Upcoming Trainings

For more information or to register online, please visit: [www.t2center.uconn.edu](http://www.t2center.uconn.edu)

**ATSSA Flagger Certification**

April 5,7

**Infrastructure Asset Management**

April 5,6

**Work Zone Safety**

April 26, 27, 28

**Surveying Methods for Local Roads**

May 24,26

**When and Where to Use Signs, Signals and Markings**

June 22,23



# Connecticut Department of Transportation Combats Distracted Driving



In December of 2009, The State of Connecticut Department of Transportation's Highway Safety Office applied for and received a grant to participate in a Federal Pilot program to test the effectiveness of a High Visibility Enforcement model in reducing Distracted Driving and the use of hand-held mobile phones by drivers. The program began to take shape and the first enforcement WAVE was kicked off by U.S. Secretary of Transportation Ray LaHood, National Highway Traffic Safety Administration Administrator David Strickland and Connecticut Officials. Currently, the program is nearing its end, with the final enforcement WAVE scheduled for March 26 –April 2<sup>nd</sup>.

## DDEP Goal and Objectives

Test whether a high visibility enforcement (HVE) model, similar to CIOT, reduces instances of talking or texting on a hand-held cellular phone while driving. HVE was to be conducted in four separate waves over the course of approximately one year: *April 2010, July 2010, October 2010 and March 2011.*

- Will the approach persuade motorists not to talk/text on hand-held phones while driving?
- Will law enforcement be consistently able to observe violations and issue tickets?

- Will the approach affect motorists' perceived risk of being stopped and ticketed for violating the ban?
- Can ongoing public awareness and high visibility enforcement change public attitudes and behavior regarding cell phone use and texting while driving?

## Methodology

### Evaluation

- Pre- and post-observations of cell phone use conducted in the Hartford metropolitan area (Stamford and Bridgeport served as control sites)
- Pre- and post-awareness surveys of campaign conducted in the Hartford metropolitan area (Stamford and Bridgeport served as control sites)
- Although not part of the core evaluation plan, CT will make available ticketing data and crash results for additional analysis.

### Enforcement

- 7-day HVE conducted in the Hartford metropolitan area primarily using targeted enforcement (stationary patrol sites with spotters)
- Multiple enforcement partners: Hartford, West Hartford, and East Hartford PDs; CT State Police (Hartford barracks)

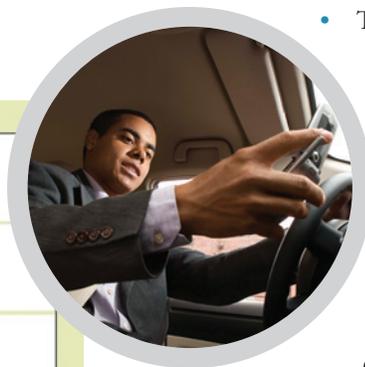
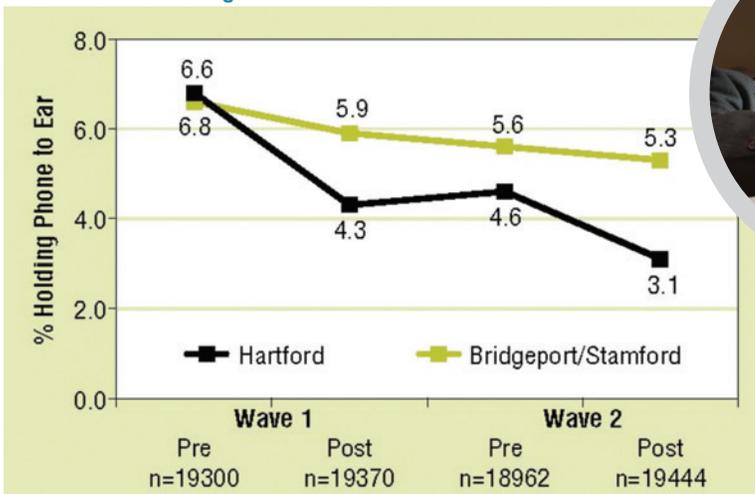
### Outreach

- Logo and slogan, Phone in One Hand, Ticket in the Other, promoted on TV, radio and internet
- Paid advertising run between one and two weeks immediately prior to each wave of enforcement
- National press event held at State Capitol prior to April 2010 wave, with Secretary LaHood, Administrator Strickland, RA Weiser, Lt Governor Michael Fedele, Governor's Representative Robbin Cabelus, State and local law enforcement, and key highway safety partners
- Digital billboards and variable message signs on all major interstates in Hartford area
- "Good Morning, America" ride along with Hartford PD; WFSB Channel 3 and CPCA "I Promise" campaign; DMV teen video contest; local media ride alongs

### Funds and In-kind Resources

- NHTSA Cooperative Agreement - \$200,000 in federal funds for enforcement
- CT HSO provided \$100,000 in additional funds to support the program
- Ticketholders and law cards for distribution to public
  - Roll call training video for law enforcement
  - Post WAVE questionnaires and debrief meetings
  - Direct technical assistance from NHTSA and SHSOs in monitoring, re-evaluating and guiding demonstration sites on implementation and adjustments to enforcement and outreach strategies.

## CT Distracted Driving Evaluation Results



### Preliminary results: Waves One, Two and Three

- Wave One citations: 2330 for talking, 272 for texting

*Distracted Driving continued on page 4*



**1<sup>st</sup> Place:**  
Carling Albrecht –  
Tolland 5<sup>th</sup> grade

## T2 Center Announces Winners of the 2011 Connecticut Roadway Safety Poster Contest for Children

The Connecticut Technology Transfer Center is pleased to announce the winners of the 2011 Connecticut Roadway Safety Poster Contest. First prize went to Carling Albrecht, a fifth grader at Tolland Intermediate School in Tolland, second place went to Kiley Griffin, a fifth grader at Lincoln School in New Britain and third place went to Olivia McCarthy, a third grader from Tolland Intermediate School in Tolland.

The winners, will receive their awards on April 5, 2011 at the 2011 Work Zone Safety Press Conference in Newington. The winning posters have also been submitted to the national contest sponsored by the American Traffic Safety Services Administration (ATSSA) contest themed

“Life Behind the Cones and Barrels—How Roadway Workers Keep America Moving”.

This was the inaugural year for the contest in Connecticut and its aim was to focus children’s attention on the men and women that work to maintain Connecticut’s roadways every day. The entrants were asked to think about roadway safety and how road users can help to keep themselves and the people who maintain the roads safe. Concepts such as distracted driving, speeding and obeying signs were well represented among the entries. For more information on the contest and the Technology Transfer Center (T2 Center), please visit [www.t2center.uconn.edu](http://www.t2center.uconn.edu)



**2<sup>nd</sup> Place:** Kiley Griffin - New Britain 5<sup>th</sup> grade



**3<sup>rd</sup> Place:** Olivia McCarthy – Tolland 3<sup>rd</sup> grade

### *Distracted Driving continued*

- Wave Two citations: 2327 for talking, 18 for texting
- Wave Three citations: 2257 for talking, 58 for texting
- Total of 6914 cell phone citations and 348 texting citations for all three WAVES
- Significant decrease in observed hand-held phone use after first wave, from 6.8% to 4.3 per cent after first WAVE
- Further decrease in observed hand held phone use after second WAVE from 4.6% to 3.1%
- Total decrease in cell phone use for both WAVES- 56 %; decrease in texting while driving-68%
- Observed phone manipulation (texting/dialing) decrease after first wave, from 3.9% to 2.7%
- Awareness of distracted driving enforcement rose from 59% to 76% from the beginning of Wave One to the conclusion of Wave Two
- Awareness of PIOH, TITO slogan/logo rose from 5% to 47% after first wave

### **Lessons learned from Waves One-Three**

- Targeted enforcement using stationary patrols and spotters can result in high levels of ticketing
- Public awareness of ticketing for cell phone and texting can be increased within a short period of time.



- Extensive community outreach and public education needed between WAVES to create and “enforce” new social norms.
- Anecdotal evidence that some motorists even after ticketing may not be getting message-law enforcement reports ticketing repeat offenders during WAVES 2 and 3.

# Technology Transfer Center Kicks Off the New Connecticut Transportation Leadership Program

*We are very pleased to introduce  
the members of our first class:*



**Justin Andrews**  
Town of West Hartford

**Scott Clairmont**  
Town of Windham

**Tiger Mann**  
Town of New Canaan

**Patricia Standish**  
Town of West Hartford

**Russell Arnold**  
Town of Farmington

**David DeNoia**  
City of New London

**Stephen Matos**  
ConnDOT - District 2

**Scott Tharau**  
Town of Burlington

**Douglas Boelter**  
Town of West Hartford

**Stephen Holliday**  
Town of North Stonington

**Brian Mitchell**  
Town of West Hartford

**William B. Watkins**  
City of New London

**Larry Bonin**  
Town of Old Saybrook

**Thomas H. Hughes**  
City of Danbury

**David Null**  
City of Danbury

**John Winterberger**  
Town of West Hartford

**Joe Bragaw**  
Town of Stonington

**Kevin Kelly**  
Town of Colchester

**Paul Pronovost**  
Town of Thomaston

**Scott Zenke**  
Town of Farmington

**Mark Carlino**  
Town of Manchester

**Karl Reichle**  
Town of South Windsor

*Save the Date!*  
**2011 Technology Transfer Expo –  
September 21, 2011**



# The Safety Edge

An Easy and Low-Cost Treatment for Pavement-Edge Dropoff

Roadway departures account for more than half of fatal crashes nationwide. One cause of crashes following roadway departures, especially on rural two-lane roads, is pavement-edge dropoff, the uneven and sometimes vertical edge between the paved travel lane and the unpaved shoulder.

## What is the Problem?

When a vehicle leaves the pavement and straddles the unpaved shoulder, the vertical edge can make it difficult for a driver to safely reenter the paved travel lane. In some cases, drivers attempting to return immediately to the paved roadway oversteer and lose control of their vehicles.

The resulting crashes tend to be more severe than other crash types, sometimes resulting in vehicles overturning or hitting an oncoming vehicle. Or the vehicle may cross the lane and run-off the other side of the road and hit a fixed object or overturn on a slope.

The problem of pavement-edge dropoff begins at the time of conventional construction. The additional asphalt creates a vertical edge until the unpaved shoulder is regraded flush with the pavement. But within about 2 months or so the unpaved shoulder begins to settle or erode, exposing the vertical pavement edge once again. The new exposed pavement edge may also start to crumble and break off.

## What is the Solution?

A relatively easy and inexpensive countermeasure to pavement-edge dropoffs is to change the way the edge of the pavement is constructed. Studies have shown that creating a 30-degree angled wedge at the pave-

ment edge eliminates tire scrubbing, making it easier for motorists and cyclists to safely recover after encountering a dropoff. This angled edge is called the Safety Edge. It can be installed along the pavement edge during any paving project. A special, commercially available attachment or shoe is bolted to the paving machine. The shoe acts as a screed extension and extrudes the asphalt, forming a durable pavement edge at a 30-degree wedge shape. Installing the Safety Edge adds little or no cost to pavement projects.

## The Safety Edge Provides Several Benefits:

- Improved safety for motorists and cyclists
- Easy to install at very low or no cost
- Creates a stronger and more durable pavement edge

## For More Information

On the internet:

[http://safety.fhwa.dot.gov/roadway\\_dept/](http://safety.fhwa.dot.gov/roadway_dept/)

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**The Problem** – The diagram at left shows what happens when a driver encounters a pavement-edge dropoff. After intense tire scrubbing occurs, drivers attempting to return immediately to the paved roadway can over-steer and lose control of their vehicles.

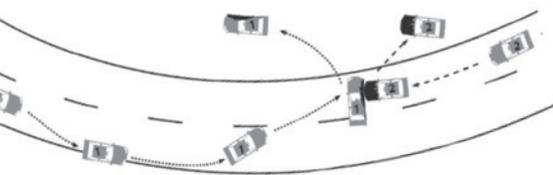
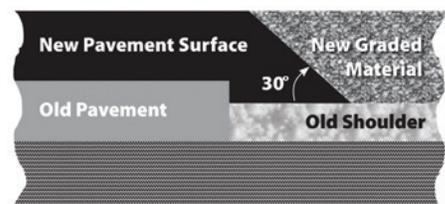


**The Solution** – A 30-degree angled pavement edge, called the Safety Edge, is shown here in the main photo immediately after construction. After the unpaved shoulder is regraded flush with the pavement, shown in the inset photo, the Safety Edge creates a more durable pavement edge and makes recovery from any future dropoff much easier and safer.



The safety wedge shoe shown above, acts as a screed extension and extrudes the asphalt, forming a compacted pavement edge at a 30-degree angle. The Safety Edge also can be applied during concrete paving projects.

The diagram below shows how the Safety Edge is created during a repaving project. As the “new graded material” begins to settle or erode, the angled and more durable Safety Edge prevents a vertical edge from forming, making the pavement edge safer for drivers and cyclists.



# 2011 National Work Zone Awareness Week

April 4-8, 2011

**Safer Driving  
Safer Work Zones  
For Everyone**

*For more information, please visit:*

[www.workzonesafety.org/news\\_events/awareness\\_week/2011](http://www.workzonesafety.org/news_events/awareness_week/2011)



## Connecticut Celebrates Earth Day!

April 22, 2011

For more information and a calendar of Earth Day Events in Connecticut, please visit the Department of Environmental Protection:

[tinyurl.com/EarthDayCT](http://tinyurl.com/EarthDayCT)





*New England Chapter 2011*  
**CALENDAR OF EVENTS**

## New England APWA Chapter Update

APWA & New England Chapter Events (See also the Calendar on the Chapter's Web Page: [newengland.apwa.net](http://newengland.apwa.net) or APWA's Web Page: [www.apwa.net](http://www.apwa.net))

Mar 24	1-Day Supervisors Training Seminar	Natick, MA
Apr 2	Congress Volunteer Appreciation Dinner	Worcester, MA
Apr 14	Spring Meeting & Exec Comm Mtg	Westbrook, CT
Apr 5	Spring Mechanic's Workshop	TBA
May 4	Western Regional Meeting	TBA – Western MA
May 15-21	National Public Works Week	Worldwide
May 18	NPWW Scholarship Luncheon	Foxborough, MA
June 15-17	Summer Workshop	W. Dennis, MA
June 15	Annual Bud McDougall Golf Tourney	Cape Cod, MA
June 17	Executive Committee Meeting	W. Dennis, MA
July 20	Executive Committee Meeting	Worcester, MA
Aug 17	Executive Committee Meeting	Douglas, MA
Sep 17-21	APWA Congress & Equip Show	Denver, CO
Sep 20	New England Chapter Congress Dinner	Denver, CO
Sep 20	Executive Committee Meeting	Denver, CO
Oct	Fall Mechanics Workshop	TBA
Oct 19	Fall Meeting & Exec Comm Meeting	TBA
Nov 2	Snow & Ice Workshop	TBA
Nov 16	Exec Comm Mtg/Strategic Planning	Worcester, MA
Dec 3	Holiday Exec Comm Mtg	Waterford, CT



## Go Orange for Work Zone Safety

Please join us in supporting the men and women across Connecticut that are working to improve our highways, roadways and streets by Going Orange for Work Zone Safety Week, April 4-8, 2011. Help us encourage everyone to pay attention in work zones and help save lives. Encourage your co-workers, other departments in your organization and your families, friends and neighbors to Go Orange for Work Zone Safety during the week of April 4 - 8.

You can Go Orange by wearing orange clothing, painting your face, or hang-

ing an orange ribbon on your house or mailbox. Be creative, have fun, and show your support. Tell us why you are Going Orange and send us some pictures of you, your crews and your family supporting work zone safety by Going Orange. Send an email and/or photos to Mary McCarthy at [mary@engr.uconn.edu](mailto:mary@engr.uconn.edu)



Courtesy of [www.mrcostumes.com](http://www.mrcostumes.com)



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I would like to see a future newsletter article on the topic of: \_\_\_\_\_

I would like to suggest the following future training topics be offered by the T2 Center:  
\_\_\_\_\_

I would like to request the following informational resource materials:  
\_\_\_\_\_

Please fax a copy of this form to (860) 486-2399 or mail to:

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