

## Gordon Paesani ITS Midwest Scholarship Announcement

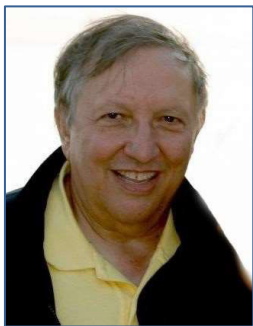
ITS Midwest is pleased to award scholarships to applicants who are pursuing higher education in the use of Intelligent Transportation Systems to improve safety and efficiency. The scholarship criteria look for excellence in the classroom, passion for innovation, and enthusiasm for the transportation industry.

The scholarship is open to collegiate sophomores, juniors, seniors, and graduate students planning to enter the transportation field with a primary focus of interest in Intelligent Transportation Systems (ITS). Applicants shall be presently attending colleges and universities in the four-state coverage area of ITS Midwest (Illinois, Indiana, Kentucky, Ohio).

Gordon served as a mentor to many young engineers during his contribution to our industry. Read about Gordon's extensive career and accomplishments below.

### About Gordon

**Gordon Paesani** was a committed innovator in ITS, including a variety of concepts he implemented long before the term 'ITS' was coined. From 1961 to 1989 Gordon served the Michigan Department of Transportation in various capacities including Freeway Operations Manager. Through his work, he designed strategies to implement some of the earliest variable speed control and adaptive ramp metering systems in existence, now called Active Traffic Management (ATM).



Gordon joined Delcan Corporation (now Parsons Corporation) in 1992 and continued to provide innovation to incident response planning for Traffic Management Centers and developed the System Wide Adaptive Ramp Metering (SWARM) algorithm and the Corridor Adaptive Ramp Metering Algorithm (CARMA). He provided leadership, design, and successful implementation expertise to ATMS deployments within over 10 US states as well as several provinces in Canada. His advanced technology designs supported the intensive transportation needs for four US Olympic games, as well as disaster release initiatives after California Earthquakes and Louisiana flooding.

Gordon was a Transportation Research Board committee member from 1983-1989 and 2004-2017. He created the concept for the Emerging Freeway Operations Concepts subcommittee which he co-chaired for years. He also co-chaired the Sunday Seminar task group for several years.

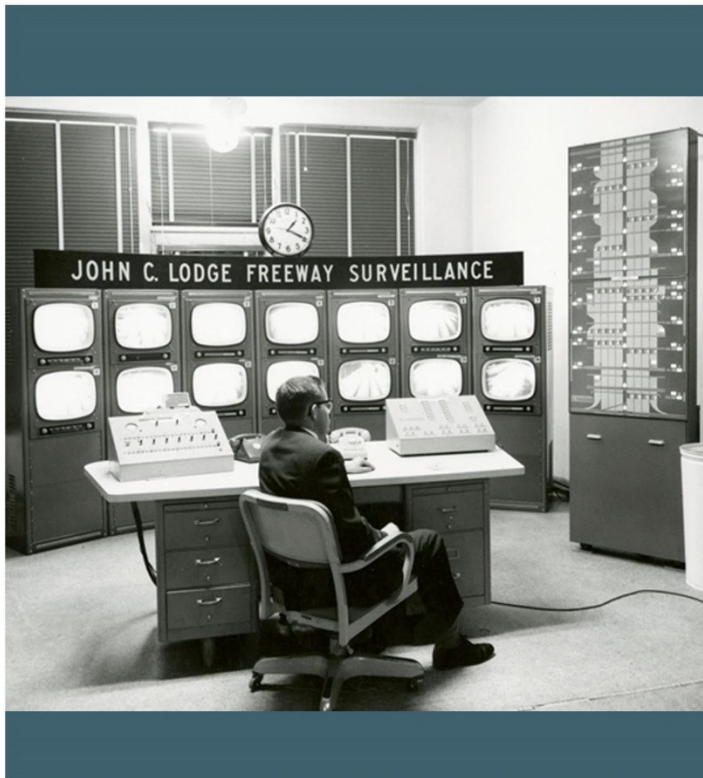
Most importantly, Gordon was a beloved teacher as much as an innovator. He had a unique ability to mentor young staff throughout their careers with patience, bringing the best out of each individual he assisted. He was also known for his efforts to break down barriers for women in our industry. His passion for our industry and our innovations is second to no one.

He had a passion for golf, football (particularly the Detroit Lions), and had a sense of humor rarely equaled in our profession.

Through the ITS Midwest scholarship, we hope to assist the recipients in realizing their vision and passion for the advancement of safety, advanced technology, and efficient travel within this growing and exciting industry.



Some of Gordon's early achievements with the John C. Lodge Freeway in Detroit



Pages 3 and 4: Tri-folded pamphlet produced by the Department Report and Information Committee of the City of Detroit, and the Automotive Club of Michigan detailing the John C. Lodge Freeway Traffic Surveillance and Control Research Project.

## VARIABLE SPEED LIMITS


25

40


55

**VARIABLE SPEED:** The speed limit is 55 when traffic conditions are normal. When it is required, the speed limit is reduced to either 40 or 25. These speeds *must* be obeyed. They take precedence over any posted limits.


**RAMP SIGNALS:** A *Flashing Slanted Green Arrow* at an exit ramp indicates it is advisable to leave the freeway to avoid excessive delay. Signs at entrance ramps to prevent motorists from entering the freeway will be installed in the future.





**LANES:** When your lane and the adjacent lane have the **Red X** illuminated, you must move safely across these lanes to a **Green Arrow** lane. To avoid delay, you may wish to leave on the exit ramp.




**LANES:** In this situation, you have a choice of transferring either to the left or the right open lane.








**FIRST IN THE NATION:** This pioneering traffic control and research system is the first of its type in the nation. It is a joint project of the Michigan State Highway Department, the City of Detroit, Wayne County Road Commission and the U. S. Bureau of Public Roads. The experience gained in Detroit will be applied to freeways throughout the nation.



**EMERGENCY SERVICE:** Direct telephone contact between the control room and the Detroit Police Department permits immediate dispatch of emergency vehicles to the scene of an accident or vehicle breakdown.

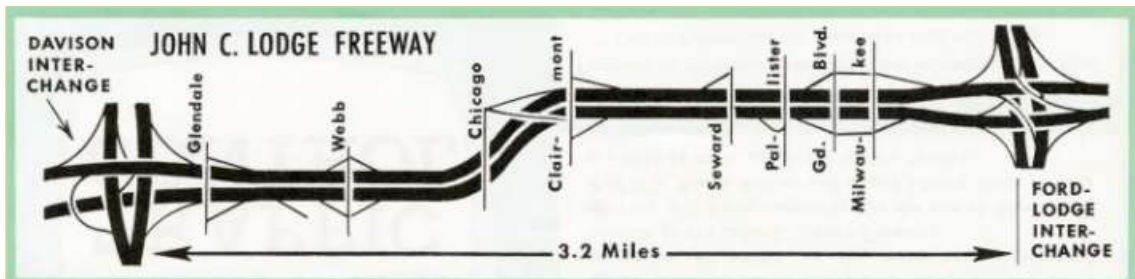
**RESEARCH:** Electronic computers and data-processing equipment are fed information from automatic sensing devices over the freeway, providing data on traffic volumes, density, speeds and other facts required for analysis by traffic engineers.



**FOR YOUR INFORMATION . . . . .**

- The nation's first experimental traffic control system of closed-circuit television coordinated with illuminated signs will begin operation on Monday, May 7, 1962.
- Its purpose is to provide a smoother and safer movement of traffic on the most heavily traveled section of the John C. Lodge Freeway.
- This will be accomplished by the use of illuminated **Red X's**, **Green Arrows** and **Speed Limits**. What you are required to do is explained in this leaflet.

Produced by the Department Report and Information Committee,  
City of Detroit and the Automobile Club of Michigan.



**WHERE?**

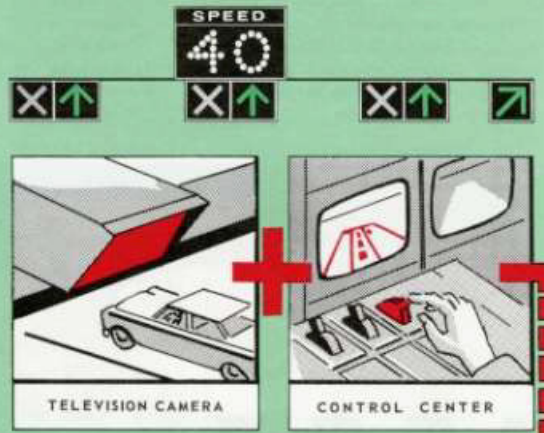
This unique closed-circuit television system with overhead illuminated signs and signals covers a 3.2 mile section of the Lodge Freeway between the Davison and Ford interchanges.

Fourteen cameras are mounted on bridges and monitor traffic in both directions. There are 21 sets of overhead illuminated lane signals and speed signs.

**WHAT?**

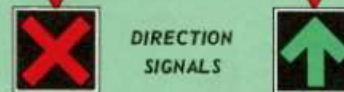
The project is designed as a pioneering attempt to control traffic so as to provide maximum efficiency and safety. It also gathers and analyzes information regarding driver behavior under all types of freeway driving conditions to enable highway engineers to improve future design.

The pictures from the fourteen cameras are observed and the lane signals and speed signs controlled from a central control room. Traffic observers are able to "pan" and "tilt" the camera, switch from standard to telephoto lens, adjust for night or daylight conditions and activate the lane signals and speed signs from the control room by pushing buttons.



**HOW?**

The illuminated signs and signals operate only during peak travel periods and when unusual conditions arise. They inform motorists what to do. An illuminated RED X is a warning that a lane is blocked ahead. A GREEN ARROW indicates the lane is clear ahead but does not necessarily mean conditions are right to travel at top speed.



**IF RED X IS ILLUMINATED OVER YOUR LANE:**

- DO move to a GREEN ARROW lane as soon as you safely can.
- DON'T veer suddenly to the adjacent lane.
- DON'T stop unless necessary.

In all of these cases your own good judgement is vital. Concentrate on your lane and speed control. Be alert for cars entering your lane.