LADIES NIGHT

By all indications Ladies Night this year appeared to be a night which all members present will remember. The event was well attended and the greatest share of those there had never been to a home race before in their lives. The event even brought some members who were afraid had retired from...the field!

Friday evening started out with cocktails and munchies around the pool at the hotel prior to boarding the chartered buses for the Detroit Race Course.

The vendors did their usual superior job in support of the event and their efforts are much appreciated by the Board.

Once we arrived at the race course, we were treated with the finest of hospitality. We had windowside seats for the races and we were served an excellent steak dinner with all of the trimmings.

After the races, we returned to the hotel for a nightcap before retiring to our rooms. The next morning some of us got together for a light breakfast around the pool before departure.

The big winners of the night appeared to be Mr. and Mrs. Art Gibson while the big losers appeared to be Mr. and Mrs. David McKervey (Dave too the pictures included with this article). More important both the Gibsons and McKerveys left track with a smile! I even learned how to place a bet! We had one emergency on the bus which was handled after finding an open door to the hotel upon our return.

The Board received many requests for repeated business which I was pleased to find that members have now got a "sys system" for placing bets. It was an excellent example of how a group as technically as ours can still relax and have a really good time. Thanks to all who made it a success.

Thomas R. Kryczinski, P.E. Nailing Reporter

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MICHIGANITE OFFICIAL PUBLICATION
VOLUME 16 NUMBER 3 FALL 1981

MICHIGAN SECTION
INSTITUTE OF TRANSPORTATION ENGINEERS

PRESIDENT'S COLUMN

At the recent State Safety Conference in Lansing, I sat through several gloom and doom presentations which detailed the many cutbacks in our safety programs resulting from the Reagan administration budget proposals. Surprisingly, I did not detect much bitterness and there was a clear designation that cutbacks, including those impacting our programs, are essential if the nation is to stem the upward inflation under control. There seemed to be general agreement that inflation poses a much greater threat to our programs than the kinds of cutbacks which are likely to be approved by Congress.

What I found reassuring, however, was the assessment of several speakers that this "holy lightening" should be viewed as a challenge and an opportunity to achieve the present need of safety programs with fewer resources. The best comment I heard was "anyone who doesn't have a problem with unlimited money, only the best people can realize those benefits with restricted funds." Let's not pass these comments of asliches. Let's look deeper into how we can carry out our responsibilities and commitments to safety and operations with less "bucks".

Obviously we must focus on solutions to traffic engineering problems. We should organize operational solutions such as improved pavement markings, parking removal at intersections, lane turn prohibitions, signal timing optimization, all red intervals, etc., etc. We should also establish our accident surveillance procedures to identify with proven low cost solutions to ensure that we are implementing maximum cost/beneficial projects.

Not to be overlooked, particularly of 4-way stop control in high speed rural environments. There was some concern expressed that encouraging use of 4-way stops was counter to present day moves to DISCOURAGE indiscriminate use of stop signs in urban situations. In this issue we offer an article prepared by Kurt L. Kunde, P.E., a traffic engineer in the Traffic and Safety Division of the Michigan Department of Transportation, which places use of stop signs in perspective. The article was based, in part, on research conducted by Section members Richard Brouwers and Gordon Makela and was used in a report to Governor Milliken and the State Safety Commission.

by Kurt L. Kunde

The Michigan Department of Transportation, in the interest of maintaining safety, saving time and energy, and reducing air pollution, supports various studies aimed at removal of unwarranted stop signs. Although the department installs traffic controls based on traffic studies and in accord with nationally accepted warranting levels, it is often difficult to convince the public that certain controls are not necessary.

Unwarranted stop signs are often at intersections that provide no real benefit to neighborhood streets, etc.) and therefore many of the related studies have been conducted at that level. Such signs are usually installed under the assumption that they will lower speeds and increase safety on neighborhood streets.

Studies have been conducted where stop signs were installed in residential areas for speed control purposes. These radar studies reveal that speeds tend to be slower within the area 100

(Continued on page 2.)
The Michigan Department of Transportation encourages all governing units to closely review the need for existing stop signs with the Michigan Manual of Uniform Traffic Control Devices. This action can help to provide motorists with a safer and more efficient highway system that is both safe and efficient.

"402" Funding Cut Drastically

As promised in our last newsletter, further information of new available on the future of the "402" Highway Safety Program. The reduction in the funding by the Reagan Administration is as severe as we originally anticipated. While the 48% reduction is being effected for the National Highway Traffic Administration portion of the program, the equipment portion as administered by the Federal Highway Administration is being eliminated altogether. This means that there will be no new "402" funds for engineering highway safety related activities starting October 1, 1981.

For Michigan it means a cut of 66% from a total funding level of $8.6 million this year down to $2.8 million next year.

There will be no earmarked funds for $55 mph enforcement as well. Additionally the Reagan Administration is restricting eligible programs to four, which will probably be expanded to six areas.

The four currently being considered are alcohol safety programs, emergency medical services training for first service traffic services and traffic records assistance for local and state government.

In all likelihood two new areas will be added – occupant restraints and motorcycling.

As further information becomes available, you will be advised. Reductions in our order if our national budget was to be turned around and highway safety will see its share. We’ll all have to simply make the best of the situation and do with what we have.

Thomas R. Krycinski, P.E.

LANSING GROUP CHILD RESTRAINT ROOM
In support of other ITE efforts to increase the usage of child restraint systems, a child restraint booth was jointly manned and sponsored by the Office of Highway Safety and ITE. Representatives from OHSHP included Bill Siewerden. Judy Winders from the PHEC and Pike Daniels at the study site. Two of these ITE members manning the booth the included Al Dewey, Frank Spies, Mike Kracek, Adriene Sanchez, Mike Worsley, Robert Rios, Don and Karen McDonald, Jack Benac, Ken Knobe, Brenda Parker, Bill Linville due to a corrosion related failure in the power supply printed circuit board. The driver in question in the booth did not see the standard red flasher.

It is interesting to note that the Police Chief of the City of Clare stated that prior to the auxiliary strobe system there had been numerous complaints and a petition circulated by citizens asking for concern for traffic safety at the site.

A recent letter from him stated that "we have no had any complaints at the site for the last three years and the strobe lights are not working and then the response is immediate." During the test schedule the police chief himself received many positive comments from local people supporting the strobe lights with special emphasis on the blue phase.

One conclusion drawn from the report was that due to the relatively short study period it was not possible to determine statistically a significant number in the number of accidents occurring.

Given that the before period had an average of 1.7 accidents per year, the 1979 sample showed 3.52 accidents per year and assuming the same standard deviation for the after period, it would not be possible to determine statistically a significant reduction in the number of accidents occurring.

However, it is believed by the department that this illustrates a trend in safety improvements, that the experimental system appeared to be beneficial to both vehicles and crossing pedestrians; i.e. low traffic volumes and infrequent and unscheduled train crossing.

Further information can be obtained from the Traffic Control Unit of the Traffic and Safety Division.

Thomas R. Krycinski, P.E.
ARTICLES OF INTEREST

I've just finished reading Volume 10, Number 4 which is the January-February 1980 bimonthly issue of HOSI's Research & Review. Although this review is over a year old, it contains information that is still relevant today.

One interesting facet of development of the survey vehicle is that the system is now being tested with an off-road vehicle. Although this review is over a year old, it contains information that is still relevant today. It states that knowledge of the fact that subsequent repairs are being conducted in a manner that is not economically or technically feasible, is vital to the success of any repair operation.
LUNCHEON TECHNICAL MEETING A SUCCESS

On March 26, a Technical meeting was held in East Lansing at the University Club of Michigan State University. For the first time a technical session was planned around lunch instead of the usual dinner meeting. The session was well attended and more luncheon meetings are being planned for the future.

The highlight of this meeting was the appearance of the Honorable Michigan State Senator, John Kelly, who was the luncheon speaker. Senator Kelly spoke on recent legislation proposing a child restraint law in Michigan.

Senate Bill 115, which was introduced by Senator George Hart and co-sponsored by Senators Demos, Ross, Kelly and Sederburg, would require the use of child restraints, or seat belts in some cases, for children under the age of four years old. The Michigan Section of ITE is on record as supporting child restraint legislation and in particular Senate Bill 115.

The Technical Session began with a discussion by Bill Savage of MDOT on the State's Right-Turn-On-Red law. Bill indicated that one of the benefits of RTOO involves energy conservation through reduced fuel usage.

An AASHTO study has shown that as much as 6 seconds can be saved per turn which amounts to a savings of about 2000 gallons of gasoline per year at an average intersection.

Bill indicated that there is still some uncertainty over this law and that public education continues as a necessity if we are to derive all the benefits from the application of this law while keeping related accidents at a minimum.

Dave Litvin of Goodell-Grivas Inc. discussed testing traffic surveys using time-lapse photography. Some of the advantages of time-lapse photography, highlighted by Dave, included the fact that the cameras can take their own photos, they can be placed 24 hours in advance of the survey, and one man can record the delays.

Following Dave's interesting presentation, Dr. Tom Maleck from MDTI, discussed the Michigan Dimensional Accident Surveillance (MDAS) model with particular attention focused on the road in July.

The survey system known as the Michigan Automated Recording System (MARS) will provide for the collection and computerization of the necessary roadway geometry and other physical data for all the trunkline road system and the major local road system.

This system will provide data for 40 percent of the total road system which accounts for 90 percent of the accidents. Collection of data by this system will begin in the near future.

After an enjoyable lunch, John Kanill, Fowler from MDTI discussed new revisions to the Michigan Manual of Uniform Traffic Control Devices. He also discussed the procedures required to make future changes to the Manual.

Bob Felzer and Phil Luce from the Testing and Research Division of MDTI discussed the calibration of the departments skid testing vehicle. They discussed the process involved to calibrate the pavement friction measuring trailers and the locations where the calibration is done in five year intervals.

The final speaker was Bob Lariviere of Accidental Accident Surveillance Program. Operation Lifesaver is an educational effort to alert motorists to the potential dangers that exist at railroad grade crossings.

(Continued next page.)
The public information campaign included the use of radio and television spots, posters, brochures, and filmstrips to convey the campaign's safety message "Trains Can't Stop, You Can."

Bob also showed a filmstrip that has been sent to the elementary schools which shows the dangers of playing on railroad tracks.

The presentations were all well done and we would like to thank all the speakers for participating. We are looking forward to more luncheon technical sessions in the future.

— Bob Lariviere
ADVENTURES IN KUWAIT

by Charles S. Michalski

From camel to Cadillac is one generation in the story of Kuwait, an emirate that sits on the north point of the Arabian Gulf (Persian Gulf) to uninformed Americans.

Since World War II, Kuwait has become a leading producer of petroleum and since the comics-opera war between Iran and Iraq, Kuwait has become the third or fourth largest producer.

Kuwait is an absolute monarchy. The present ruler, Amir Al Jaber Al Sabah ascended the throne approximately four years ago. One of his first actions was to dissolve the National Assembly.

The Amir has power of life and death over his people, which are less than 50 per cent Kuwaiti and over 50 per cent expatriates, including East Indians, Iranians, Africans and other Arab countries. Europeans from all parts of Europe and 600 Americans.

The total population is about 1/3 million and the country is as large as the State of Rhode Island.

While the climate is severe with high temperatures in June, July and August, reaching 130°F with virtually every day accompanied by no rainfall, life in Kuwait is not unbearable.

Cars and buildings are air-conditioned and the Arab working day is split by a four-hour lunch break. This may account for much of the pregnancies amongst the Kuwaiti women of child bearing ages.

Charles Michalski recently returned home from a year's visit to Kuwait as a consultant to Wilbur Smith & Associates.

Justice is severe in Kuwait and the gallows in an old palace court yard are still active. Offenses punishable by hanging include murder, rape and crimes against authority.

Recently, four men were sentenced to death for bombing the office of a newspaper. No one was injured in the bombing. Unlike Saudi Arabia, Kuwait does not chop right hands off thieves.

As in other Muslim countries, Friday is the Sabbath day. The work week is five and one-half days long in lieu of TGIIF, the popular saying in "say it with your hands" which produces socially unacceptable accent.

Kuwait is also a conservative Muslim country. Use or possession of alcoholic spirits is strictly prohibited.

However, during our one year stay we partook of three fifths of Scotch smuggled into the country by friends, a bottle smuggled by a related female, two bottles of wine from the Spanish Embassy and home-brewed wine and beer produced by our British friends who brought kits and makings with them.

On the fourth of July there was a big beer boil at a local American restaurant. Coincidentally, there was a national electric power failure on that day.

Kuwait has the highest per capita incomes in the world, but this statistic is deceiving because Kuwait has very rich people and very poor people. Wages, by our standards, are low, but the cost of living is very high (33.75 U.S. per hour while a laborer makes about 500 fils, 1,000 fils = 1 dinar).

Virtually everything that the Kuwait population eats or uses is imported. Most of the time a dinner goes as fast as a dollar U.S. The only bargain in the country is gasoline - 21 p per gallon of leaded 90 octane stuff. A friend recently bought an Oldmobile Cutlass for 8,500 dinars.

The preceding paragraphs should cover the socio-economic aspects of Kuwait adequately.

Our mission in Kuwait was threefold:
1. Design a new traffic signal system employing computer control and other advanced technology.
2. Design a modern traffic accident reporting system.
3. Recommend measures for improving safety for pedestrians, motorists, cyclists and drivers.

 marketing of sections of the traffic code.

adoption of state-of-the-art enforcement policies and techniques.

There are about 1/4 million vehicles in Kuwait and most of the thoroughfares are divided into multiple lanes and frequently nine meters (29'6") and 11 meters (36’6") wide. The middle meter is often divided into two lanes and the 11 meter roads into three lanes.

Driving is a statistican experience during the four rush periods of the day. Most people are homo sapiens for the four break. Arab drivers liked to keep their cars open by straddling lane markings. This made it difficult to shift to an opening in the lane that might be moving faster at the time.

HAYESSTON NEW CHAIRMAN OF NAHSA

Effective March 2, 1981, Philip W. Hasett, Executive Director of the ORSF, was appointed to the chair of the National Association of Highway Safety Representatives. This is an organization of state governors' representatives to the nation. With his appointment by the Association's Board of Directors, Philip has been spending many hours in Washington, D.C. testifying on behalf of the "40th" Program. Our congratulations go to Phil on his appointment and our thanks go to him on the fruitless hours he has spent on behalf of the Highway Safety Program.

PEDESTRIAN SAFETY BY DESIGN

This is the title of a 17 minute slide program which the Federal Highway Administration is making available aimed at discussing pedestrian traffic accidents and ways to produce the potential for these accidents through engineering improvements.

Emphasis is placed on pedestrian facilities, accommodation for the handicapped and government responsibility. FHWA noted that the program is useful to individuals and agencies interested in the safety of pedestrians such as county road agencies, municipal traffic agencies, urban planners, transportation organizations, citizen safety groups, civic organizations, school authorities, and the general public.

You may obtain a free copy of the slide-tape package by writing: National Highway Institute Federal Highway Administration US 4 Washington, D.C. 20590.

HONORABLE GEORGE HUNT
Michigan State Senator
Lansing, Michigan 48919

Dear Senator Hunt,

The Michigan Section of the Institute of Transportation Engineers approved your introduction of Senate Bill 115 and supports passage of the subsequent substitute bill which mandates use of approved child restraints, and availability of seat belts for infants and small children. Your organization represents professional transportation engineers, technicians, police officers, municipal and county highway officials, and others concerned with the safety of our highways in Michigan.

I am sure that you are aware that automobile crashes are the leading killer of young children, more than all other types of accidents and diseases.

In Michigan since 20 children less than five years old were killed in automobile crashes during 1979 and nearly 4,000 were injured. Most of these crashes could have been avoided or their severity dramatically reduced through the use of a restraint system. A state study revealed that only 6 percent of children killed or hurt below the age of 15 in 1979 were properly restrained in vehicles.

Please recognize and acknowledge "parental rights", that we believe that the responsibility for the safety of the child and the child's inability to ensure that safety, dictate that this law be enacted. Parental rights imply personal responsibilities. We believe that the responsibility of the parent to ensure the safety of his or her child traveling in a motor vehicle is no different than the expected provision of a safe home environment.

As you prepare the enactment of the Senate Bill 115 substitute, if we can assist in the presentation of facts pertinent to this issue, please do not hesitate to call on us.

William T. Label, P.E.
President ITE - Michigan Section
12792 W. Greenfield
Grand Ledge, Michigan 48837