

Michigan **ite**

Official Publication of the Michigan Section of the Institute of Transportation Engineers

Letter from the President By Colleen Hill, P.E., PTOE, Hubbell, Roth & Clark, Inc.



Wow, I don't know where the year has gone! We are all looking forward to the Annual Meeting in Farmington Hills on December 2, 2010. It has been a challenging year for our industry, but the Michigan Section of ITE has remained strong. Next year look for additional events/training that will be added to the traditional ITE calendar.

Let me recap the year! The ITE Great Lakes District Meeting was held in Indianapolis, April 22-23. Traffic Bowl was a big hit with the student competitors and the audience at the District Meeting. MSU won their first round match but was defeated by Purdue University, who represented the District at the ITE International Annual Meeting in Vancouver. Congratulations to our Michigan Section Student Paper Winners for 2010 – Amna Chaudry and Bilal Malik, both from MSU (and on the MSU Traffic Bowl Team). Amna's paper Safety Evaluation of Right-In/Right-Out Driveways in Michigan also won the Great Lakes District Student Paper Competition! Great Work Amna!

The ITE Michigan Section was a co-sponsor for the 2010 ITS Michigan Annual Meeting and Exposition – Transforming Transportation Through Collaboration on May 19-20, at the Ford Conference and Event Center in Dearborn, Michigan. ITE worked with Women's Transportation Seminar (WTS) to coordinate several sessions, including: Traffic Signal Optimization; Transforming Public Transportation; ARRA Recap; Asset Management and student presentations. The strolling dinner in the Henry Ford Museum was a great way for attendees to enjoy a delicious meal and socialize while taking in a bit of history.

The Educational Fund Golf Tournament was held on June 3rd at Mystic Creek Golf Club in Milford. Aimée Giacherio and the Golf Committee did another terrific job with this event. A good time was had by all and we raised nearly \$10,000 for the Michigan Section Educational Fund!

The October Technical Session was held at MSU's W.K. Kellogg Biological Station Conference Center on October 14th. What more could we ask for – a beautiful day in a picturesque setting with great technical presentations. Thanks go to our host, Matt Hill, and to Kelly Ferencz for putting together another great program!

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Letter from the President

I want to take a moment to say a special Thank You to Kelly Ferencz for coordinating ITE's Technical Programs for the past five years. Kelly has spent countless hours recruiting speakers and coordinating with event hosts to put together educational and entertaining programs.

As the year draws to a close, I look forward to passing on

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the president's pin to my successor and an exciting new year for the Michigan Section of ITE.

Happy Holidays!

Colleen Hill can be reached at (248) 454-6571 or chill@hrc-engr.com.

March Technical Session Synopsis by Steven Loveland, P.E., PTOE, Orchard, Hiltz and McCliment, Inc.

The March technical session was held on Thursday, March 11, 2010 at Days Inn in Lansing, MI. The meeting was hosted by Bob and Kim Lariviere and included professionals from all across the State of Michigan. Lunch was served in the atrium where the attendees could network with one another. Below are summaries for some of the presentations.



Back-in Angle Parking at Ann Arbor City Hall Les Sipowski, City of Ann Arbor

The angle parking on Ann Street was designed to increase the number of parking spaces that would otherwise be lost due to the construction of the new Court/Police building at the City Hall site. Ann Street was converted to one-way. Since angle parking has a bike lane next to it, the City decided to try a back-in option as it was reported as safe and more appropriate in bike lane cases by other communities.

The City followed standard angle parking design. After implementing, there were only a small number of complaints. There were no crashes reported that had back-in parking as a contributing factor, and there were no issues raised with the City's Parking Referee. The City considers this experiment to be positive experience and plan to keep this arrangement permanently. There is another angle back-in parking project planned by the City.



Recent Experiences with Establishing Reasonable Speed Limits Gary Megge, Michigan State Police

Gary's message emphasized the importance of conducting studies and posting speed limits accordingly, without allowing outside influences to have impacts on the speed limits. Gary provided the following links for more information on Establishing Reasonable Speed Limits:

- http://www.michigan.gov/documents/Establishing_Realistic_Speedlimits_85625_7.pdf
- http://www.michigan.gov/documents/msp/Est_Speed_Limits_pamphlet_180747_7.pdf



Overview of High-Tension Cable Barriers Carlos Torres, MDOT Traffic and Safety

In recent times, many transportation agencies across the USA and worldwide have been using a high tension cable barrier as a safe, reliable, and economical roadside barrier. This presentation described the history and development of high tension cable barrier, its benefits, and its use as an effective median barrier in order to reduce the frequency of median crossover crashes. The presentation also described MDOT's recent cable barrier initiative and the goals of the initiative, details regarding cable barrier placement in medians, and case studies

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March Technical Session Synopsis

detailing recent crashes on Michigan roadways where high tension cable barrier successfully captured and re-directed errant vehicles.



Use of Micro-Simulation in Construction Staging on Major Projects **Catharine Jensen, MDOT Planning**

The I-94 Rehabilitation Project is a project to widen seven miles of I-94 in the City of Detroit from three to four lanes and construct two redesigned system interchanges as well as a host of surface interchanges and railroad bridges. This is a mega-project, which will cost over \$1.5 billion.

The development of a Construction Staging (CS) and Maintenance of Traffic (MOT) framework during the early-design stage made it possible to address constructability issues while developing a closure plan that would maintain mobility on the system while the project was being constructed.

I-94 carries 150,000 vpd, and it interchanges with two other freeways which carry similar volumes. Maintaining mobility would be a daunting task. A network micro-simulation model of the central Detroit freeway network was successfully used to test alternative closure and staging plans. Additionally, because of the completeness of the detail in the CS & MOT plan, at this early stage of design, it is expected that project risk will be reduced, resulting in less backup and rework, and lower cost overruns and schedule delays.



New Local Mandatory Bicycle Parking Ordinance **Julie Brixie, Meridian Township**

Meridian Township recently adopted a Bicycling Parking Ordinance that is a combination mandatory and incentive based ordinance for all developments except residential and PUDs. Incentives include reductions in motor vehicle parking spaces when bicycle parking is installed (up to 10 percent vehicle parking can be eliminated).

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Inverted U shaped racks are mandated. Minimum parking is 2 spaces, maximum is 50. Up to 50 percent indoor bicycle parking is allowed.



The Next Decade of U.S. Roundabouts: Balancing Pedestrian Mobility Against Motorist Safety **Wes Butch, DLZ Corporation**

Here in the USA, our first decade of widespread roundabout implementation is nearing completion. During that time, many design/operational debates have been resolved. However, one of the most significant disputes rages on: what type of pedestrian facilities should be required at multi-lane roundabouts? Advocates for the visually impaired favor proposed United States Access Board regulations requiring pedestrian signals at all multilane roundabout crossings. Increasingly others are warning that increased costs from such pedestrian signals will reduce the number of roundabouts constructed, causing unnecessary motorist deaths and injuries. This presentation covered the following topics related to this debate:

- crash data for roundabouts vs. traffic signals;
- description of both positions in the pedestrian signal debate;
- provocative look at potential crash increases if the Access Board regulations are adopted;
- recent litigation in Oakland County regarding pedestrian signals at roundabouts; and
- design measures available to accommodate pedestrians at roundabouts.



The following presentation was also made:

RCOC's ADA Compliance Test on Roundabouts **Tom Blust, Road Commission for Oakland County**



Steven Loveland can be reached at (734) 522-6711 or Steven.Loveland@ohm-advisors.com.

ITE Michigan Section Student Paper Winners for 2010

Congratulations to the Michigan Section Student Paper Winners! The first place award of \$500 went to Amna Chaudhry from Michigan State University for her paper on "Safety Evaluation of Right-In/Right-Out Driveways in Michigan". The second place award of \$300 went to Bilal Malik also from Michigan State University for his paper entitled "An Evaluation of Driveway Turning Restrictions in Access Management Using a Micro-Simulation Software".

The Committee sent Amna Chaudhry's paper on for the Great Lakes District competition. Good luck Amna!

Below are abstracts from the winning papers:



Safety Evaluation of Right-In/Right-Out Driveways in Michigan
Amna Chaudhry, Michigan State University

Direct access to developments often creates problems for traffic flow and safety on the adjacent roadway. One way to mitigate the direct impacts of left turns is to eliminate them, thus restricting the access to the development to "right turns in/right turns out". The primary objective of this study is to determine the safety benefits provided by right-in/right-out driveways at several specific mid-block and corner locations in Michigan where the problem has been identified by MDOT through a largely qualitative review of several existing right-in/right-out driveway sites within the state. To achieve the research objectives, crash data from 2000 to 2007, which are maintained by MDOT, were investigated to obtain the crash history at the study sites. The study involved preliminary site visits, analysis of the crash reports and comparison with the control sites to evaluate the safety-related performance of right-in/right-out installations at the case study locations. The research findings show that a right-in/right-out restriction improves the safety of the adjacent roadway by prohibiting left turning movements that are mostly involved in driveway-related crashes. This restriction significantly improves the safety of traffic operation when the drive-

way is not sufficiently away from the intersection. The findings also show that right-in/right-out restriction reduces the more serious collision types.



An Evaluation of Driveway Turning Restrictions in Access Management Using a Micro-Simulation Software
Bilal Malik, Michigan State University

Driveways with direct access to commercial properties can create operational as well as safety concerns for both mainline and driveway traffic. In this scenario, left turns in and out of developments are generally the most problematic. The objective of this study was to evaluate the conditions when left turns in and out of the facility become critical in terms of delay and should be restrained. For corner developments, the distance of a driveway from the adjacent intersection was more critical than a mid-block driveway due to the influence of queues. Microscopic simulation models were developed to analyze the operational impacts of different driveway turning restrictions for corner sites (before and after the intersection) and mid-block sites. The results showed that the smaller the corner clearance, the greater the impact on driveway related delays. It was also shown that when the mainline volumes were high (close to capacity), they impacted the driveway related delays even for low driveway volumes. The impact on the driveway operation was worse in cases where the number of lanes on the major road was less than four. As opposed to the left-turn, right-turn (in or out) driveway traffic was generally not critical from the operational perspective due to fewer conflict points. General guidelines were proposed as to when the left turns in and out should be prohibited for various combinations of mainline and driveway traffic volumes, and corner clearances.

2010 Outstanding Student of the Year - Eric Tenazas Michigan Ohio University Transportation Center

The Michigan Ohio (MIOH) University Center (UTC) is a coalition of five regional universities improving transportation. The MIOH UTC partner institutions are the University of Detroit Mercy (UDM), Bowling Green State University (BGSU), the University of Toledo (UT), Grand Valley State University (GVSU) and Wayne State University (WSU).

MIOH UTC works to significantly improve transportation efficiency, safety and security in Michigan and Ohio and across the nation by increasing the effective capacity of existing transportation infrastructure, reducing transportation energy dependence through alternative fuels, and enhancing supply chain performance. This is accomplished through:

1. the development and organization of new knowledge, technology and management systems (Research and Development);
2. the effective transfer of new and existing knowledge to commercial enterprises and educational communities (Education at Graduate and Undergraduate Levels and Technology Transfer Programs); and
3. the development of a cadre of transportation professionals that is larger, more diverse and better prepared to address the challenges and opportunities of 21st century transportation systems (K12 Outreach and Professional Workshops).

MIOH UTC Outstanding Student of the Year Award is presented each year to one student who has made a significant contribution to a MIOH UTC funded project, performed well academically, demonstrated professionalism and leadership as well as participated in university and community service activities.

Evidence of "significant contribution" is based upon faculty nomination and evaluation of submitted written reports. Academic performance is based upon courses attended and grades attained. Professionalism, leadership and service are evidenced in the form of presentations at professional society meetings and symposia, and leadership in student professionals activities including K-12 outreach.

The 2010 Outstanding Student of the Year award was presented to Eric Tenazas. The Student of the Year receives a cash award stipend per US DOT directive and is hosted at both the CUTC award banquet and TRB conference in January in Washington DC.

Eric Tenazas is a graduate student in civil, architectural and environmental engineering at the University of Detroit Mercy (UDM) pursuing a Master of Engineering degree as a part of a five year BE-ME program. Eric has been involved in three transportation projects funded by the MIOH UTC.

As a graduate Research Assistant, Eric undertook major responsibility in collecting and analyzing key data for these projects. Eric's efforts have resulted in the completion of tasks monumental to the objectives of the research. He worked diligently to support the Principal Investigators in maintaining the quality of the reports by compiling drafts, ensuring continuity, and providing editorial support.

One of the MIOH UTC funded projects Eric contributed to was a collaborative project with two team members from Wayne State University that studied the implementation of transit-oriented development (TOD) at two selected stations along a proposed light-rail transit system on Woodward Avenue; one station in the city of Detroit and one in a northern suburb. This involvement in a project that has potential to foster some economic revitalization in Detroit was enthusiastically embraced by Eric.

As a result of his work on the Transit-Oriented Development study, Eric was invited to present the findings of this study during the Intelligent Transportation Society of Michigan's 2010 Annual Meeting.

In fulfilling the cooperative education requirement for his undergraduate degree, Eric has been employed as a co-op intern for Tyme Engineering based in Livonia, Michigan and for Charles Pankow Builders in Los Angeles, California.

Ban on Texting While Driving

Michigan Vehicle Code 257.602b, effective July 1, 2010, bans the typing, sending and reading of texts messages while driving. Devices banned include wireless 2-way communication devices, including cell phones in a person's hand or lap while operating a motor vehicle, THAT IS MOVING, on a highway or street. GPS or navigation systems affixed to motor vehicles are exempt.

There are also exceptions for the public for the purposes of reporting crashes, crimes and other emergencies. Also, while in the course of their official duties, law enforcement, fire fighters (paid and volunteer) and opera-

tors of emergency vehicles are exempt.

Officers may not obtain a search warrant or investigative subpoena solely for a violation of 257.602b because this violation is a civil infraction. Officers may obtain consent to examine a 2-way communication device; however, without consent, officers MAY NOT lawfully seize an individual's device to examine the contents.

The link to the new law is here:

<http://legislature.mi.gov/doc.aspx?mcl-257-602b>

For Your Entertainment . . . Adapted From OddlySpecific.com



Golf Outing Summary

by Aimée Giacherio, P.E., Wade Trim

The ITE Educational Fund Golf Outing held its 18th annual benefit golf outing at Mystic Creek Golf Club in Milford, Michigan on Thursday, June 3rd. The Michigan Section ITE Golf Committee would like to extend our thanks to all participants and firms that generously supported this year's benefit golf tournament. This year's golf outing was a success with wonderful weather (after the morning downpour) and 135 golfers.

This year, there were 31 hole sponsors and numerous door prize contributors (see listing below). Profits from the event totaled \$9,716, all of which is deposited directly into the Michigan Section ITE Educational Fund. This fund is used to provide free attendance at Michigan Section meetings, to provide monetary awards for annual student research paper competition, to help defray students' costs for attending national ITE and Transportation Research Board meetings, and to provide scholarships to worthy transportation engineering students at Michigan State University, Michigan Technological University and Wayne State University. Thanks to all who made this event a success!

Hole Sponsors:

Carmanah Technologies
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 Encom Wireless Data Solutions*
 Energy Absorption Systems
 Fishbeck, Thompson, Carr & Huber
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 Savage Traffic Engineering

Sensys Networks*

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Tetra Tech

The Corradino Group

Traffic Control Corporation*

Union Metal Corporation

Vaisala Inc.

Valmont Structures/Faron & Associates

Wade Trim

*Indicates Hole and Lunch Sponsor

Door Prize Contributors:

Tim Haagsma

Samuel Lawson

Joseph Marson

Kevin McCarthy

Michigan Barricading Equipment

Fred Pilgrim

Gary Piotrowicz

Michigan Tech – Bill Sproule

Traffic Data Collection, Inc.

Traffic Engineering Associates



Golf Outing Winning Team: Gary Piotrowicz, Jim Barbaresso, Morrie Hoevel and Greg Krueger

Have you checked out the ITE Michigan Section website (www.itemichigan.org) lately?

Is there anything you want to see added to make it more useful?

Contact our webmaster: Sarah Binkowski at (313) 963-5760 or binkowski@pbworld.com

Inaugural Traffic Bowl Competition a Success by Ryan Bush, P.E., MS Consultants, Inc.

The inaugural Great Lakes Traffic Bowl was held in April at the District Meeting in Indianapolis. The ITE Traffic Bowl is a Jeopardy-style competition for transportation engineering students. Each student chapter in the Great Lakes District was invited to field a 3-person team of students to compete in the event. In quiz show format, the student teams tested their knowledge of traffic and transportation subjects, such as the MUTCD, the Traffic Engineering Handbook, and other resource materials. The event had a true game-show look, complete with a video gameboard and a buzzer system featuring real signal heads and pedestrian pushbuttons for the contestants to ring in.



**Traffic Bowl Judges -
International Vice President Candidates
Troy Peoples, Ray Davis & Rock Miller**

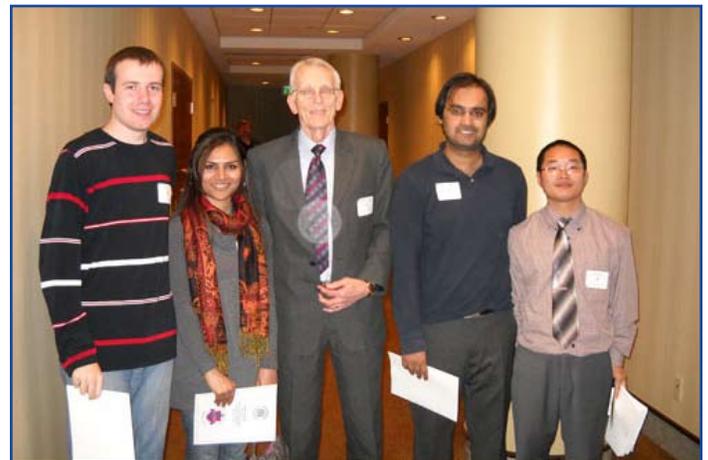


**Michigan State University vs
Purdue University**

Four student chapters competed in the 2010 Great Lakes Traffic Bowl: the University of Dayton, Michigan State University, Purdue University and Western Michigan University. After falling behind early in the first semifinal, Western Michigan University stormed back to defeat the University of Dayton by a comfortable margin. The second semifinal was a wild, high-scoring game featuring numerous lead changes. On the second-to-last clue of the game, Purdue University moved ahead after finding a “Daily Double” and held on through the Final Jeopardy round to defeat Michigan State University by a score of 11,800 to 11,600.



**Western Michigan University vs
University of Dayton**



**Michigan State University Team
From Left to Right: Alexwy Orlov, Amna Chaudhry,
Dr. William Taylor (Advisor), Bilal Malik & Ligang Lei**

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Inaugural Traffic Bowl Competition a Success

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The championship game pitted Western Michigan University against Purdue University. This matchup was also very competitive, with Purdue University edging out Western Michigan University 7,300 to 7,200.



Western Michigan University Team
From Left to Right: David Samuelson
(District Director), Omar Kanaan, Bradley Gerbasich,
Chelsea Griffith & Daewoon Park

With the win, Purdue University went on to represent the Great Lakes District in the first-ever ITE Traffic Bowl competition at the ITE International Annual Meeting and Exhibit in Vancouver in August. At this event, nine District collegiate teams competed. Texas A&M beat out the University of Manitoba and the University of Florida to take home the grand championship prize of \$2000.

All the teams had a fun time participating and demonstrated an outstanding knowledge of traffic and transportation topics. We look forward to having even more teams compete in the 2011 Great Lakes Traffic Bowl!

The 2011 Traffic Bowl Season starts soon with the first district events being held in March 2011. The district winners will compete in the Grand Championship to be held at the ITE International Annual Meeting and Exhibit in St. Louis, Missouri in August 2011.

Ryan Bush can be reached at (614) 898-7100 Ext. 135 or rbush@msconsultants.com.

Are you looking for a qualified candidate to fill a position at your organization??
 Advertise in the *MichiganITE* and reach hundreds of Michigan Transportation Professionals and their colleagues!! For rate information, or to begin your search for candidates, contact Lia Michaels at (248) 454-6812 or lmichaels@hrc-engr.com.

ITE Great Lake District Website by David Samuelson, P.E., E.P. Ferris & Associates, Inc.

I am pleased to inform you that we now have an ITE Great Lakes District website:

www.greatlakesite.com

The site was set up by students at the University of Cincinnati, and I appreciate their hard work in putting this site together.

Formerly known as District 3, the District includes Indiana, Michigan, and Ohio. One of the biggest benefits of the website is that it allows more convenient access to District news, future district meeting notices, links to our Section websites, and District contact information. We hope that the site is a useful resource for ITE members and associates.

For students and student advisors, information about awards and competitions are now more readily available. There are links on how to join ITE and how to set up a student chapter. We have some photos from past student competitions on the site as well.

If you have any questions, feel free to contact me. Also, please give us feedback on how we can make this website a resource that is useful to you and other ITE members from within and outside the District, and those looking for more information about ITE.

David Samuelson can be reached at (614) 299-2999 or dsamuelson@epferris.com.

Update on the Newly Introduced and/or Moving Traffic Safety Legislation Provided by the Michigan State Police Executive Division (10/04/2010)

HB 5198/5199

Drivers License: Furnishing Alcohol to Minor

(Rep. Haugh)

Would allow for suspension of driver's license for anyone convicted of furnishing alcohol to a minor.

Reported from Senate Committee on Economic Development and Regulatory Reform on 9/21, on Senate floor

HB 4098/HB 4101/HB 4604/HB 5603/ HB 5652/HB 6079/SB 127/SB 317/SB 894

Driver Responsibility Fees

Modify procedures for imposing driver responsibility fees.

Bills passed in House referred to Senate Judiciary

SB 1497

Driver Responsibility Fee Suspension

(Sen. Cherry)

Removes provision for driver's license suspension for nonpayment of DRE.

In Senate Judiciary

HB 6525

Diabetic Bus Drivers

(Rep. Byrnes)

Allows diabetic bus drivers to apply for waiver of restriction through motor carrier safety appeal board.

In House Transportation

HB 6455

Motorcycle Helmet Law

(Rep. Genetski)

Waives the motorcycle crash helmet requirement for the month of July.

In House Regulatory Reform

HB 5580

Digital Billboards

(Rep. Warren)

Institutes moratorium on the construction of digital billboards.

Reported from Committee on Great Lakes and Environment, on House floor

SB 1480

Traffic Control Drums

(Sen. Nofs)

Requires all traffic control drums to have flashing lights.

In Senate Transportation

HB 5273/HB 5274 /SB 795

Sobriety Courts Interlock Pilot Project

(Rep. Corriveau, Rep. Lipton, Sen. Cropsey and Sen. Birkholz)

Establishes DWI/Sobriety Court pilot project which would permit repeat OWI offenders to equip an interlock device on their vehicles and retain a restricted license in some circumstance.

Signed by Governor 9/8/2010

HB 6281

OWI Habitual Offenders

(Rep. Jones)

Increases penalties and provides for zero tolerance restrictions on habitual OWI offenders.

In House Transportation

SB 1262

Basic Driver Improvement Course

(Sen. Pappageorge)

Modifies the requirements of a basic driver improvement course.

Passed in Senate, referred to House Transportation

HB 4960

Driver's Training: Bicyclist Safety

(Rep. Leland)

Requires that driver education classroom instruction include information about laws related to bicycles and emphasize the awareness of bicycles.

Reported from House Transportation, on House floor

HB 6531

Speed Limits

(Rep. Roberts)

Removes MSP from the speed limit setting process.

In House Transportation

HB 6151/HB 6152

Complete Streets

(Rep. Switalski and Byrnes)

Requires the Michigan Department of Transportation

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Update on the Traffic Safety Legislation

and local road agencies to adopt Complete Streets polices
Signed by Governor 08/04/2010

HB 5287/SB 741

Ticket Quotas

(Rep. LeBlanc and Sen. Anderson)

Prohibits law enforcement from requiring a specified number of citations to be issued as part of a performance evaluation system.

Passed in House, referred to Senate Judiciary

HB 4495

Mopeds

Removes horsepower threshold on mopeds.

Reported from House Transportation, on House floor

HB 4958

Vulnerable Roadway Users

(Rep. Knollenberg)

Increases penalties for traffic crashes that cause the death/serious impairment of a vulnerable roadway user.

Reported from House Transportation, on House floor

SB 276

Dangling Ornament

(Sen. Jelinek)

Remove prohibition on dangling ornaments.

Reported from House Transportation, on House floor

SB 1437

RV/Trailer Lengths

(Sen. Nofs)

Modifies permissible lengths for RV's towing a trailer.

In Senate Transportation

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ITE Learned Journal of Transportation

The Institute of Transportation Engineers will publish the first issue of the ITE Learned Journal of Transportation in December 2010 and then will publish semi-annually. Adhering to the highest levels of extensive peer review, the Learned Journal seeks to publish basic and applied transportation research findings aimed at advancing transportation knowledge and practices for the

benefit of society. The journal will be distributed to ITE members, as well as to key transportation organizations around the world.

The journal's editorial board welcomes articles on transportation engineering. More information can be found at www.ite.org/learnedjournal/Submission.pdf.

October Technical Session Synopsis

The last technical session was held on Thursday, October 14, 2010 at the W.K. Kellogg Biological Station in Hickory Corners, Michigan. The meeting was hosted by Matthew Hill from Parsons Brinckerhoff and had a great turnout. Kelly Ferencz again put together an excellent program full of interesting topics.

The session consisted of the following presentations:

Creating a Sustainable Community by Embracing Complete Streets and Non-Motorized trails

Victor Lukasavitz, PS/CZA, Fleis & VandenBrink Engineering Inc. (formerly Gould Engineering, Inc)

General Design and Engineering Principles of Streetcar Transit

Matthew Hill, PE, PTOE, Parsons Brinckerhoff

I-94 at US-131 Interchange Improvements Success Story

Jon Sytsma, PE, Cost and Scheduling Engineer, MDOT Kalamazoo TSC & William Zipp, PE, Parsons Brinckerhoff

Blind Individuals & Street Crossings at Roundabouts: An Overview of Challenges and Strategies

Janet M Barlow, M.Ed., COMS, Accessible Design for the Blind, Asheville, NC & Richard G Long, Ph.D., COMS, Associate Dean and Professor, Department of Blindness and Low Vision Studies, Western Michigan University

Design Build of Intelligent Transportation Systems in Northern Michigan

Richard Beaubien, PE, PTOE, Hubbell, Roth & Clark, Inc.

Summary of the 5th Annual Partnering Workshop: Metro Detroit Incident Management by Lia Michaels, Hubbell, Roth & Clark, Inc.

The Intelligent Transportation Society (ITS) of Michigan and the Metro Detroit Traffic Incident Management Committee hosted the fifth annual Partnering Workshop for Metro Detroit Incident Management at AAA Michigan Headquarters in Dearborn on March 2, 2010. There were over 70 participants including those from the Michigan Department of Transportation, Michigan State Police, local police and fire departments, County Road Commissions, Metropolitan Planning Organizations, Universities, private engineering consulting companies and many others.

The workshop consisted of presentations in the morning, a key note speaker during lunch and a table-top exercise in the afternoon. The workshop began with a welcome address from Gerald Gutowski, Senior Vice President of Automotive Services at AAA Michigan.

The first presentation was made by Richard Beaubien, P.E., PTOE, from Hubbell, Roth & Clark, Inc. who is also the chair of the Metro Detroit Traffic Incident Management Coordinating Committee. His presentation focused on the accomplishments of Regional Transportation Operations. Some of these include the merging of Traffic Incident Management and Regional Transportation Operations; the continued success of the Freeway Courtesy Patrol; the increasing number of Responder Safety Workshops; moving forward with the safe, quick clearance legislation; and increased usage of the MI Drive website.

Matt Smith, P.E., PTOE, from the Michigan Department of Transportation discussed the quick clearance of major traffic incidents on Metro Detroit freeways in 2009. He

focused on three main incidents: the attempted suicide jumper on I-696 at Van Dyke in May, the multi-vehicle accident on EB I-696 at Orchard Lake Road and the tanker explosion on I-75 at 9 Mile Road. The details of each incident were explained including the impact of the incident and which incident management techniques were applied.

The third presentation was conducted by Marcia Wright who is the Director of Automotive Services at AAA Michigan. Her presentation focused on the where and who of towing services in Metro Detroit: who you call depends on where you are. Marcia discussed the services AAA Michigan provides and how we can help each other.

Next, Terry T. Brown from Metro Networks provided his insight on how traffic reporters and public safety dispatch can work together. He provided entertaining stories to make the point that everyone is in this together so why not help each other.

John Corbin, P.E., PTOE, from the Wisconsin Department of Transportation provided the keynote address on the National Traffic Incident Management Coalition while the participants enjoyed lunch courtesy of ITS Michigan. He focused on the evolving business case for traffic incident management, the national framework for progress put in place with the Coalition and National Unified Goal and the fundamental challenges that are being faced.

After lunch, Deputy Chief Phil Wagner from the City of Romulus Fire Department provided an introduction to the table-top exercise scenario before the participants split into three separate groups. The objectives of the

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Table-Top Exercise Rooms from Left to Right: Transportation, Incident Command and Responders

Summary of the 5th Annual Parterning Workshop

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table-top exercise were to identify partners, establish and promote unified incident command concepts, recognize basic communication needs and opportunities and present opportunities for enhancement incident management. The scenario involved a tanker truck on EB I-94 at I-275 that closed both freeways and corresponding ramps.

The participants then split into three groups located in separate rooms: Emergency Responders, Transportation and Incident Command Center. The discussions in each room were led by facilitators to keep the conversa-

tions on track. After the table-top exercises, the group reconvened in the main room and discussed the major points made during their discussions.

Overall, the goal of the workshop, to initiate communication among agencies, was accomplished. It is up to the participants to continue their networking and focus on working together more closely in the future.

Lia Michaels can be reached at (248) 454-6812 or lmichaels@hrc-engr.com.

Wayne State University-Transportation Research Group (WSU-TRG) Investigates Driver Behavior at Signalized Intersections to Develop New Guidelines for Timing of the Yellow and All-Red Intervals by Dr. Timothy Gates, WSU-TRG

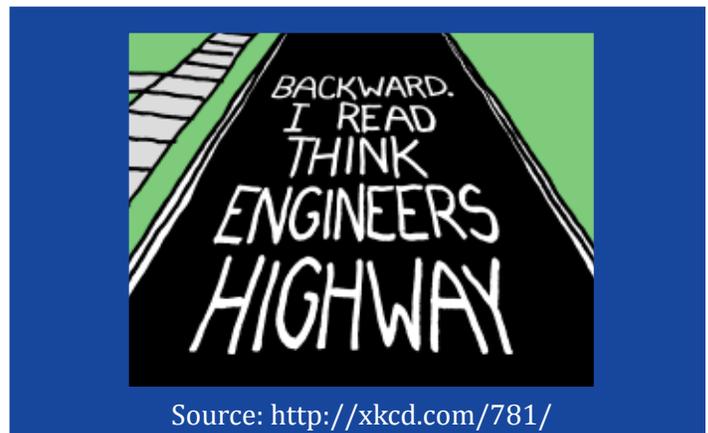
Red-light running is one of the most common causes of crashes at signalized intersections. One of the primary factors contributing to red-light running is yellow and/or all-red clearance intervals that are inappropriately timed based on the prevailing conditions at the intersection. Although the duration of the yellow and/or all-red intervals are significant factors affecting the frequency of red-light running, there remains no national consensus on how the yellow and all-red intervals should be timed for safe and efficient operations. Furthermore, most of the parameters typically used to calculate the yellow duration are based on driver behavioral research performed several decades ago under a limited range of conditions.

Researchers at the Wayne State University-Transportation Research Group are working to develop a comprehensive and uniform set of recommended guidelines to be used for timing safe and operationally efficient yellow and all-red intervals at signalized intersections. Because many of the parameters used to calculate yellow and all-red intervals are based on driver behavior during the yellow and all-red, one of the major objectives of this research is to perform a comprehensive investigation of driver behavior at signalized intersections across the United States. To accomplish this objective, WSU-TRG researchers are covertly recording the behavior of vehicles at more than 80 intersections in Michigan, Florida, California, Virginia, and Maryland. Collectively, these intersections represent a broad range of conditions in-

cluding various: signal timings, traffic volumes, speeds, regional driving characteristics, area types, intersection configurations, approach grades, vehicle types, times of day, weather conditions, signal actuation, and signal coordination. Understanding the relationship between each of these factors and driver behavior during the yellow and all-red intervals will allow the guidelines to be developed for a variety of prevailing intersection conditions.

This project is being performed along with Vanasse Hangen Brustlin, Inc. (VHB) as part of National Cooperative Highway Research Program (NCHRP), Project 03-95 "Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections".

Dr. Timothy Gates can be reached at (313) 577-2086 or tjgates@wayne.edu.



Source: <http://xkcd.com/781/>

ITE Michigan Director Nominees: Carissa McQuiston and Danielle Deneau

This year there were two nominees for Director of the ITE Michigan Section Board: Carissa McQuiston, P.E. and Danielle Deneau, P.E. Electronic election ballots were sent to the Michigan Section ITE members on November 19th. The deadline to cast your vote is December 2nd at 8:00 AM. The winner will be announced at the Annual Meeting in Farmington Hills on December 2nd. A little information about each of the nominees is provided below. *Good luck to both nominees!!*

Carissa McQuiston can be reached at (616) 456-3066 or cmcquiston@grcity.us.



Danielle Deneau, P.E.



Danielle Deneau is the Signal Systems Engineer/FAST-TRAC Project Manager and head of the Traffic Safety Signal Systems Division at the Road Commission for Oakland County (RCOC). She has over seventeen years of experience with RCOC in various positions related to traffic operations, including SCATS. Her current duties include running the traffic operation center, management of traffic signal installation projects and implementing ITS projects, including partnering with MDOT on IntelliDrive projects in Oakland County. She is currently the project manager for a county-wide signal retiming effort that continually looks at retiming over 900 traffic signals. She has presented at several national transportation conferences and gives tours and presentations to visitors at the RCOC traffic operations center.

Danielle graduated with a BS in Civil Engineering from Michigan State University in 1993. She is a registered professional engineer in the State of Michigan; member of ITE Michigan, ITS Michigan and Advancing Women in Transportation (WTS). She currently is a Director-at-Large for the WTS Michigan Chapter and is a member of the TRB Traffic Signal Systems Committee. When not working, Danielle enjoys spending time with her husband, twin sons and their new puppy.

Danielle Deneau can be reached at (248) 858-4730 or ddeneau@rcoc.org.

Carissa D. McQuiston, P.E.



Carissa McQuiston has over 10 years of professional experience, specializing in traffic engineering. She currently works for the City of Grand Rapids as a Traffic Engineer, and has held this position for the past three years. She has worked in all aspects of traffic engineering as well as operations and public service. Carissa has served as project manager for several jobs using federal CMAQ funding including Signal Optimization Studies and projects utilizing Safey funds for improving local intersections.

Prior to working for the City of Grand Rapids, Carissa worked in private consulting as a transportation engineer working on projects ranging from road design to long-range planning for the State of Michigan. Carissa graduated from Michigan State University with a BS and an MS in civil engineering and has been a member of ITE since entering the engineering program at MSU. Away from the office, Carissa enjoys spending time with her husband and two young children (ages 2 and 4).

The Board of Directors is looking for someone to take over Kelly Ferencz's position as Chairperson of Technical Programs. If interested, please contact Christopher Zull at (616) 456-4639 or czull@ci.grand-rapids.mi.us

Do you want to become a member of the Michigan Section of ITE? If so, please contact the Section Secretary, Adam Merchant at (586) 463-8671 or amerchant@rcmcweb.org.

Industry News

Catherine St. Pierre passed the exams to become a Professional Engineer and a Professional Transportation Operations Engineer. Congratulations Cathy on becoming a PE and PTOE!!

Kelly Ferencz has accepted a new position as Project Manager for Planning, Design and Construction for the Wayne County Airport Authority. Good luck Kelly!!

Spalding DeDecker Associates, Inc. (SDA), recently announced Steve Benedettini as their newly appointed

President. As President, Mr. Benedettini will be responsible for administrative operations and overall day-to-day management of the corporation.



Rick Hodges, a long time friend and member of ITE, passed away on June 1, 2010. Rick was retired from Wayne County.

Do you have news about an ITE member that you would like to share with the Section? Please contact the MichiganITE Editor, Lia Michaels at (248) 454-6812 or lmichaels@hrc-engr.com.

Treasurer Report - August 2010 by William Zipp, Parsons Brinckerhoff

Section Fund Balance (As Of July 31, 2010) \$ 31,967.73

Regular Fund Balance	\$ 26,931.91
Educational Fund Balance	\$ 3,951.38
Technical Projects Fund Balance	\$ 1,084.44

ACTIVITIES for January 1 through July 31, 2010

Income - Section Regular Fund \$ 5,672.50

Dues	\$ 1,468.50
MichiganITE Ads	\$ 845.00
Meetings	\$ 3,359.00

Expenses - Section Regular Fund \$ 11,385.81

Meetings	\$ 3,948.20
Plaques/Awards	\$ 63.78
General liability Insurance	\$ 500.00
Other	\$ 6,873.83

Income - Section Education Fund \$ 23,641.07

Member Contributions	\$ 6,355.50
ITE District Contribution	\$ 132.00
Golf Outing: Golfer Fees	\$ 9,671.00
Golf Outing: Sponsor Fees	\$ 7,220.00
Golf Outing: Miscellaneous	\$ 262.57

Expenses - Section Education Fund \$ 31,543.04

Golf Outing: Postage/Printing	\$ 450.00
Golf Outing: Gifts/Prizes	\$ 3,313.04
Golf Outing: Course Fee (Golf/Cart/Lunch)	\$ 9,030.00
Transfer to National	\$ 15,250.00
Student Group Trips	\$ 2,400.00
Student Paper Competition	\$ 800.00
Russian Student Scholarship	\$ 300.00

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(616) 456-4639, czull@ci.grand-rapids.mi.us

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(313) 963-4114, Zipp@pbworld.com

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Michigan Department of Transportation
(248) 483-5120, SmithMatt@michigan.gov

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Legislative Federal

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Nominating & Audit:

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Transportation Planner	
<small>Relating Transportation & Land Use</small>	
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