

Michigan **ite**

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

Letter from the President By Christopher Zull, City of Grand Rapids



Is it a coming of age, a rite of passage, or a professional duty? Volunteering to serve the Institute of Transportation Engineers: Michigan Section has been a privilege. Looking back over the past 5 years, I realize that it has gone much faster than it sounds. Remembering the eagerness and enthusiasm

of being elected Director to the learning curve that is the beloved year of the Treasurer, ITE has provided me the opportunities to further my learning, social network, professional experience, and friendships. This organization has a noble purpose and delivers that year after year through the strength of its members and volunteers.

Our professional practice and the transportation industry are evolving with the advancement of the information age and economic pressures. ITE is working to keep pace with a constantly changing environment. Although many factors influence the annual directives of ITE, it is the people that make the difference. There is no one person who represents ITE; rather, it is all of us who are dedicated to our professions, are committed to supporting future professionals, and regularly gather to share our passion for the transportation industry. Web pages don't create themselves. Our annual meeting doesn't just happen because it's the first Thursday in December. We need to take a minute to thank all the site hosts, presenters, fundraiser hosts, student chapter leaders, and numerous volunteers who work behind the scenes.

In closing, both for this letter and my board positions from the past 5 years, I would like to encourage you to keep our section strong. You can do that by attending meetings, volunteering where you feel comfortable, and promoting our section growth through suggestions to improve our program as well as making current and future transportation professionals feel welcome in our society.

Gratefully yours,
Chris

Chris Zull can be reached at (616) 456-3065 or czull@grcity.us.

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ITE Michigan Section Student Scholarship Winners

Each year, members of the Education Scholarship Committee select students to receive four \$2,000 scholarship from the Michigan Section of ITE. The 2011 winners include:

- Amna Chaudhry, Wayne State University
- Jessica Cichowski, Michigan Tech University
- Chelsea Griffith, Western Michigan University
- Omar Kanaan, Western Michigan University

Congratulations to the winners! Information about each of them is provided in the following paragraphs.



Amna Chaudhry
Wayne State University

Amna Chaudhry is a transportation doctoral student in the Department of Civil Engineering at Wayne State University (WSU). She is also a graduate research assistant in Transportation Research Group at WSU and currently involved in MDOT's project on "Timing Issues for Traffic Signals Interconnected with Highway Railroad Grade Crossings". Amna earned her Master's Degree in Civil Engineering with emphasis on Transportation from Michigan State University (MSU) in 2009. While at MSU, she worked on MDOT's project "Evaluation of Right-in/Right-out Driveways in Michigan". Amna is a student member of both the Michigan Section and International ITE and also the winner of the 2010 ITE Great Lakes Paper Competition.



Jessica Cichowski
Michigan Tech University

Jessica Cichowski will be graduating this spring with a Bachelor's Degree in Civil Engineering specializing in Transportation from Michigan Technological University (MTU). She is the Vice President of the MTU ITE Student Chapter and a member of Transportation Enterprise where she worked with the City of Hough-

ton to improve the city's bike-ability as well as develop an electric vehicle infrastructure integration plan. During her internship with the Traverse City's engineering department this past summer she had the opportunity to work closely with engineers, city planners, and members of the community which confirmed her desire to work with communities as a transportation engineer. Currently, Jessica is working with a multi-disciplinary group of MTU students and faculty, Western Upper Peninsula Planning and Development Region, HNTB, and the city managers of Houghton and Hancock to create a sustainable transit system that integrates the two cities' current transit systems. She plans to continue her education and receive a Master's Degree in Transportation Engineering and is looking forward to making a valuable contribution to the field of Transportation Engineering.



Chelsea Griffith
Western Michigan University

Chelsea Griffith received her Bachelor's Degree from Western Michigan University (WMU) in Civil Engineering and is currently pursuing a Master's Degree in Civil Engineering specializing in Transportation and Structures. Chelsea is a member of WMU's traffic bowl team and competed in the district and international competitions last year.



Omar Kanaan
Western Michigan University

Omar Kanaan is working on his Master's Degree at WMU specializing in Transportation with a focus on Bridge Management. He received his Bachelor's Degree in Civil Engineering also from WMU. Omar is an active member of ITE. He participated in the traffic bowl competition, volunteered at last year's educational fund golf outing, and has attended various technical sessions and Great Lake meetings.

Michigan Transportation Engineering Conference (MiTEC) First Annual Conference

The first annual Michigan Transportation Engineering Conference (MiTEC) was held on November 10, 2011 at Crystal Gardens Banquet Center in Howell, Michigan. The event was meant to serve as a forum to share technical knowledge and best practices related to transportation engineering and planning. It was designed to provide attendees with the opportunity to network with colleagues and other transportation practitioners from across Michigan.

The sessions and roundtables (see photos) included such topics as Bus Rapid Transit, Complete Streets, Intelligent Transportation Systems and Roundabouts. Presentations were made on various new resources including the updated Michigan Manual on Uniform Traffic Control Devices, Highway Capacity Manual 2010 and the 2010 Highway Safety Manual.

Overall the day was a huge success. A special thanks to the Federal Highway Administration's Michigan Division for providing financial contributions and the MiTEC Planning Committee (Jeffrey Bagdade, Samantha Cook, Tammi Czewski, Anita Katkar, Carissa McQuiston, Matt Smith, Lauren Warren & Heather Zull). Also, thanks to John Abraham from Iteris, Inc. for taking the wonderful photos. We look forward to attending next year's event!



October Technical Session By Matthew Hill, Parsons Brinckerhoff

The October Technical Session was held at the Kalamazoo Air Zoo in southwest Michigan. The Air Zoo has hosted us in previous years, and many of us toured the facility on our breaks during the Technical Session. The event was attended by just under fifty (50) individuals, with a solid contingent of Western Michigan University (WMU) civil engineering faculty and students.

The Session opened with Dick Beaubien from Hubbell, Roth & Clark, Inc. discussing the Macomb County Emergency Traffic Management Exercise and the lessons learned from this multi-agency endeavor. The exercise identified the agency partners involved in incident management, promoted a unified incident command, recognized communication needs, and enhanced current incident management practices. See the article on Page 5 for more details.

Chelsea Griffith, a member of the WMU Traffic Bowl team, followed Dick's presentation with a summary of WMU's recent experience at the ITE 2011 Collegiate Traffic Bowl at the ITE Annual Meeting in St. Louis, Missouri in August of 2011. The WMU team was our 2011 Great Lakes District champions and our representatives at the national level in St. Louis. Chelsea stressed that it was a great experience for their team, and that they were able to attend some of the ITE outings while in St.

Louis, such as a Cardinal's game, when not stuffing their heads with transportation facts.

Dave Morena from the Federal Highway Administration (FHWA) and Tracie Leix from the Michigan Department of Transportation finished the morning off with their presentation on Wrong-Way Crashes on Michigan Freeway. Dave and Tracie highlighted some of the crash trends (2005-2009) in Michigan associated with wrong-way, with emphasis on freeway ramps. The crash data then led to further analysis of interchange geometries to identify those that showed an increased risk to wrong-way crash types on the ramps. The study showed the bulk of the Michigan wrong-way crash data occurred at partial cloverleaf interchanges, and then went on to suggest low-cost countermeasures to help mitigate the risk of these crashes, such as improved lighting, reflective sign post strips (lollipops), stop bar placement, pavement marking extensions, painted islands, etc.

After a lunch overlooking the various planes on exhibit from the Air Zoo's mezzanine, the afternoon portion of the session got underway with Lou Davenport's (URS) presentation on Establishing Speed Limits in Michigan. Thad Peterson (Michigan State Police – Traffic Services Section) co-presented as well. Lou and Thad spoke to

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WMU Team at the ITE Collegiate Traffic Bowl

October Technical Session

Cont'd from Page 4

how speed limits are typically set, the legal mechanisms currently in place for establishing those speed limits (and defending them) as well as the current ITE technical project Lou is performing on the process for establishing speed limits in Michigan.

Dr. Jun Seok Oh from Western Michigan University followed with his presentation on TRANSIMS for Highway Work Zone Studies: A Case in Southeast Michigan. Dr. Oh discussed FHWA's push for large scale network analysis models that are more refined than traditional macroscopic regional models, which led to the use of the TRANSIMS model for a large area simulation of maintenance of traffic for work zone concepts in the Detroit area. Dr. Oh further discussed the data needs, model implementation, model calibration and validation, the application of the developed models for work zones, as well as lessons learned.

Ray Schneider from URS provided the final presentation of the day on Innovative Data Collection – The Use of Miovision on the Western Ottawa County Signal Optimization Study. Ray discussed the use of the portable Miovision data collection units as a time and cost saving option on the Western Ottawa County Signal Optimization project. The Miovision units are portable video collection units that record video of traffic. The video is then uploaded to Miovision via internet, where Miovision then processes the video using their software, and traffic count reports are provided as a final product. Ray also showed studies of their findings showing the Miovision units to be as accurate as manual counts, and the Miovision units performed successfully on the project.

Matthew Hill can be reached at (313) 310-8239 or hillma@pbworld.com.

Macomb County Emergency Traffic Exercise Encourages Cooperation Across Disciplines By Richard Beaubien, Hubbell, Roth & Clark, Inc.

The Intelligent Transportation Society of Michigan (ITS Michigan) and the Traffic Safety Association of Macomb (TSA) hosted 60 Macomb County public safety officials and transportation professionals for an emergency traffic management exercise at the Macomb Intermediate School District on June 30, 2011. The exercise dealt with a scenario involving two overturned trucks at the I-696 and I-94 interchange. Fire service, police, tow services, ambulance services, and transportation officials were asked to develop their response plans if such a major traffic incident were to occur at this interchange on a summer morning.

Macomb County Executive, Mark Hackel, welcomed the participants and emphasized the importance of local public safety and transportation agencies working together in developing a response to a major traffic incident such as this. One of his goals is to advance the capabilities of the Macomb Emergency Operations Center with access to intelligent transportation systems technology. This technology includes closed circuit television camera images of both freeway operations and arterial street operations in the county from the Michi-

gan Department of Transportation Intelligent Transportation Systems Center the Macomb County Department of Roads (MCDR) Traffic Operations Center respectively. These cameras help dispatchers know what resources to send to a traffic incident even before some of the first responders arrive.

To prepare the participants for the exercise, a few short presentations were made on the tools available in Macomb County to respond to major traffic incidents. Peter Locke, Emergency Management Specialist from Macomb County Emergency Management highlighted the importance of communication among the incident responders. Adam Merchant, MCDR Traffic Director described the technologies available at the Macomb Traffic
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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: Lou Davenport at (616) 574-8377 or Lou_Davenport@URSCorp.com.

Macomb County Emergency Traffic Exercise

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Operations Center that could be used for traffic incident management. These technologies include the closed circuit television cameras on Metro Parkway, Mound Road and Harper Avenue and the centrally controlled traffic signal system. The list of roads equipped with CCTV cameras is growing.

Phil Wagner, a retired fire chief and incident command trainer, now with 1-800-Board Up introduced the scenario and broke the participants into three groups to develop response plans for this major traffic incident. Each group had representatives from police, fire service, ambulance service, tow service, and transportation professionals. Tom Bruff from the SEMCOG provided aerial photographs of the traffic incident site for each group. All three groups reconvened at the end of the morning for a panel discussion of exercise lessons learned featuring group facilitators Sarah Gill from MDOT, Peter Locke from Macomb County Emergency Management, and Paul Brouwer from Clinton Township Emergency Management.



Exercise participants learned that there is now a single dispatch for St. Clair Shores, Roseville, and Eastpointe Police and Fire Services. Two groups agreed that the Incident Command Center would be set up on 11 Mile Road, immediately east of the incident. The third group decided to use the parking lot at Lakeside High School on 11 Mile Road east of Little Mack. All agreed that I-696 would be closed at Gratiot Avenue and Macomb County would be asked to declare an emergency so that appropriate emergency resources could be deployed. The hazardous material spill from one of the overturned trucks could require evacuations of all residents within a one mile radius of the traffic incident. Police would be asked to handle the rerouting of traffic with the assistance of staff from the MDOT and the MCDR. An evacuation would require notification of local cable television providers and broadcast media. In evacuation situations, the Red Cross handles shelter needs and the Salvation Army handles care and feeding of evacuees. MDOT could mobilize the Freeway Courtesy Patrol Services to block freeway entrance ramps in the early stages of freeway closures. For communication among the various responding agencies, responders were asked to talk to their supervisor and ask the supervisors to delegate appropriate response tasks for the incident.

This exercise provided participants with an introduction to the range of responders with a role to play in responding to a major traffic incident in a way that secures the safety of both the travelers and the responders. The next steps in the process will be for the participants to continue discussions about how to respond in a coordinated manner to a major traffic incident like this one. These discussions should occur both within and across disciplines.

Richard Beaubien can be reached at (248) 454-6381 or dbeaubien@hrc-engr.com.

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

December Annual Meeting and Technical Session Synopsis

By Lori Pawlik, Wade Trim

On December 1st, 2011, a group of transportation professionals gathered at the William Costick Activities Center in Farmington Hills for the ITE December Annual Meeting and Technical Session. A variety of exciting and new topics were presented. The subjects ranged from practicing professional ethics, to analysis of truck parking on the interstate, to designing a brand new regulatory sign to meet the needs of electric vehicles that are starting to emerge on our highways and roads.

Introduction to Ethics – Discussion & Support for Transportation Professionals

Richard Beaubien, PE, PTOE, HRC

Dick Beaubien examined ethics as it applies to decision making and engineering. He asked questions such as, “would you be proud of your decisions/actions or would your behavior change if your family read about it in the newspaper or saw it on the evening news?” This encouraged discussion among the group about what ethics really means and what we can do to remain ethical in our choices on the job. The discussion also delved into what types of situations could be considered a conflict of interest, which is something that engineers face often while working with the public and private clients.



“When push comes to shove, we simply can’t afford the luxury of ethics.”

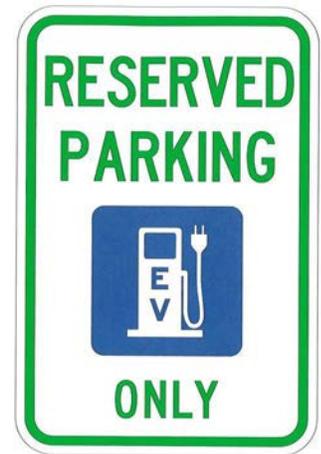
The ITE Canons of Ethics were presented, which describes the engineer’s relationships with the public, employers, clients and other professionals. The reasons for unethical choices include doing what’s convenient, doing what’s needed to win, and rationalizing choices with relativism. Ethical decisions include determining whether something is right, whether something is balanced, and whether it is legal. In conclusion, Dick evalu-

ated several ethical case studies with the group, and discussed considerations such as honesty, conflicts of interest, confidentiality and marketing.

Your Client Wants What Kind of Sign? Social Activism, Graphic Designers, and the MMUTCD

Taryn Juidici, PE, LEED AP, OHM

Plug-in Hybrid Electric Vehicles (PHEVs) are becoming more popular and numbers are expected to rise in the future. Taryn’s client is keeping up with current technology and providing on-street charging stations to charge electric vehicles. And they asked for what seemed to be a simple task – to design a sign to be installed at the charging station. But as Taryn described in her presentation, this task was not as simple as it seemed. There are no standard signs for this type of situation in the MDOT Standard Highway Signs details or in the Michigan Manual on Uniform Traffic Control Devices. Upon doing a Google search for the problem, she found an array of signs, but none are standard and most don’t really make sense. She came across personalized signs using company logos, unfamiliar signs that didn’t really mean anything, and signs with mixed messages. Since there were no practical signs that could be used, Taryn decided to start from scratch, creating a “regulatory-like” sign based on R7-8 that reserves space for the use of the charging vehicles.



Statewide TOC & ATMS Brighton ITS Deployment

Stephanie Palmer, PE & Lee Nederveld, MDOT

Stephanie and Lee presented information regarding the MDOT Transportation Operation Centers and the Advanced Traffic Management System (ATMS) software. The Transportation Operations Centers (TOCs) are currently located in Detroit (MITSC), Grand Rapids (WM-TOC), and statewide (STOC). Bridge operations are located at the Blue Water Bridge, Mackinac Bridge, and the International Bridge.

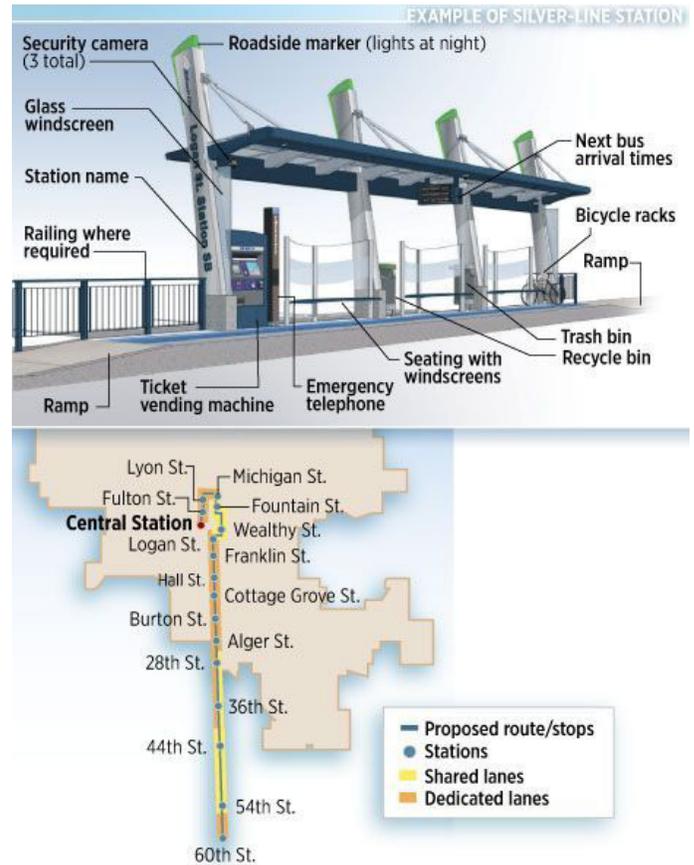
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December Annual Meeting and Technical Session Synopsis

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The current software includes Closed Circuit Television (CCTV) cameras, Dynamic Message Signs (DMS), Microwave Vehicle Detection System (MVDS) detectors, and Environmental Sensor Stations (ESS). The statewide ATMS software is an event driven, browser based software with increased device accessibility that that can combine multiple functions and address software issues. The Michigan Drive Web Site was discussed, which was developed to keep motorists safe, mobile and informed with real-time travel information, including lane closures, incidents, interactive maps, and traffic cameras.

The Brighton System is the first ITS in the University Region, with 7 DMS, 10 CCTV cameras and 5 MVDS detectors located on I-96 and US-23. The ITS provides traveler information such as travel times and construction information, and assists in traffic incident management. The integration into ATMS was presented, along with issues that have been encountered with DMS, travel times, cameras and communication. There have been communication and power failures, issues with travel time updates, and problems with cable and cellular modem reliability. The next steps in the process include correcting communication errors and moving into full production mode.



Bus Rapid Transit in Grand Rapids
Stephen Goodreau, PE, Wilbur Smith

A Bus Rapid Transit (BRT) line has been planned for Division Avenue from the downtown Grand Rapids Rapid Central Station to 60th Street. The BRT line’s combination of shared and dedicated travels lane were modeled and evaluated for feasibility and impacts. Also included in the project was the planning process for the bus stations and amenities. Thirty-three stops are planned, with covered stations, bus arrival time information, windcreens, and ticket vending machines.

Emerging Tools to Support Active Arterial Management
Marc Start, PE, PTOE, URS

Marc Start has been working with the Georgia Department of Transportation on an Active Arterial Management program on the major arterials throughout the Atlanta Metro area. The Regional Traffic Operations Program (RTOP) includes RTOP 1, with 430 signals (started 2010), and RTOP 2, with approximately 400 signals (started 2012). The focus of the project is on weekday peak period operations with reliable vehicle and pedestrian detection.

Cobb Parkway Corridor (US-41) runs parallel to I-75 north of Atlanta, with 66 signals in the 22-mile study segment. Currently, even with the SCATS and ACTRA traffic signal operations, traffic along the corridor is oversaturated. The three tools for Active Management include a real-time travel time system (“permanent”), a portable travel time system (“temporary”), and an offset tuning system.

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December Annual Meeting and Technical Session Synopsis

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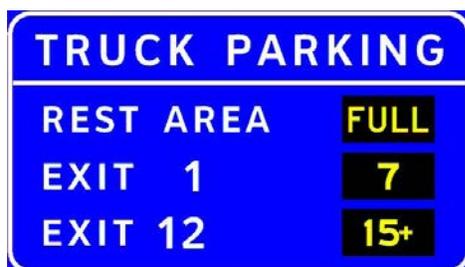
- The real-time travel time system detects electronic (MAC) addresses from Bluetooth devices, produces real-time information, and vehicle speeds are displayed on a map on the web.
- The portable travel time system tools are field data collection units that include a computer, Bluetooth receiver, and external antenna and cable.
- The offset tuning systems use a tool equipment to monitor vehicle arrival patterns and signal intervals and logs data for processing.

In general, the three Active Management tools have varying benefits, with each providing comprehensive evaluation of corridor operations and performance measures for arterial management. Marc concluded with stating that Active Management is measurable!

I-94 Truck Parking Information and Management System (Indiana State Line to Marshall)

Eric Morris, PE, HNTB Michigan

Eric discussed his work on the I-94 Truck Parking Information and Management System. The study segment is on I-94 from the Indiana State Line to east of I-69 in Marshall, Michigan. This major international trade corridor has a high number of commercial vehicles, traveling from Chicago to the east, through to Detroit, Port Huron and Toronto. The project summarized the public and private parking facilities with number of spaces along the corridor, as well as the truck crash statistics. In four years (Aug 1, 2007 – July 31, 2010), there were 1,085 truck crashes and 65 were due to unavailability of truck parking.



The project approach includes monitoring and managing parking availability to provide timely information for safe parking alternatives for the trucks. This will involve several high level requirements, including disseminating public and private parking availability through roadside signs, the MiDrive website, smartphones and

on-board DSRC equipment. Also being evaluated is integrating the Truck Parking Information and Management System with MDOT ATMS.

New Design Guidelines for Accommodating Trucks at Multilane Roundabouts *Wes Butch, PE, DLZ Corporation*

DLZ partnered with the Minnesota DOT (Mn/DOT) to perform a study of trucks turning at multilane roundabouts. Three types of multilane roundabouts (MLR) were evaluated, with 18 intersections studied in the first phase of the project.

- Case 1 – MLR where trucks overlap into adjacent lanes (these are everywhere). They have smaller diameters, entry widths, exit widths, and entry and exit radii.
- Case 2 – MLR where trucks stay in the lane at entries, but overlap in circulating roads/exits (these are in WI, AZ, NY and CA). They have larger diameters, entry widths, exit widths, and entry and exit radii. The approach curves are typically larger and more sweeping.
- Case 3 – MLR where trucks stay in the lane throughout the entire intersection (these are rare, with only 2 found). They have larger diameters, entry widths, exit widths, and entry and exit radii. They have flat exits. The approach curves are typically larger and more sweeping.

Field observations revealed that at Case 2 approaches, 92% of the time trucks stayed in their lane when there was conflicting traffic present, and only 73% of the time when there was no conflicting traffic. At Case 2 circulatory roadways, 83% of the time trucks stayed in their lane when there was conflicting traffic present, and only 40% of the time when there was no conflicting traffic. They also discovered that Case 2 roundabouts may have a lower percent of crashes that involve trucks, but further study is needed. In conclusion, new design guidelines have been recommended for geometry and methods, with eventual incorporation into Wisconsin and Minnesota design guides.

Lori Pawlik can be reached at (734) 947-9700 or lpawlik@wadetrim.com.

Summary of Traffic Safety Legislation Provided By the Michigan State Police Government Relations Unit (12/07/2011)

HB 4533 Graduated Licensing

(Rep. Rogers)

Allows exemption to level 2 restrictions when traveling to or from an authorized activity (school events, sports league, religious activity, emergencies) or work or with person 21 years of age as designated by family member.

Public Act 124 of 2011

HB 4316 Brake Requirements

(Reps. Huuki & McBroom)

Exempts saw slashers table (used for logging) from brake requirements.

Public Act 151 of 2011

HB 4360 School Bus Drivers Medical Exemption

(Rep. Haines)

Exemption for school bus drivers from FMSCA medical card provisions with the exception of diabetes.

Public Act 156 of 2011

HB 4416 Allows Counties to Contract with Private Road Owners

(Rep. Foster)

Allows Counties to contract with a person in charge of a private road for enforcement activities.

Public Act 115 of 2011

HB 4642 Authorized Emergency Vehicle

(Rep. McBroom)

Adds privately owned emergency management vehicles to list of vehicles which are authorized emergency vehicles.

Public Act 231 of 2011

HB 4167 / 4168 School Bus Zones

(Reps. O'Brien & McMillin)

Defines school bus zones. Bill also enhances penalties for a moving violation over 3 points which causes death or serious injury if committed within a school bus zone.

Public Act 59 & 60 of 2011

HB 5028 ORC BAC

(Rep. Kandreas)

Changes ORC OWI statute to .08 BAC.

In House Transportation

SB 387 Fleeing and Eluding

(Sens. Gleason and Nofs)

Imposed mandatory 2 year prison sentence for fleeing and eluding.

In Senate Judiciary

HB 4608 Motorcycle Helmet Repeal

(Rep. Pettalia, et al.)

Abolishes the motorcycle helmet requirement for riders over 21 years of age if they have had cycle endorsement for two years and pass a motorcycle safety course.

In House Transportation

HB 4208 Use of Electronic Device

(Rep. Geiss)

Increases penalties for use of TV/electronic device while operating a motor vehicle.

In House Transportation

SB 151 ORV Helmets

(Rep. Hansen)

Allows passengers in ATVs equipped with roof and seatbelts to ride without helmet, exempts a person traveling under 25mph on private land from helmet requirement.

Referred to Joint Committee on Outdoor Recreation and Tourism

SB 166 Driver Responsibility Fees

(Sen. Caswell)

Eliminates driver responsibility fees for section .301 (No Operators License) and .328 (No proof of Insurance) after October 1, 2012. Restricts revenue generated from driver responsibility fees to fire protection grant and general fund.

Enrolled Bill, SOS is lead agency

HB 4308/4164 SB 130 Driver License Renewal: Parking Tickets

(Rep. Schmidt / Sen. Hildenbrand / Rep. Oakes)

Reduces from 6 to 3 the number of unpaid parking tickets a person may have before Secretary of State will not issue or renew the person's driver license. HV 4164 allow a work program to pay D.R.F.

In House Judiciary / Senate Judiciary, SOS is lead agency

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Summary of Traffic Safety Legislation

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HB 5065 Recall Vehicle Registration Plate

(Rep. Geiss)

Prevents renewal of Auto Centennial and Great Lakes Splendor registration plates after January 1, 2012.

In House Transportation

SB 292 Driver Responsibility Fees

(Sen. Johnson)

Restrict or eliminate driver responsibility fees.

In House Transportation

SB 402 Physicians Right to Notify SOS

(Sen. Schuitmaker, et. al)

Allows physicians to contact Secretary of State and recommend suspension of license or drivers with medical conditions.

Referred to Committee on Transportation

SB 720 Motorcycle Helmet Insurance Requirements

(Sen. Kahn)

Requires riders who elect to ride without a helmet to obtain unlimited coverage.

Referred to Committee on Insurance

SB 756 Prohibit Level 2 From Using a Cellular Phone

(Sen. Walker)

Creates secondary enforcement which prohibits a level 2 licensee from using a cellular phone while operating a motor vehicles in all but emergency circumstances.

In Senate Transportation

HB 4037 / SB 52 Speed on Gravel Roads

(Rep. Kowall / Sen. Marleau)

Validates speed limits posted on gravel prior to November, 2006.

In House Transportation

SB 795 Setting Speed Limits

(Sen. Jones)

Revises Act 300 as it pertains to determining speed limits.

In Senate Transportation

SB 205 Septage Hauler Exemption from Frost Law Weight Restrictions

(Sens. Kowall & Marleau)

Allows county road commissions to grant exemptions

from frost law weight restrictions for septage haulers.

In Senate Transportation, MDOT is lead agency

SB 35 Recreational Vehicle Length

(Sen. Nofs)

Adds a 75ft maximum length provision for recreational vehicles towing a trailer.

In House Transportation, MDOT is lead agency

SB 575 Allows Public Transit Buses to Utilize School Bus Lights

(Sen. Walker)

Allows public transit authority buses to transport pupils to and from school, purposes to equip these buses with school bus flashing red lights and mandate that vehicular traffic stop upon activation.

In Senate Transportation

HB 4146 Snow Removal Vehicles

(Rep. Gilbert)

Requires warning lights and alarms on commercial snow removal vehicles.

In Full House

HB 4468 Headlights in Operation when Wipers Activated

(Reps. Darany, Lindbergy Olumbam, et al)

Requires operator of a motor vehicle to activate headlamps whenever wipers are in use.

In House Transportation

HB 5152 Special Mobile Equipment Exempt Certain Equipment from Brake Requirements

(Rep. Outman)

Adds generator trailers and portable conveyors to the definition of special mobile equipment, exempts portable conveyors from brake requirements. Requires operator of a motor vehicle to activate headlamps whenever wipers are in use.

In House Transportation

SB 819 / 820 Idling Vehicles

(Sen. Hopgood)

Prohibits the idling of vehicles over 8, 500 pounds for more than 5 minutes in one hour except in certain circumstances, models California Clean Air Act. SB 820 allows parking attendants to enforce this statute.

Colleen Hill-Stramsak, P.E., PTOE, Hubbell, Roth & Clark, Inc. Named ITE International Board of Direction

Colleen Hill-Stramsak, P.E., PTOE, has been named the Great Lakes District Representative to the ITE International Board of Direction. Ms. Hill-Stramsak has been an active member of ITE for over 10 years and is a past president of



the Michigan Section of ITE. She began her 3-year term on January 1, 2012 and is shown in the pictures being sworn in with others that also began their term at the same time. More on Ms. Hill-Stramsak's appointment is featured in the January 2012 edition of the ITE Journal <http://www.ite.org/aboutite/board.pdf>.

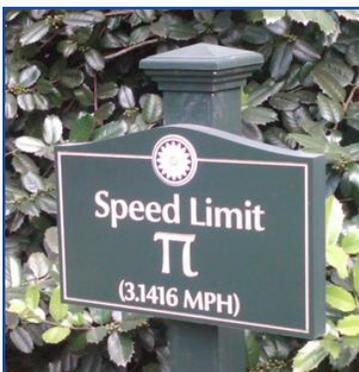
Colleen Hill-Stramsak can be reached at (248) 454-6571 or chill@hrc-engr.com.



Board of Direction Class of 2014

**From Left to Right: Gilmer Gaston, Texas District;
Colleen Hill-Stramsak, Great Lake District;
Monica Suter, Western District; Richard Day,
Southern District; Steven Colman,
Coordinating Council Representative**

For Your Entertainment . . . Adapted From OddlySpecific.com



Save-the-Dates!!!

Joint ITS/ITE February Technical Session

February 8, 2012 in Ann Arbor
Topics include connected vehicle technology and adaptive traffic signal control systems. Contact Richard Beaubien (248) 454-6381 for more details.

March Technical Session

March 1, 2012 in Lansing
Contact Kim Lariviere (517) 373-3889 for more details.

Great Lakes and Southern Districts Annual Meeting

April 15-18, 2012 in Lexington, Kentucky
<http://www.sdite2012.org/>

Education Fund Golf Outing

May 3, 2012 at Mystic Creek Golf Course in Milford
Contact Aimee Giacherio (616) 363-8181 for more details.

ITE National Meeting Dates

ITE 2012 Technical Conference and Exhibit

March 4-7, 2012
Pasadena Convention Center, Pasadena, California
<http://www.ite.org/conference/>

ITE 2012 Annual Meeting and Exhibit

August 12-15, 2012
Westin Peachtree Plaza, Atlanta, Georgia
<http://www.ite.org/annualmeeting/>

New Members of ITE Michigan Section

Leigh Burgess, Project Professional,
Wilcox Professional Services

Andrew Ceifetz, Senior Transportation Engineer,
Opus International Consultants, Inc.

Jim Hoekstra, City Traffic Engineer,
City of Kalamazoo

Adrianna Jordan, Senior Planner,
McKenna Associates, Inc.

Joel McAttee, Traffic Engineer,
Wilcox Professional Services

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