

# Michiganite

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

## Letter from the President By Steven Loveland, OHM Advisors



As I wrap up my term as President of the ITE Michigan Section and my 5th year serving on the Executive Board, I'd like to show some gratitude and reflect on the good times and accomplishments that have been made over the year.

I want to thank all of the Michigan Section Executive Board Members for your hard work and support. Our Vice President, Danielle Deneau, spearheaded numerous initiatives including updating the Section By-Laws and Officer Guidelines. I'm looking forward to seeing all of Danielle's accomplishments as next year's President.

Treasurer Paul Arends not only tracked all of the Section's financials, but made sure that the website was always up to date. As Secretary, Brent Schlack kept track of all important decisions, membership records and handled the election. The Director position is typically a learning year on the Board; however Matt Hill went above and beyond leading the technical program committee. Adam Merchant, our immediate Past-President, was always there to guide and answer questions for us.

There are so many others that helped with ITE this year. The complete list is too long to include, but I'd like to name a few that were instrumental in making ITE happen: Colleen Hill-Stramsak (Past District and Michigan Section President, vast ITE knowledge), Tim Dewitt (Affiliate Director), Jeff Bagdade (Leading MITEC/Annual Meeting Planning), Lia Michaels (newsletter), Kevin McCarthy (keeping you informed), Aimee Giacherio (Golf Outing), Adam McArthur (Webmaster) and Matt Hunter and Julie Kroll (Technical Program Committee). I'd also like to thank all of you that serve on the planning com-

mittees. Without you, none of these wonderful events could happen.

As the Michigan Section President, I also served on the Great Lakes District Board, which I found to be a blessing. I was able to meet and work with another great group of ITE members, both throughout the year and at the District's Annual Meeting. The Indiana Section put on a fabulous event in Downtown Indianapolis (see photos on next page), highlighted by the keynote speakers Indianapolis Mayor Gregory Ballard and Adam Thies, the Director of the Department of Metropolitan Development for the City of Indianapolis. The ITE Student Chapters from Western Michigan and Wayne State attended the event to compete in the Collegiate Traffic Bowl. Both schools performed very well, with Purdue taking home the title. If

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## Letter from the President

you have not attended a District Annual Meeting, you should definitely get next year's event on your calendar. It will be put on by the Ohio Section and held on April 20 and 21, 2015 in Dayton, Ohio.



I also had the honor of attending the ITE International Annual Meeting in Seattle this August with my wife Vicky (see photo on right). What a beautiful and vibrant city to visit. I was very impressed with conference, the accommodations and the City of Seattle. We particularly enjoyed their public transportation system, using the Central Link light rail to get from the airport to downtown and the Metro Transit Water Taxi to get to West Seattle. We also did a lot of sightseeing on foot, as the City is very accommodating to pedestrians. A special thank you goes out to OHM Advisors and the Michigan Section of ITE for their support in sending me to the event.

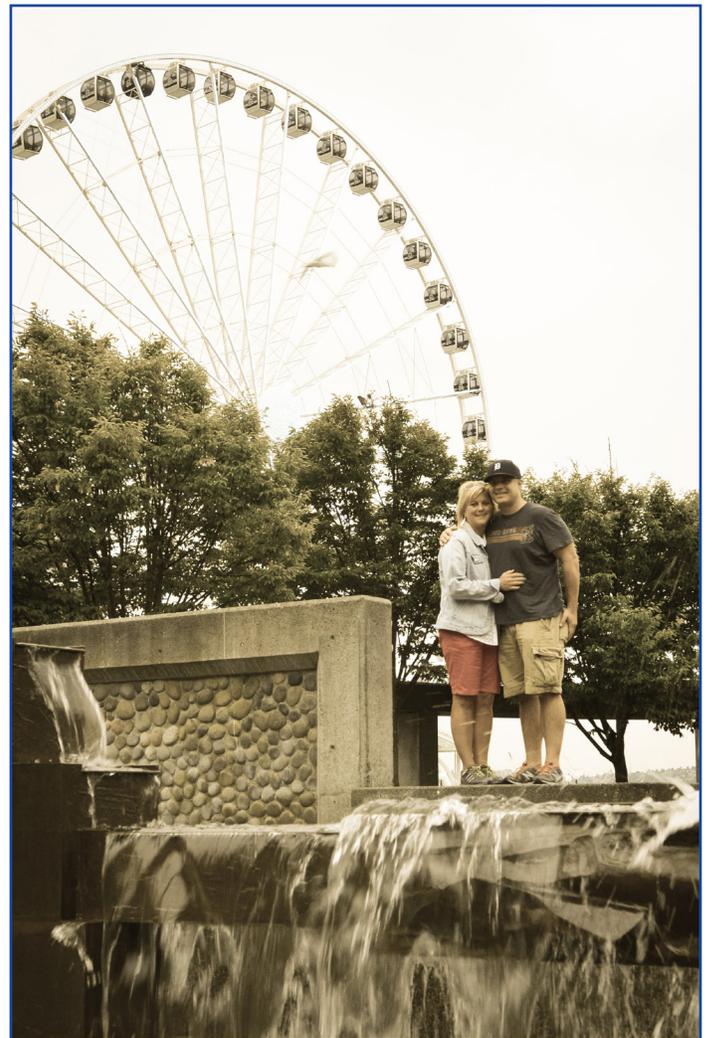
*Steven Loveland can be reached at (734) 522-6711 or [steven.loveland@ohm-advisors.com](mailto:steven.loveland@ohm-advisors.com).*

## Meet Your Director! Matthew Hill, Parsons Brinckeroff



I have 13 years' experience in transportation planning and traffic engineering with special emphasis in microsimulation and signal operations through my work for Parsons Brinckerhoff, with professional engineering licenses in Michigan and Illinois and a PTOE certification.

I enjoy the networking and information exchange that ITE affords, and am always looking for new information on how to make our transportation networks more efficient and safe. I believe being active in our professional society exposes us to the state of the art and new ideas



(even if they challenge our own). I have had the opportunity to present at several Michigan ITE Technical Sessions on various topics as well as published in the ITE Journal. I look forward to being a member of the Board so I can help continue to grow our Michigan Section and continue to strengthen our outreach to our student chapters.

I reside in Kalamazoo with my wife and three children, and am a graduate of the Honors College of Michigan State University.

*Matthew Hill can be reached at (313) 310-8239 or [hill-ma@pbworld.com](mailto:hill-ma@pbworld.com).*

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## 2014 Spring Golf Outing Summary By Aimee Giacherio, Wade Trim

The ITE Educational Fund Golf Outing held its 22nd annual benefit golf outing at Mystic Creek Golf Club in Milford, Michigan on Thursday, May 29th. The Michigan Section ITE Golf Committee would like to extend our thanks to all the firms that generously supported this year's benefit golf tournament. This year's golf outing was a success with a total of 97 golfers and gorgeous weather. There were 25 hole sponsors and numerous door prize contributors, which are all listed on the right.

Additional thanks are extended to all of the outing participants. Many of you dug deep into your pockets to participate in the on-course challenge holes, raffle, and flagging tape which contributes to over 20 percent of the total profit. This year, profits from the event totaled \$9,924.48, 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.

Congratulations to Joe Rodes, Lon DeMink, Louie Capuano, and Stanley Quinney who captured first place at the event! Thanks to all who made this event a success!

### Hole Sponsors:

-Bill Zipp	-MDI Traffic Control
-Billy Fields Cookies	Products
-Carmanah Technologies Corporation	-OHM Advisors
-Carrier & Gable	-Parsons
-Dialight Corporation	-Parsons Brinckerhoff
-Eberle Design Inc.	-Pelco
-Energy Absorption Systems, Inc.	-Rathco Safety Supply
-Global Traffic Technologies	-Sensys Networks Inc.
-Hubbell, Roth & Clark, Inc.	-Siemens
-Integral Blue	-The Mannik & Smith Group
-Iteris, Inc.	-Traffic Control Corporation
-ITS Michigan	-Union Metal Corporation
	-Utility Metals
	-Wade Trim

### Lunch Sponsors:

-Bill Zipp	-MDI Traffic Control
-Billy Fields Cookies	Products
-Carrier & Gable	-Parsons
-Dialight Corporation	-Pelco
-Eberle Design Inc.	-Traffic Control Corporation
-Energy Absorption Systems, Inc.	-Utility Metals

### Door Prize Contributors:

Joseph Marson  
Kevin McCarthy  
Michigan Tech University - Bill Sproule  
Gary Piotrowicz

*Aimee Giacherio can be reached at (616) 363-8181 or [agiacherio@wadetrim.com](mailto:agiacherio@wadetrim.com).*



**Winning Team of Joe Rodes, Lon DeMink, Louie Capuano, and Stanley Quinney**



**Photo of Seattle taken by Steven Loveland**

## ITE Michigan Section 2014 Student Paper Winners

Congratulations to the 2014 student paper winners! Their paper abstracts are provided below.

- 1st Place \$500 Award -

**Bachir Hamadeh**

from Wayne State University

- 2nd Place \$300 Award -

**Veronica Maslanka**

from Western Michigan University

likely to be restrained during certain hours of the day and on weekends. Belt use rates varied across different geographic regions of the state. However, the southern region of the state was associated with higher use rates and increases in belt use were slightly less pronounced in the Detroit metropolitan area, which has historically shown lower use rates than the rest of the state. Finally, a correlation was found in belt use among occupants in the same vehicle where more drivers used a seat belt when the accompanying passenger was belted.

### Commerical Motor Vehicle Safety Belt Rates

By: Bachir Hamadeh

Wayne State University

The escalating number of crashes involving commercial motor vehicles (CMV) on a national level concerns law enforcement, transportation safety/planning organizations, and most notably trucking firms. The high fatality and injury figures are blamed on a relatively low seat belt use rates among CMV occupants as compared to those of passenger cars. Many organizations are aiming to increase seat belt use rates by allocating funds for education and enforcement programs targeted towards special groups, organizations, and classes of commercial trucks. This study utilizes direct observational survey data in Michigan to analyze factors associated with CMV occupant belt use using random effects logistic regression. The dataset includes information on driver and passenger belt use and demographics, vehicle information, as well as several other variables. The results show that certain vehicle types were associated with the likelihood of CMV occupant seat belt use. While the race of the occupant was shown to be somewhat correlated with seat belt use rates, other occupant demographic characteristics (gender, age, income, etc.) had little effect. In addition, CMV occupants were found to exhibit inconsistent behavior temporally as they were more

### Safety Analysis of Rural Two-Lane Highways

By: Veronica Maslanka

Western Michigan University

The objective of this research was to conduct a safety analysis of rural two lane highways. M-43, which is a rural two lane highway located in Southwest Michigan was chosen as a primary example to conduct the safety analysis. Research was done with accident data from a six year period (2007 thru 2012). The data was provided by the Michigan Department of Transportation's Transportation Planning Department. Along with a safety analysis, there was a comparison of two lane rural highways with four lane rural highways. In order to conduct a proper comparison of two lanes versus four lanes highways with high accuracy, the two compared segments of roadway had the same posted speed limit and were both relatively straight with a controlled segment length. The roadways also had roughly the same crash mean speed and environmental conditions. With these controlled features, the comparison of the number of lanes could be accurately analyzed. Once the analysis and comparison were complete, there were different recommendations to help reduce the amount of crashes on M-43, the rural two lane highway.

## 2014 Fall Golf Outing By Aimee Giacherio, Wade Trim

The ITE Michigan Section held its annual fall golf outing at Willow Wood Golf Club in Portland, Michigan on Thursday, September 18, 2014. This year's outing had a total of 23 golfers for a fun day on the course.

Congratulations to the winning team of Ben Chen, Lev Wood, Jim Snell, and Dave Allyn!

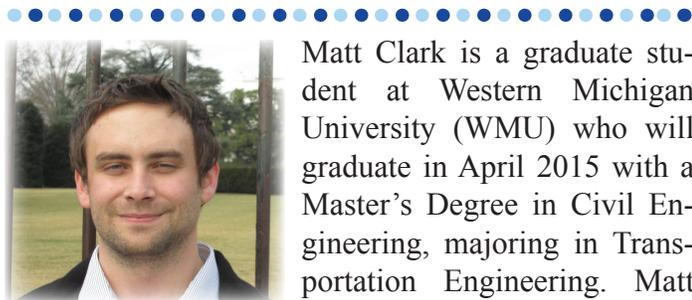
*Aimee Giacherio can be reached at (616) 363-8181 or [agiacherio@wadetrim.com](mailto:agiacherio@wadetrim.com).*

## ITE Michigan Section 2013 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 2013 winners were:

- Matthew Clark - Western Michigan University
- Trevor Kirsch - Wayne State University
- Samuel Redinger - Michigan Tech University
- Bryce Wegner - Western Michigan University

Congratulations to the winners! Information about Matthew, Trevor and Bryce are provided in the following paragraphs.



Matt Clark is a graduate student at Western Michigan University (WMU) who will graduate in April 2015 with a Master's Degree in Civil Engineering, majoring in Transportation Engineering. Matt

previously obtained his Bachelor's Degree in Civil Engineering from WMU. He is currently working as a Graduate Assistant on the Michigan Department of Transportation (MDOT) funded research project entitled "Cost & Benefits of MDOT Intelligent Transportation System Deployment" in WMU's recently established University Transportation Center for Livable Communities. Matt's contribution to MDOT's funded project "Development of Performance Measures for Non-Motorized Dynamics" formed the basis for a paper titled "Cultural, Perceptual and Educational Factors on Non-Motorized Traffic Safety" which he presented at the 2014 Transportation Research Board (TRB) annual meeting in Washington D.C. as the primary author.

*Matthew Clark can be reached at [matthew.l.clark@wmich.edu](mailto:matthew.l.clark@wmich.edu).*



Trevor Kirsch, from Macomb, Michigan, is an undergraduate civil engineering student at Wayne State University (WSU) pursuing a Bachelor of Science degree. He is a recipient of the WSU Presidential

Scholarship and is presently a member of the Irvin D. Reid Honors College. Trevor has been recognized on the Dean's List every semester and holds a 3.81 GPA.

Trevor was hired as a Student Research Assistant with the Transportation Research Group at WSU as a freshman. He is the second author of the manuscript titled "A Disaggregate-Level Assessment of Changes to Michigan's Motorcycle Helmet Use Law on Motorcyclist Injury Outcomes." This research was presented at TRB in January, 2014. He is also currently working on a research project with a WSU associate professor entitled "The Longitudinal Analysis of Traffic Fatalities Considering Socioeconomic and Demographic Factors."

Trevor is a student member of the Michigan Section and International member of ITE. He is looking forward to graduating with his Bachelor degree in 2016 with both university and departmental honors. He plans to further his education and obtain a graduate degree, while specializing in transportation. Trevor is eager to make great educational strides and add valuable resources to the field of transportation engineering.

*Trevor Kirsch can be reached at [trevorkirsch@wayne.edu](mailto:trevorkirsch@wayne.edu).*



Bryce Wegner received his Bachelor's Degree from WMU in Civil Engineering and is currently pursuing a Master's Degree in Civil Engineering specializing in Transportation Engineering. He is from

Vicksburg, Michigan and will graduate in April 2015. Bryce has worked on the MDOT funded research projects entitled "Development of Performance Measures for Non-Motorized Dynamics" and "Cost & Benefits of MDOT Intelligent Transportation System Deployment". Bryce is a student member of the Michigan Section and International ITE and participated in the 2012 ITE Traffic Bowl as an undergraduate.

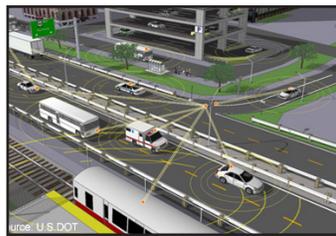
*Bryce Wegner can be reached at [bryce.t.wegner@wmich.edu](mailto:bryce.t.wegner@wmich.edu).*

## Detroit Builds First Urban Canyon By Sunny Jacob, City of Detroit

The City of Detroit has constructed a Connected Vehicle Test Bed in downtown Detroit. Connected Vehicle technology shows great promise in transforming the way Americans travel. Through the use of wireless technology, connected vehicles are communicating to each other and to traffic engineers important safety and mobility information. The two figures below show conceptually how specially equipped vehicles can communicate with other vehicles and/or roadside equipment.



**Vehicle-to-Vehicle**



**Vehicle-to-Infrastructure**

Connected vehicle systems are based on Dedicated Short Range Communication (DSRC) – technology similar to Wi-Fi, which is fast, secure and reliable. Using either in-vehicle or after-market devices that continuously share important safety and mobility information, vehicles ranging from cars to trucks and buses to trains would be able to “talk” to each other. One day connected vehicles could alert motorists of unsafe roadway conditions, impending collisions, or dangerous curves. Connected vehicles could also “talk” to traffic signals, work zones, toll booths, school zones, and other types of infrastructure.

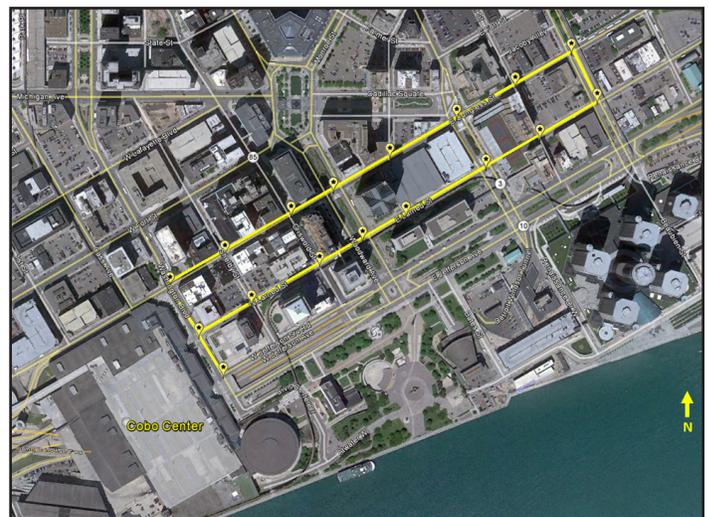
The Detroit Test Bed was intended to meet the following four primary objectives:

1. Provide an urban environment for Intelligent Transportation System (ITS) Connected Vehicle (CV) Hardware and Software developers to demonstrate leading edge technology during the ITS World Congress in Detroit in the fall of 2014.
2. Provide a unique urban canyon environment in which hardware and software developers can advance Connected Vehicle research and development beyond the 2014 World Congress.
3. Integrate Connected Vehicle technology into the City of Detroit’s day-to-day traffic operations and management.

4. Serve as a pilot deployment for a future City-wide deployment if the National Highway Traffic Safety Administration (NHTSA) mandates devices in all vehicles.

The 2014 ITS World Congress was held in Detroit, Michigan in September 2014 at Cobo Center and showcased the state-of-the-art hardware, software, lessons learned, and government policies related to the deployment and operation of future Intelligent Transportation Systems. A significant portion of the World Congress was the Technology Showcase in which companies from around the world demonstrated their latest hardware, software, applications, and services. During World Congress, this Test Bed was monitored from both the City’s TMC and the “TMC of the Future” exhibit inside Cobo Center.

As part of the Test Bed, the City installed roadside equipment devices (RSEs) at 17 signalized intersections that created an approximately 1.25 mile loop route from Cobo Center using Larned Street and Congress Street as shown in the following figure.



The RSE is a key component of a Connected Vehicle program. The RSEs “talk” to devices in the vehicles as well as the Traffic Management Center and local traffic signal controller. RSEs enable vehicles to send and to receive data. RSEs typically contain two Dedicated Short Range Communication (DSRC) radios for communication with vehicles. One DSRC radio is used to broadcast service advertisements and general purpose, non-safety related messages (i.e. traveler information like congestion, parking availability and pricing, etc.) and the other radio is dedicated

*(Continued on Page7)*

## Detroit Builds First Urban Canyon

to sending and receiving safety critical messages (i.e. Signal Phase and Timing, emergency vehicle approaching, etc.). Signal Phase and Timing (SPaT) gives information to vehicles as they approach the intersection, such as Red Light Violation Warning or Intersection Collision Avoidance messages. These messages are provided by the Signal Controller and sent to the RSE for broadcast. Additionally, a geometric intersection description or map is also broadcast by the RSE so the receiving vehicles can determine which signal phase applies to them based on their position.

The Detroit Test Bed is operated and managed from the City's Traffic Management Center located at 2633 Michigan Avenue. The Test Bed computer display consists of a map with data points representing the location of each RSE in the system. Each RSE is color coded as green, yellow, or red, to indicate the health/status of the device, where "green" indicates the RSE is fully functional, "yellow" indicates the RSE is functioning in a limited capacity, and "red" indicates the RSE is not functioning. Data received from vehicles is also displayed on the map as mono-colored data points indicating the vehicles location when the data was sent.

## Cont'd from Page 6

The City of Detroit selected the team of Hubbell, Roth & Clark, Inc. (HRC) and Leidos to provide system manager services for the implementation of the Test Bed. The project is being funded through a combination of federal funds: Congestion Mitigation Air Quality and Surface Transportation Program funding. Construction of the RSEs is completed which testing of the communication system is expected to be completed by the end of the year.

The City of Detroit does not expect to develop or issue contracts for applications in this effort, but rather will provide technical advice and integration oversight to facilitate the integration, testing and acceptance of applications developed by World Congress participants as well as research and development firms. This system will attract research and development activities to the City of Detroit well beyond the 2014 World Congress.

*Sunny Jacob can be reached at (313) 628-5604 or [sunjac@detroitmi.gov](mailto:sunjac@detroitmi.gov).*

## News about Our Members



Colleen Hill-Stramsak was promoted to Associate and head of the Traffic Department at Hubbell, Roth & Clark, Inc. In this position, Colleen will oversee the daily operations of HRC's Traffic Engineering Department, strategically allocating professional staff and resources

and overseeing traffic and transportation projects for municipal, industrial and private clients. Congratulations Colleen!

Congratulations to Lia Michaels (HRC) and Cathy St. Pierre (Parsons) on the birth of their baby boys! Lia's son, Victor Jacob, was born at 2:29 AM on April 6th and Cathy's son, Ethan Garrett, was born at 10:15 AM on July 24th.

John Abraham is back in the public sector. John is now Director of Traffic & Operations at the Macomb County Department of Roads. Good luck at your new job John!

Changes are happening at the Traffic Improvement Association (TIA) of Michigan. Dave Allyn has officially retired. Enjoy your retirement Dave! And TIA recently hired Patrick Cawley as the Executive Director of Transportation Engineering. Good luck at your new position Patrick!

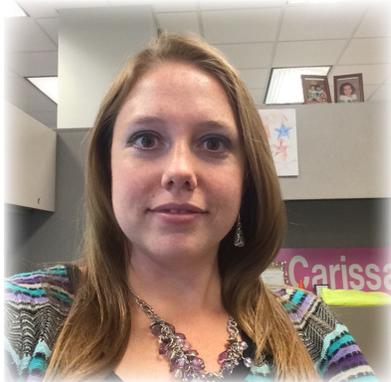


Dan Thompson passed away at his home in Mattawan in October. A long time ITE and IMSA supporter, Dan was an animated, funny and caring person who enjoyed his work selling and supporting highway safety products. Dan was a sales representative for Carrier & Gable at the time of his death and Rathco Safety Supply previously. Our thoughts and prayers go out to his family and friends.

The Board of Directors is looking for someone to fill the position of Chairperson of Technical Programs. If interested, please contact Steve Loveland at (734) 522-6711 or [Steven.Loveland@ohm-advisors.com](mailto:Steven.Loveland@ohm-advisors.com).

## 2015 Director Candidates

**Carissa D. McQuiston, P.E.**



Carissa McQuiston is the Non-Motorized Safety Engineering Specialist for the Michigan Department of Transportation. In this position, she is responsible as a statewide resource for pedestrian and bicycle issues on trunkline and local networks working towards reducing fatalities and serious injuries. Specifically, she is developing non-motorized guidance and training as well as managing the MDOT Road Safety Audit program. Carissa also serves as the co-chair of the Pedestrian and Bicycle Safety Action Team on the Governor's Traffic Safety Advisory Commission charged with developing an action plan for improving safety.

Prior to joining MDOT, Carissa spent seven years with the City of Grand Rapids as Traffic Engineer/Traffic System Engineer; supervising the signal, sign and traffic engineering staff. Carissa also has previous experience in various traffic engineering positions with HNTB, URS and Wilbur Smith.

Carissa graduated from Michigan State University (Go Green!!) with a BS and MS in civil engineering and has been a member of ITE since entering the engineering program at MSU. She is on the MITEC planning committee for this year's December conference/annual meeting and is very excited about the opportunity to join the ITE Board at a time when these technical sessions and conferences are taking on added importance in providing professional development hours for our registered engineers. She lives in Holt, has been married for eleven years, and has two children ages 8 and almost 6 years old.

*Carissa McQuiston can be reached at (517) 335-2834 or [mcquistonc@michigan.gov](mailto:mcquistonc@michigan.gov)*

**Paul Shumejko, P.E., PTOE**



Paul Shumejko is the Transportation Engineer for the City of Rochester Hills. Paul has worked for the city for 17 years and oversees the transportation group. His traffic engineering responsibilities include performing traffic studies, reviewing private development site plans and traffic impact studies, issuing traffic control orders, coordinating street light installations, overseeing the city's sign shop operations, and assisting in the management of over 250 miles of public roads and 90 miles of pedestrian pathways.

He is the staff representative for the city's Advisory Traffic and Safety Board, which interacts with residents, Oakland County Sheriffs Office, and the local school districts to mitigate traffic related safety concerns throughout the city. One of the programs successfully implemented via the ATSB is the city's traffic calming program. The program to date has installed over 50 traffic calming devices, including speed humps, splitter islands, and radar speed display units throughout the city.

Paul actively manages many of the city's construction projects including roads, traffic signals, pathways, and sidewalks. He is involved with all phases of these infrastructure improvements from capital improvement planning, budgeting, design, and construction engineering. Paul earned his BS in civil engineering from Michigan State University and also holds a MS in civil engineering from Wayne State University and a MBA from Oakland University. He is also a licensed PE in Michigan and a certified PTOE.

*Paul Shumejko can be reached at (248) 841-2489 or [shumejkop@rochesterhills.org](mailto:shumejkop@rochesterhills.org)*

## Daniel B. Fambro Student Paper Award Winner - Brendan Russo

Brendan Russo was awarded the Daniel B. Fambro Student Paper Award at the ITE Annual Meeting in Seattle in August (see photo on right). Brendan is a PhD student from Wayne State University who just transferred to Iowa State to finish his degree. Congratulations Brendan!

The purpose of the Daniel B. Fambro Student Paper Award competition is to encourage student members of ITE to conduct and report on independent and original research and investigation of traffic or transportation engineering subjects and to provide a means for recognizing outstanding accomplishment in this area. The award is named after Daniel B. Fambro, professor at Texas A & M University and Associate Research Engineer at the Texas Transportation Institute. Dan died in September 1999 at the age of 48. In naming the award in



Dan's honor ITE recognizes his exemplary service to ITE and his dedication to his students and the profession.

*Brendan Russo can be reached at (313) 549-6432 or [brusso@iastate.edu](mailto:brusso@iastate.edu).*

## New Members of ITE Michigan Section

### Regular Members:

Elena Yadykina  
Irene Christy Olimpiu Apahidean Jr.

### Student Members:

Bachir Hamadeh  
Amirarsalan Molan  
Lusanni Acosta

### Westin Thayer

Matthew Clark  
Ashley Thomas  
Whitney Briggs  
Zachary Miller  
Mitchell Grabowski  
Varonica Maslanka  
Bryce Wegner

Welcome to the Michigan Section of ITE!!

*Do you want to become a member of the Michigan Section of ITE?  
If so, please contact the  
Section Secretary Brent Schlack at  
(734) 327-6670 or [schlackb@wroads.org](mailto:schlackb@wroads.org).*

## Important Upcoming ITE Meeting Dates

2015 International  
Annual Meeting & Exhibit  
August 2-5, 2015  
The Diplomat Resort & Spa  
Hollywood, Florida

2015 Technical Conference  
October 28-31, 2015  
Westin La Paloma  
Tuscon, Arizona

## 2015 ITE GREAT LAKES ANNUAL MEETING

Transportation Performance:  
State of Technology, Tools and Practice  
April 20-21, 2015  
Sinclair Community College, Dayton, Ohio



## The Future of Intelligent Transportation Systems is in Michigan By Richard Beaubien, Beaubien Engineering

Several important exhibitors at the ITS World Congress in Detroit this year are ensuring a lasting legacy for the ITS Industry for years to come. The University of Michigan (U-M) announced funding partners in its Mobility Transformation Center, a major public private research and development initiative that aims to revolutionize the movement of people and goods in society. Spanning such sectors as auto manufacturing, suppliers, ITS, insurance, telecommunications, data management, and mobility services, the Transformation Centers Leadership Circle will joint with government and academic partners to lay the foundation for a commercially viable system of connected and automated vehicles.

Working with the Michigan Department of Transportation, U-M researchers are currently constructing a unique, simulated urban environment for testing connected and automated mobility systems. The Mobility Transformation Facility is a central element of the U-M's Mobility Transformation Center, a joint project with industry and government to develop and implement an advanced system of connected and automated vehicles for moving people and freight on the streets of southeastern Michigan by 2021.

Located on 30 acres of U-M's North Campus Research Complex, the off-roadway test site will simulate the complexities of a dynamic, urban environment. It will include a network of approximately four lane-miles of

concrete and asphalt roads with intersections, traffic signs and signals, sidewalks, roundabouts, simulated buildings, streetlights, and obstacles such as construction barriers. Current plans call for the facility to be completed by the spring of 2015 with a construction cost of \$6.5 million. Funding will be provided by U-M's College of Engineering, the Office of Research, the Office of the Provost, and a grant from the Michigan Department of Transportation.

Connected vehicles, commonly known as vehicle-to-vehicle (V2V), have been tested extensively by the University of Michigan Transportation Research Institute in the USDOT's Safety Pilot Model Deployment in Ann Arbor. The results have been used to support the Advanced Notice of Proposed Rule Making announcement by the National Highway Traffic Safety Administration. With the help of the Michigan Economic Development Corporation, the Mobility Transformation Center is building on this two-year deployment of 3000 vehicles to create a major V2V deployment of 9000 vehicles in Ann Arbor. The Center is also working with the Michigan Department of Transportation and industrial partners to provide sufficient infrastructure in southeast Michigan to support a deployment of 20,000 connected vehicles.

*Richard Beaubien can be reached at (248) 515-3628 or [rfaubien@gmail.com](mailto:rfaubien@gmail.com).*



### Transportation Performance: State of Technology, Tools and Practice

ITE invites you to submit abstracts for presentations or poster sessions to be considered for the Great Lakes District Annual Meeting to be held in Dayton, Ohio on April 20-21, 2015. The purpose of the conference is to share knowledge, expertise, and ideas on the multifaceted approaches to addressing transportation issues and to explore emerging industry trends.

ITE encourages submission of abstracts that focus on improving performance of our transportation network. Your

abstract should provide potential solutions that address challenges transportation professionals face. Abstract submission deadline is December 8, 2014. Completed abstracts should contain the following and be emailed to [ite.gld.2015@gmail.com](mailto:ite.gld.2015@gmail.com):

- Title
- Text: 750 character limit, no tables, graphs or photos
- Applicable Major Topic Area: Operations, Technology, Planning, Multimodal, or Professional Development
- Contact Information including co-authors, if applicable

## Treasurer Report - September 2014

### By Paul Arends, Michigan Department of Transportation

**Section Fund Balance (As Of September 30, 2014) \$ 19,213.81**

Regular Fund Balance	\$ 22,928.72
Educational Fund Balance	\$ (4,799.35)
Technical Projects Fund Balance	\$ 1,084.44

#### ACTIVITIES for January 1 through September 30, 2014

**Income - Section Regular Fund \$ 3,852.62**

Dues (less paypal fees)	\$ 1,841.53
Meetings	\$ 2,011.09

**Expenses - Section Regular Fund \$ 3,703.24**

Meetings	\$ 2,703.24
General liability Insurance	\$ 1,000.00

**Income - Section Education Fund \$ 18,524.61**

thru October 8, 2014

Member Contributions	\$ 1,831.48
Golf Outing: Golfer Fees	\$ 9,288.65
Golf Outing: Sponsor Fees	\$ 5,315.00
Golf Outing: Challenge Hole Profit	\$ 813.00
Golf Outing: Miscellaneous	\$ 1,276.48

**Expenses - Section Education Fund \$ 22,739.72**

Golf Outing: Gifts/Prizes	\$ 1,500.00
Golf Outing: Course Fee (Golf/Cart/Lunch)	\$ 7,835.00
Transfer to National	\$ 10,000.00
Student Group Trips	\$ 1,000.00
Student Paper Competition	\$ 300.00
Student Group Competition	\$ 2,104.72

### Advertising with the Michigan Section of ITE

Are you looking for a new way to advertise or a qualified candidate to fill a position at your organization?

There are many opportunities to advertise and post job opportunities with the Michigan Section of ITE. For a small fee, you can advertise or post a job opportunity in the *MichiganITE* and reach hundreds of Michigan Transportation Professionals and their colleagues. For rate

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There is also an area on the Michigan Section website where you can post and find job opportunities for free. Check out the website at [www.itemichigan.org](http://www.itemichigan.org). For information on posting, contact any member of the Executive Board (see page 12).

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