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Transportation Successes: Let's Build on Them

September 11-14
Shaw Conference Centre
Edmonton, Alberta

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The complete TAC conference registration information, including the program-at-a-glance, hotels and travel, companion program as well as a description of all events and technical tours, are posted online. To guarantee your spot, don't forget to preregister online for technical tours and workshops!

www.tac-conference.ca



TAC to Investigate Truck Lanes in Canadian Urban Areas

TAC has launched a project to investigate the potential for truck lanes in Canadian urban areas and to identify appropriate conditions in which they may be considered for efficient handling of truck traffic.

Trucks access urban centres for pickup and delivery of goods year-round. Congestion, associated with increased greenhouse gas emissions and time delays, is increasing on urban roads. The unpredictability of the delays that truckers experience reduces the efficiency of goods movement and increases costs for both shippers and end users. The fluidity of the traffic stream is also impacted by trucks due to their physical and performance characteristics and the nature of their work.

Restricting the use of a lane on a roadway to particular vehicles is one approach that can help manage traffic on the urban road network. Truck lanes, which separate trucks from other traffic, can improve the efficiency of goods movement in an urban area. At the same time, the reduction of trucks in remaining lanes can improve traffic flow for other vehicles, which yields social, economic and environmental benefits to the community at large.

Recommended by the Transportation Planning and Research Standing Committee of TAC's Urban Transportation Council, the project will identify and evaluate current practices for promoting, designing and operating truck lanes in Canadian urban areas. The focus is on trucks that deliver or pick up goods in the area, rather than trucks traveling through the

region. Both existing and planned transportation corridors will be considered.

The end product will provide planners and stakeholders with information they need to consider regarding the implementation of truck lanes as an approach to efficiently share transportation networks among users.

The project steering committee is currently finalizing terms of reference for a consultant assignment and will seek proposals from interested candidates. The request for proposals will be available on the TAC website in the sponsored projects section in August. 

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The Town of Milton Praised for its Award-winning Marketing Program

The winner of TAC's 2011 Sustainable Urban Transportation Award is **the Corporation of the Town of Milton** in recognition of their marketing program to encourage transit use in Milton.

The award recognizes innovative contributions by TAC members to the development and enhancement of urban transportation, as well as innovation and transferability to other Canadian communities.

Mobility Milton 2010 offers a suite of services that can easily be applied to Canadian municipalities. Examples include free trial transit service; passenger appreciation day; special event transit service; and student and youth engagement, as well as community outreach initiatives. These services were strategically developed toward specific target markets to adequately measure program effectiveness.

The Town of Milton is located within the Region of Halton on the western edge of the Greater Toronto and Hamilton Area in southern Ontario. Over the past years, Milton has experienced rapid residential, retail and employment sector growth, and is expected to hit 238,000 residents by 2031. The implementation of innovative business strategies to increase transit ridership will help gauge the city's projected growth.

The successful marketing campaign yielded positive ridership growth, and public perception and environmental awareness, leading to the enhancement of a sustainable public transportation system.

One other nomination, *City of Kitchener: King Street Master Plan – City Centre District*, submitted by **The Corporation of the City of Kitchener**, was also evaluated by TAC's Sustainable Transportation Standing Committee panel.

Both nominees will present their projects during a session based on the 2011 award at the upcoming TAC conference in Edmonton. 



Manual Updates on Pavement Markings for Multiple Left-Turn Lanes

Pavement markings for multiple left-turn lanes will be updated in the *Manual of Uniform Traffic Control Devices for Canada (MUTCDC)*.

The updates were recommended as a result of a volunteer project conducted under the auspices of TAC's Traffic Operations and Management Standing Committee and have been approved by the Chief Engineers' Council.

Many jurisdictions typically have intersections with multiple left-turn lanes, consisting of two or three lanes, where turn lanes are introduced near intersections, rather than a continuous lane that becomes a left-turn lane.

Prior to the volunteer project, there were no standard applications identified in the manual for this design. Guiding lines are mentioned in Section C2.6 but there were no diagrams showing how they should be applied.

The approved updates include text changes in Sections C2.6 and C2.8.2, as well as the addition of a new accompanying figure (C2-24). The typical markings for multiple left-turn lanes at an intersection are defined by a solid line, with the right-most lane extended by a continuity line. Pavement arrows are used at every 15 m of each left-turn lane, beginning at a point 5.0 m from the stop line or the start of the radius.

TAC's Editing and Publishing Subcommittee will review the material before the MUTCDC updates are released.

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Send your story ideas and suggestions to news@tac-atc.ca

TAC is a national not-for-profit association with a mission to promote the provision of safe, secure, efficient, effective and environmentally and financially sustainable transportation services in support of Canada's social and economic goals.

The Association is a neutral forum for gathering or exchanging ideas, information and knowledge on technical guidelines and best practices.

In Canada as a whole, TAC has a primary focus on roadways and their strategic linkages and inter-relationships with other components of the transportation system.

In urban areas, TAC's primary focus is on the movement of people, goods and services and its relationship with land use patterns.

Understanding Data on the Movement of People Leads to Improved Transportation Systems

TAC recently launched a project about the coordination, collection, processing and management of data on the movement of people in Canadian urban areas.

Viable and comprehensive programs to collect and maintain travel data are essential to evaluate the movement of people and the factors that influence travel behaviour. Understanding this data can help professionals make informed decisions in order to develop an affordable and sustainable transportation system and a liveable and prosperous society.

The methodology and frequency of collecting travel data varies widely among Canadian jurisdictions and agencies depending upon budgets, priorities and specific needs. The social, technological and economic context for collecting data is currently changing. As a result, methods that have worked effectively in the past are now becoming increasingly costly, unwieldy and possibly deficient.

TAC's new project will examine issues related to current and anticipated future data gathering processes and assess the potential for new approaches, technologies and techniques. A business approach, outlining requirements for effective, efficient and affordable data collection programs and demonstrating their significance in transportation planning, will also be developed.

Advanced through the Urban Transportation Council's Transportation Planning and Research Standing Committee, the initiative is expected to deliver a comprehensive report including best practices and a framework for collecting and managing travel data on the movement of people in urban areas. Survey needs of Canadian transportation agencies will be addressed in the report's recommendations.

This summer, a steering committee will select a consultant to conduct the project, which should be completed in the fall of 2012.

Project sponsors include **Transport Canada**, the **Ministry of Transportation of Ontario**, the **Ministry of Transport of Quebec**, **l'Agence métropolitaine de transport**, **Halifax Regional Municipality**, **Metrolinx** and the **cities of Edmonton, Mississauga, Montreal and Ottawa**.

A Moment in Time – Historical Milestones in Transportation

As a prelude to TAC's centennial in 2014, TAC News introduces A Moment in Time, a column featuring historical anecdotes showcasing milestones in transportation. Montreal will host the Association's 100th birthday celebrations, providing an opportunity to highlight important Canadian achievements in the transportation sector.

TAC's origins date back to 1914, when the Canadian Good Roads Association (CGRA) was founded. CGRA was mainly concerned with the establishment of a superior national road network and was one of the main forces behind construction of the Trans-Canada Highway.

During the 1950s, CGRA became more involved with specialized technical activities and by the 1960s, its role had broadened, resulting in a name change to the Roads and Transportation Association of Canada (RTAC) in 1970.

Throughout the 1970s and 1980s, RTAC continued to expand its mandate to include all modes of transport for passengers and freight, and, in 1990, the name of the organization was changed to reflect the increased scope of activities.

In 2001, TAC adopted a more focused mandate, with a particular emphasis on roadway infrastructure and urban area transportation issues. 



Ucal-Henri Dandurand, first president of RTAC and one of Canada's pioneer motorists

Photo: RadioCanada.ca

MUTCDC Updates: Sign Colours for Off-Road Facilities

A volunteer project of the Traffic Operations and Management Standing Committee has recommended amendments to TAC's *Manual of Uniform Traffic Control Devices for Canada* (MUTCDC) regarding traffic sign colours for off-road facilities.

The amendments, which have been approved by TAC's Chief Engineers' Council, will specify white lettering and symbols on blue background for traveller and tourist services, recreational and cultural facilities signs as well as any associated tabs.

Currently the manual recommends the use of white on brown background for many traveller services signs that identify off-road facilities. However in recent years, many jurisdictions have adopted white lettering and symbols on blue background for this type of signing.

The amendments will be finalized by the Editing and Publishing Subcommittee and an update to the manual will be issued in the coming months.

The *Manual of Uniform Traffic Control Devices* published by the United States Federal Highway Administration (FHWA) also specifies white lettering and symbols on blue background. A study conducted by the FHWA examined the contrast and conspicuity of white on brown versus white on blue signs in various lighting conditions. It concluded that brown signs require a higher level of luminance to provide the same legibility as blue signs in all lighting conditions. 



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Alberta Transportation Wins TAC Educational Achievement Award

The winner of the 2011 Educational Achievement Award is **Alberta Transportation** in recognition of their bio-technical and bio-engineering techniques in streambank stabilization.

The award recognizes outstanding contributions by an association member in the area of education relating to an in-house or external program that has one or more noteworthy elements of innovation, demonstrable payoff, widespread recognition, improved skills sets, improved practices, or provides the foundation for future and better business practices.

In 2005, Alberta Transportation started training the road building industry on bio-engineering methods through the use of workshops and hands-on field training. The training initiative was created to help prevent land disturbance and protect fish habitat and aquatic environments during the construction and maintenance of roads and bridges.

Work near water bodies often entails the installation of hard armour shoreline protection, heavy riprap and gabion structures. These methods provide a technically adequate solution to streambank stabilization problems. However, these conventional methods are costly, non-sustainable, non-environmental supportive and aesthetically unattractive.

Bio-technical and bio-engineering techniques are different. They are environmentally friendly and sustainable, provide aquatic and riparian

habitat, and are aesthetically pleasing. Bio-engineering refers to the use of plants to arrest and prevent slope failures and erosion. Bio-technical slope stabilization is the combined use of mechanical elements (or structures) and biologic elements (or plants) to arrest and prevent slope failure and erosion.



Quantifiable results

Since the introduction of the program, participants have learned how to integrate sustainable bio-engineering techniques into real-life project sites. Consultants have begun to include the award-winning methods in both streambank and slope restoration project designs. Contractors are also familiarizing themselves with the estimating and construction aspect of bio-engineering projects.

The industry has moved forward in the acceptance and the capability of incorporating these techniques, the ability to produce environmentally sustainable designs and the ability to implement them.

Award submissions were evaluated by a selection committee consisting of members of the Knowledge Management Working Group of TAC's Education and Human Resources Development Council. The award will be conferred during the 2011 TAC Conference Awards Luncheon on Monday, September 12. 



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Ontario's Ministry of Transportation Releases Sustainability Strategy

Editor's Note: In this contribution to TAC News, the Ministry of Transportation of Ontario (MTO) reports on its transportation system sustainability strategy. Proposed by TAC's Climate Change Task Force, the feature is one in a series of articles to profile climate change related initiatives of member organizations. Other organizations are encouraged to contact the newsletter editor with a view in submitting articles or briefs highlighting their own projects in this area.

In February 2011, MTO released *Sustainability inSight*, a strategy to guide the ministry in its work and to shape the provincial transportation system of the future.

The strategy aims to ingrain sustainability into internal business practices and behaviour and influence policies and programs affecting the external provincial transportation system.

Working in tandem, MTO staff from across the province developed goals supported by specific action items that will lead to a more sustainable transportation system in Ontario.

As outlined in *Sustainability inSight*, the seven strategic goals for more sustainable transportation are:

1. Increase accessibility by improving mobility, choice and safety.
2. Integrate transportation and land-use planning to reflect sustainability.
3. Consistently apply a context-sensitive approach in MTO's work.
4. Optimize infrastructure design, capacity and investment.
5. Demonstrate good stewardship.
6. Engage MTO staff expertise to promote innovation.
7. Drive a cultural shift towards sustainability.

Setting these seven strategic goals is only a first step towards lasting, meaningful change. Now that the strategy has been launched, the goals will be reached over time by completing specific actions, which will be articulated in three-year Sustainability Implementation Plans (SIPs).

Developing SIPs will be an ongoing process at MTO, and a new SIP will be publicly released every three years. Each plan will introduce new actions, report on earlier actions and indicate progression towards the seven goals. This process commits MTO to continually renew its commitment to meeting the strategic goals in a way that is accountable and transparent.

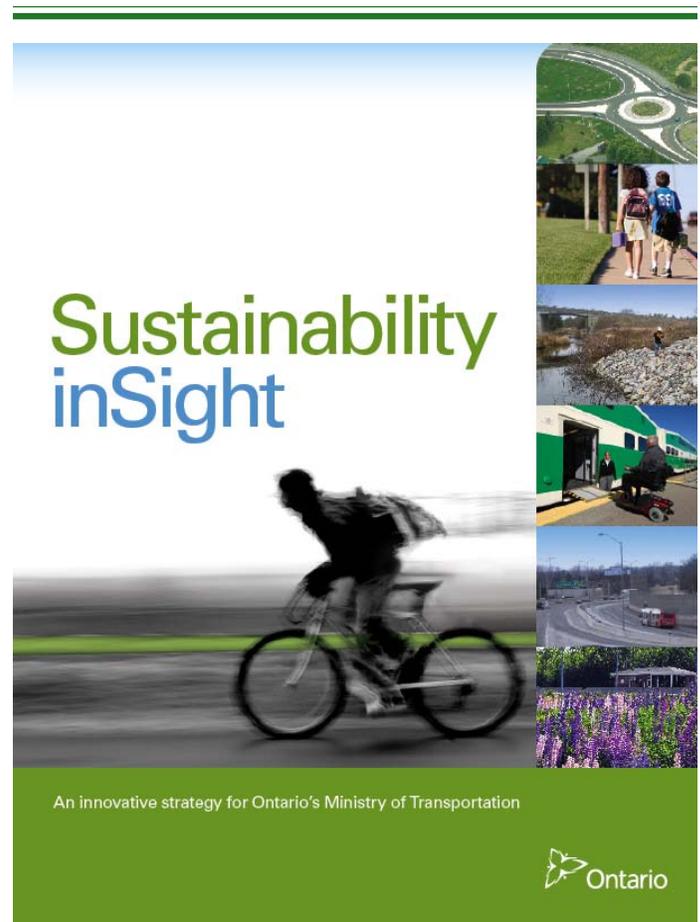
Even before the launch of *Sustainability inSight*, innovative staff members were working to put sustainability into practice. Some truck inspection stations are now using solar and wind power. MTO has also announced an incentive program for electric vehicles, set up high occupancy vehicle lanes and installed bicycle racks on buses.

As part of the Detroit River International Crossing project, reusable construction materials from demolished buildings, leading to the

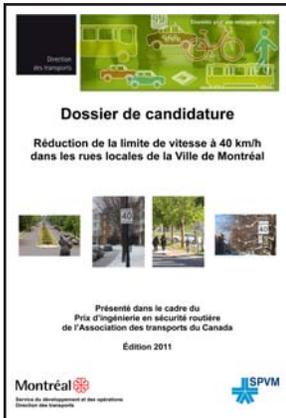
Windsor-Detroit gateway, will be reclaimed by charitable organizations. *Sustainability inSight* provides a framework to make sustainable projects such as these an integral part of the ministry's business.

MTO will continue to work with, and alongside, members of the public, the private sector, academia, non-governmental organizations, other provincial transportation departments and all levels of government to fully realize the potential of a sustainable transportation system in Ontario.

For more information about sustainability at the Ontario Ministry of Transportation, or for a copy of *Sustainability inSight*, visit MTO's website at www.ontario.ca/sustainabletransportation. 



La Ville de Montréal Honoured for Contribution to Roadway Safety



The winner of TAC's 2011 Road Safety Engineering Award is **la Ville de Montréal** in recognition of its initiative to reduce the speed limit to 40 km/h on local streets, another step towards sustainable mobility.

The award honours exemplary contributions by a TAC member in Canadian roadway safety engineering and infrastructure. It also encourages the development and implementation of roadway safety countermeasures, guidelines and safety management

systems for roadway design and operations.

Reducing the speed limit to 40 km/h on local streets is a key component of the city's Transportation Plan. There are three main aspects to this project: transportation safety, quality of life and deployment harmonization.

The award-winning program has led to the addition of a new 'speed limit signage by sector' concept to the Quebec Road Signage Standards. This

project features several highly innovative aspects: a harmonized approach to establishing speed limits across the 34 administrative city entities; improved signage visibility; development and implementation of a driver behaviour follow-up and assessment framework and improved traffic speed controls.

For the first time, legislated speed limits have been documented in a geo-referenced database. This new instrument will play a key role in the development of safer road network operations planning and management applications. La Ville de Montréal is currently developing its Urban Mobility Management Centre (CGMU), which will also facilitate future by-law updates and amendments.

Implemented at a cost of 1.7 million dollars, the 40 km/h speed limit project has placed la Ville de Montréal firmly on the road to global traffic speed management with a clear focus on traffic calming and the equitable sharing of the roadway.

One other submission, reviewed by a panel reporting to the Road Safety Standing Committee, was received: *Les audits de la sécurité routière* (**Ministère des Transports du Québec**).

The award will be presented at the 2011 TAC Conference in Edmonton. 

TAC Project Launched: Wider Pavement Markings

TAC recently launched a project to investigate the benefits of wider longitudinal pavement markings for standard applications and to establish national guidelines for their use in Canada.

Section C1.4.2 of TAC's *Manual of Uniform Traffic Control Devices for Canada* (MUTCDC) currently states: "A normal width line is 100 mm to 150 mm wide." Most Canadian jurisdictions currently use 100 mm.

It is suggested that visibility of longitudinal pavement markings may be enhanced if jurisdictions used the upper line width limit of 150 mm, especially in circumstances where water-based paint is used.

Recommended by TAC's Traffic Operations and Standing Committee, the project tasks will include a review of existing research on the use of wider longitudinal pavement markings, as well as current practices and experiences from jurisdictions in Canada and selected North American jurisdictions where wider pavement markings are used. A strategy will also be developed to conduct a pilot study.

Based on the study findings, national guidelines for the application of wider longitudinal pavement markings in Canada will be developed and amendments to the MUTCDC will be prepared if necessary.

The project steering committee has been formed and work is in progress to develop the terms of reference. The consultant selection process will start in the fall and the project is expected to be completed in late 2012.

Project sponsors include **Alberta Transportation**, the **British Columbia Ministry of Transportation and Infrastructure**, **Manitoba Infrastructure and Transportation**, the **New Brunswick Department of Transportation**, the **Ministry of Transportation of Ontario**, the **Ministry of Transport of Quebec**, **Saskatchewan Highways and Infrastructure**, **Regional Municipality of York** and the **cities of Calgary, Cambridge, Edmonton and Ottawa**. 

NEW MEMBERS

TAC is pleased to welcome the following new members:

Econolite Canada Inc.

Markham, ON

Calvin Lusted, National Sales Manager

Township of Galway-Cavendish and Harvey

Bobcaygeon, ON

Dan Luke, Public Works Superintendent

Mylene Murray

Laval (QC)

TAC Foundation Awards Scholarships for 2011

The TAC Foundation 2011 Scholarship Program will provide 46 scholarships to university graduates and undergraduates. These include 36 scholarships to applying graduate and undergraduate students, valued at \$154,500, and ten \$1,000 university and college entrance scholarships – an increase from the six entrance level scholarships awarded in previous years.



The Foundation's Scholarship Fund for the current year, valued at \$164,500, will help these successful candidates pursue their education in transportation-related careers. Congratulations to all recipients!

Scholarship Donor	Amount	Recipient	Educational Institution	Recipient Education / Interests
Waterloo Alumni	\$7,500	Leanne Whiteley-Lagace	University of Waterloo	Ph.D. Civil Engineering – Pavement Management Systems
AECOM	\$5,000	Catherine LeBlanc	Université de Moncton	Bachelor of Engineering
AMEC	\$5,000	Qingfan Liu	University of Manitoba	Ph.D. Pavements
ATS Traffic Group of Companies	\$5,000	Adnan Hammoud	Carleton University	Ph.D. Transportation Engineering
Canadian Council for Independent Laboratories	\$5,000	Mohab El-Hakim	University of Waterloo	Ph.D. Civil Engineering – Structural evaluation of perpetual pavements
Canadian Council of Motor Transport Administrators	\$5,000	Amir Ghods	University of Waterloo	Ph.D. Traffic and Safety Analysis
Cement Association of Canada	\$5,000	Adam Di Placido	University of Toronto	Undergraduate Civil Engineering
Delcan Corporation	\$5,000	David Duong	University of Waterloo	Ph.D. Transportation Planning
Dillon Consulting Limited	\$5,000	Franco Chingcuanco	University of Toronto	Bachelor of Applied Science Engineering
EBA Engineering Consultants Ltd.	\$5,000	Marlis Foth	University of Saskatchewan	M.Sc. Transportation Engineering
Golder Associates Ltd.	\$5,000	Julie Malenfant Lepage	Université Laval	M.Sc. Civil Engineering
Hatch Mott MacDonald Ltd.	\$5,000	Henry Hernandez	University of Manitoba	M.Sc. Traffic monitoring and data quality for safety analysis
HDR iTRANS	\$5,000	Samah El-Tantawy	University of Toronto	Ph.D. Transportation Engineering
Lea Consulting Ltd.	\$5,000	Jane MacAngus	University of Manitoba	M.Sc. Transportation Engineering
McCormick Rankin Corporation	\$5,000	Cloé Doucet	Université de Moncton	Undergraduate Civil Engineering
Morrison Herschfield Limited	\$5,000	Daniel Baggio	University of Waterloo	M.Sc. Civil Engineering
SNC-Lavalin Inc.	\$5,000	Fred Jay	University of PEI	Engineering Diploma
Stantec Consulting Ltd.	\$5,000	Keenan Patmore	University of Manitoba	M.Sc. Transportation Engineering
3M Canada Company	\$4,500	Mehran Kafi Farashah	University of Waterloo	M.Sc. Civil Engineering
exp	\$4,500	Behzad Rouhieh	Concordia University	Ph.D. Transportation Planning
IBI Group	\$4,500	Duane Guenther	University of Saskatchewan	M.Sc. Transportation - Infrastructure
MMM Group Limited	\$4,500	Sudipta Sarkar	University of Calgary	Ph.D. Transportation Planning
Canadian Provinces/Territories	\$4,000	Roanne Kelln	University of Saskatchewan	M.Sc. Civil Engineering
TAC Foundation	\$4,000	Ali Kassim	Carleton University	Ph.D. Civil Engineering
Canadian Provinces/Territories	\$3,000	Andrew Northmore	University of Waterloo	M.Sc. Transportation
Canadian Provinces/Territories	\$3,000	Pierre Mongeon-Bourbonnais	École Polytechnique	M.Sc. Transportation
Canadian Provinces/Territories	\$3,000	Samantha Pinto	University of Waterloo	M.Sc. Transport Engineering
Canadian Provinces/Territories	\$3,000	Catherine Savoie	Université Laval	M.Sc. Geotechnical Engineering
Canadian Provinces/Territories	\$3,000	Louis Gagnon	Université Laval	Ph.D. Mechanical Engineering
Canadian Provinces/Territories	\$3,000	Patrick Miller	University of Calgary	M.Sc. Transportation Engineering

Canadian Provinces/Territories	\$3,000	Gregory Mann	Lakehead University	Bachelor of Engineering - Civil Engineering
Canadian Provinces/Territories	\$3,000	Matthew Casswell	University of Waterloo	BA Sc. Civil Engineering
Canadian Provinces/Territories	\$3,000	Amelié Jobin	University of PEI	BA Administration
Canadian Municipalities (Pavements)	\$3,000	Joannie Poupart	Université Laval	M.Sc. Civil Engineering
TAC Foundation	\$3,000	Ahmed Farag	University of Alberta	Ph.D. Civil Engineering
TAC Foundation	\$3,000	Joshua Kummerfield	University of Manitoba	Undergraduate Civil Engineering

The 2011 TAC Foundation Scholarship Committee, headed by Chair Jeannette Montufar, generously donated their time and commitment to help select the scholarship recipients.

Since the TAC Foundation began awarding scholarships in 2006, a total of 185 scholarships valuing \$776,500 have been provided to students – including graduates, undergraduates (university and college) and entrance level – in transportation-related disciplines.

Year	# TAC Foundation Scholarships Awarded	Total Year Scholarship Value
2006	15	\$81,000
2007	21	\$111,000
2008	29	\$126,500
2009	35	\$135,500
2010	39	\$158,000
2011	46	\$164,500
Total	185	\$776,500

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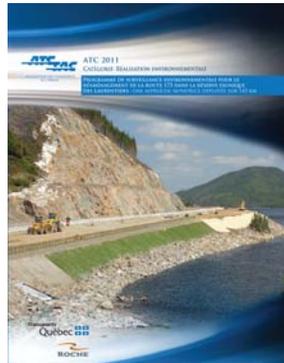
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ParkCAD: Parking Lot Design
GuidSIGN: Highway and Roadway Sign Design
TORUS: Roundabout Planning and Design

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Environmental Award Attributed for MTQ / Roche Itée Initiative

Le **ministère des Transports du Québec** (MTQ) and **Roche Itée. Groupe-conseil** are TAC's 2011 Environmental Achievement Award recipients in recognition of the environmental monitoring program for the reconstruction of Highway 175 in the Laurentian Wildlife Reserve.

The award, which recognizes exemplary contributions to the protection and enhancement of the environment or a particularly original solution to an environmental problem, will be presented during the upcoming September TAC conference in Edmonton.



Highway 175 crosses the Laurentian Wildlife Reserve over a total distance of 133 kilometres, linking the Quebec City and Saguenay regions. It is of key importance to economic and tourism development in the surrounding area.

This \$1.1 billion project involved converting the existing two-lane undivided highway into a four-lane divided highway with central median over a total distance of 174 kilometres. The environmental monitoring program covered 143 kilometres.

The new road's drainage system includes close to 300 culvert structures. Approximately 140 designated waste containment sites were developed to dispose of non-reusable excavated materials. Each of these sites features filter berms to contain sediment runoff. This innovative environmental protection measure has since been added to the MTQ Master Construction Standards.

Many important environmental considerations were taken into account, including the protection of watercourses and brook trout habitat areas, erosion-prone soils and heavy precipitation. Wildlife passages and fences were added to improve road safety and to reduce the risk of head-on collisions.

Federal and Quebec requirements as well as funding from the Government of Canada contributed to the creation of this monitoring program.

New mitigation measures were implemented to limit the project's negative economic impacts, as the road's contribution to the Quebec economy is estimated at \$10-\$15 million annually. This initiative increased the level of environmental awareness among contractors, and provided cutting edge field experience and training opportunities for both public and private sector agencies.

Before recommending the winning proposal to TAC's Board of Directors, five other nominations were evaluated by an Environmental Council panel: Environmental Management and Benefits in a Major Capital Project, Teston Road and Highway 400, York Region (**The Regional Municipality of York**); Beyond the Storm; A Risk-based Process and Tool to Enable Better Understanding and Management of Environmental and Climate Risks (**The City of Toronto**); Twinning of the TransCanada Highway through Banff National Park (**EBA, a Tetra Tech Company and McElhanney Consulting Services Ltd.**); Okotoks 32 Street Crossing – Sheep River Re-alignment (**ISL Engineering and Land Services Ltd.**); and 407 East Environmental Assessment Stakeholder Consultation Process – Community Value Plan (**Ontario Ministry of Transportation**). A session based on the award will be held at TAC's Edmonton conference. 

Discover TAC's Technical Information Service

Did you know that the TAC library is the most comprehensive transportation library in Canada?

It provides TAC members with access to technical transportation reports, articles and statistics, as well as answers to specific questions in the transportation field. Many services are also open to non-members.

TAC's Technical Information Service (TIS) operates in support of the Association's strategic objectives, with particular focus on being the preeminent source of transportation materials for Canadian practitioners and on providing a neutral forum for the exchange of ideas and the discussion of technical issues.

Information Capture and Dissemination

The TAC library catalogue contains over 23,000 records. Over the past five years it has grown by an average of 577 new entries per year. The library also publishes six issues of the *Transportation Intelligence Bulletin* per year, and supplements the Current Practices and Innovations database, housed on TAC's website, which includes references in four major categories – maintenance, construction, road safety and climate change.

The TAC wiki, managed by TIS, was started as a tool to help members collaborate on projects or topics of common interest. Any TAC committee or council member is encouraged to edit or create pages, subject to the terms of use of the wiki.

Exchanges with Other Libraries and Databases

In January 2011, the US Transportation Research Board (TRB) and International Transport Research Documentation unveiled a new combined database, TRID, which TRB describes as "the world's largest and most comprehensive bibliographic resource on transportation research information." This new database can be searched at <http://trid.trb.org>.

An annual survey of surface transportation research and development activity in Canada is conducted by TIS and is accessible from the TAC website. It contains over 2,000 research project summaries from more than 120 Canadian transportation research organizations including Transport Canada and the National Research Council.

Additional information on TAC's Technical Information Service can be obtained by contacting tis@tac-atc.ca or by consulting the Resource Centre tab on the Association's website. 

TAC Conference Sponsors Show Support

The following sponsors are allying their organization with Canada's largest annual gathering of transportation professionals by generously supporting the 2011 TAC Conference and Exhibition, *Transportation Successes: Let's Build on Them*. Their commitment to TAC is greatly appreciated.

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PEOPLE IN THE NEWS

Hon. **Denis Lebel** has been appointed Minister of Transport, Infrastructure and Communities for Canada.

At MMM Group Limited, **Hugo Blasutta** has been appointed as Chief Executive Officer and **Robert Webb** as President.

John King is the new Chair of the Canadian Urban Transit Association. He was previously Vice-Chair, Small Transit Systems.

Mohamed Alkoka has been appointed Manager, Civil Infrastructure (Georgetown South Project) at Metrolinx GO Transit.

David Hein is the new Manager of Transportation Infrastructure at Applied Research Associates, Inc.

Joe English, a long-time supporter of TAC, passed away in July. For almost 30 years, he worked as a Pavement and Materials Engineer for the Newfoundland and Labrador Department of Transportation and Works and contributed to the success of the Canadian Strategic Highway Research Program (C-SHRP).

COMING EVENTS

2011

5th Intertraffic China Trade Fair

September 7-9
Beijing, China
www.intertraffic.com

TAC Fall Technical Meetings

September 8-13
Edmonton, Alberta
Tel. (613) 736-1350
www.tac-atc.ca

TAC Conference & Exhibition

September 11-14
Edmonton, Alberta
Tel. (613) 736-1350
www.tac-conference.ca

XXIVth PIARC World Road Congress

September 26-30
Mexico City, Mexico
www.piarcmexico2011.org

16th Annual Field on Wheels Conference

September 30
Winnipeg, Manitoba
Tel. (204) 474-9097
www.umanitoba.ca/faculties/management/ti/

Annual Meeting of the American Public Transportation Association

October 2-5
New Orleans, Louisiana
Tel. (202) 496-4800
www.apta.com

2nd International Warm Mix Conference

October 11-13
St. Louis, Missouri
Tel. (888) 468-6499
www.hotmix.org/warmmix

18th World Congress & Exhibition on Intelligent Transportation Systems

October 16-20
Orlando, Florida
www.itsworldcongress.org/

5th Asphalt Shingle Recycling Forum

October 27-28
Dallas, Texas
Tel. (202) 493-3097
www.shinglerecycling.org

Sustainable Mobility Summit

October 30-November 2
Vancouver, British Columbia
Tel. (613) 226-9845
www.actcanada.com/EN/default2011.aspx

Fall Conference and Trans-Expo of the Canadian Urban Transit Association

November 5-9
Toronto, Ontario
Tel. (416) 365-9800
www.cutaactu.ca/en/eventsandawards/events_awards.asp

2011 INFRA Congress

November 7-9
Quebec City, Quebec
Tel. (514) 848-9885
www.ceriu.qc.ca

Annual Conference of the Canadian Technical Asphalt Association

November 12-17
Quebec City, Quebec
Tel. (250) 361-9187
www.ctaa.ca/conference/

Canadian Society of Value Analysis

November 14-16
Toronto, Ontario
Tel. (613) 228-7138
www.scav-csva.org/

2012

91th Annual Meeting of the Transportation Research Board

January 22-26
Washington, DC
Tel. (202) 334-2934
www.trb.org/meeting

Bridge Safety and Longevity Conference & Expo

April 10-12
Ottawa, Ontario
<http://bridgelife.ca/>

TAC Spring Technical Meetings

April 12-17
Ottawa, Ontario
Tel. (613) 736-1350
www.tac-atc.ca

TAC Fall Technical Meetings

October 11-16
Fredericton, New Brunswick
Tel. (613) 736-1350
www.tac-atc.ca

TAC Conference & Exhibition

October 14-17
Fredericton, New Brunswick
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