



Guidelines for Highway Networks Performance Measures Developed

Canadian guidelines for the performance measurement of highway networks have been developed through a recently completed TAC project. The guidelines, approved by the Chief Engineers' Council, will soon be available for sale in the TAC Bookstore.

Performance measurement is increasingly being implemented as a core component of management processes in public sector agencies to evaluate program efficiency and effectiveness. In the transportation sector, it is included in pavement management and bridge management systems and is being integrated in construction and maintenance management systems, as well as operations and safety programs.



Photo: Department of Highways & Public Works, Government of Yukon

The types of performance measures and implementation practices for road networks vary significantly among jurisdictions. To address this, the TAC project identified performance measures for system preservation and safety that can be used on a comparative basis by different jurisdictions across Canada.

A methodology was developed to normalize the selected measures to enable a comparison at the national level. Thresholds were included to create a rating scale for comparative purposes only and should not be used as trigger levels.

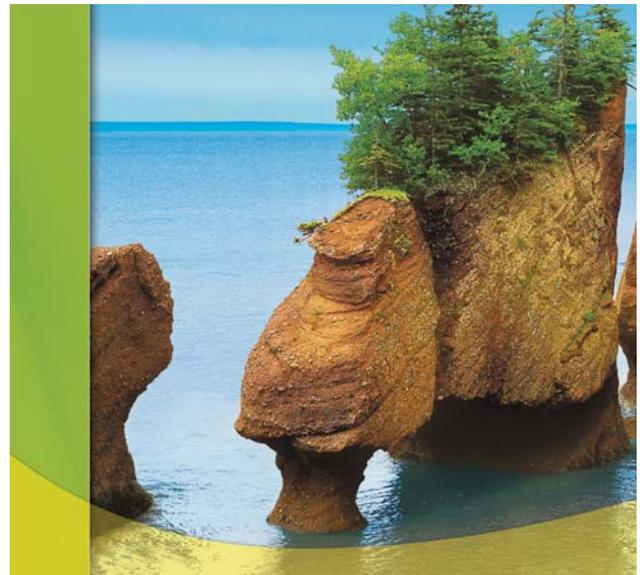
A database that included pavement performance data was accessed to establish the performance measures and to verify that the recommended thresholds were reasonable. Permission was given by Alberta, British Columbia, Ontario and Nova Scotia to use their pavement management system data, which was extracted yielding a total length of approximately 60,000 centerline kilometres.

The project was recommended by TAC's Maintenance and Construction Standing Committee. **Stantec Consulting Ltd.** conducted the assignment.

2012 TAC Conference & Exhibition

Transportation: Innovations and Opportunities

October 14-17
Fredericton, New Brunswick



The importance of transportation to Canada's economic well-being and our role in promoting innovation in transportation will be showcased in a cosmopolitan city offering both choice and diversification.

DELEGATES / EXHIBITORS – Early registration as well as exhibitor information will be posted in April.

SPONSORS – For remaining sponsorship opportunities, consult the material already posted on the website and submit your sponsorship agreement form.

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Call for Nominations - 2012 Canadian Transportation Awards Program

Nominations for the 2012 Canadian Transportation Awards Program (CTAP) are now being sought for the following five award categories:

- ◆ Transportation Person of the Year
- ◆ Award of Excellence (up to two awards)
- ◆ Award of Achievement (up to two awards)
- ◆ Award of Academic Merit (up to two awards)
- ◆ Citation for Lifetime Achievement in Transportation, Policy and Decision-Making (awarded at the discretion of the jury)

Nominations must be received online no later than **May 18**.

Supported by Transport Canada, CTAP is administered by the Transportation Association of Canada and is intended to recognize leadership, excellence and achievement in all modes and segments of the transport sector.

Canada's Minister of Transport, Infrastructure and Communities or the Minister's alternate will confer the awards during the closing banquet of the 2012 TAC Conference & Exhibition in Fredericton, October 14-17.

For more information on the program and to submit a nomination, consult the Awards section of www.tac-atc.ca.

New TAC Pedestrian Crossing Control Guide

TAC is currently putting the finishing touches on a new report entitled *Pedestrian Crossing Control Guide*, which will replace the 1998 *Pedestrian Crossing Control Manual*.

The document provides guidelines on the use of pedestrian crossing control devices and applies to new installations or where existing installations need to be retrofitted. The material used to develop the guide reflects recent advancements in pedestrian research, practice and experience, as well as understanding in terms of planning, design and operations of roads.

The main objective of the guide is to promote uniformity across Canada with respect to the approach used in the provision of pedestrian crossing control. A support tool assists in the decision-making process when establishing the need for controlling traffic to enable

pedestrians to cross the roadway safely. It also identifies the type of traffic control device that would be most suitable for the location's geometry and cross section, vehicular exposure and pedestrian demand.

The decision-support tool is based on seven guiding principles:

1. Safety
2. Delay
3. Equity
4. Expectancy
5. Consistency
6. Connectivity
7. Pragmatism

The application of these principles in conjunction with local conditions across the

country results in a sustainable provision of transportation facilities for pedestrians.

Related information contained in TAC's *Manual of Uniform Traffic Control Devices for Canada* will be also updated to reflect the material in the forthcoming *Pedestrian Crossing Control Guide*.

A publication notice will appear on TAC's web home page upon release. The guide will be supplemented by a knowledge-based technical report from the TAC library as a free download.

This project was initiated by the Traffic Operations and Management Standing Committee and conducted by **Montufar & Associates**, in collaboration with **Navigats Inc.** and the **University of Manitoba**. 

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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.

New Sign Sheeting Guidelines Readied for Publication

TAC will soon release a new publication entitled *Guidelines for Selecting Sign Sheeting to Meet Minimum Retro-reflectivity Levels*.

The guidelines will assist transportation agencies in selecting sign sheeting types and maintenance strategies to provide sufficient levels of retro-reflectivity on traffic signs and delineators for night-time drivers. The legibility of a sign should take into account the level of retro-reflectivity. New types of sheeting vary in retro-reflectivity levels depending on the angle of incident light.

The US *Manual of Uniform Traffic Control Devices* now requires all agencies maintaining roadways open to public travel to adopt a sign maintenance program designed to maintain traffic sign retro-reflectivity at or above specific levels.

Minimum retro-reflectivity levels established in the American manual were adopted in the Canadian version on the basis that our demographics, vehicle fleet, signs and roadway infrastructure are very similar to conditions in the United States.

The new TAC guidelines will provide:

- ◆ A description of the various sheeting types available for manufacturing signs

- ◆ An overview of retro-reflectivity concepts
- ◆ Factors to consider when selecting sheeting types for sign sheeting manufacturers
- ◆ Specific guidelines for regulatory, warning, temporary condition traffic signs, overhead and ground mounted guide signs, as well as delineators
- ◆ Options for maintaining retro-reflectivity in the field

As a result of this project, Section A1 of TAC's *Manual of Uniform Traffic Control Devices for Canada* (MUTCDC) will be updated and a new table providing guidance for minimum levels of retro-reflectivity will be added.

TAC's Traffic Operations and Management Standing Committee oversaw the initiative and **OPUS International** was retained as the consultant. Guidelines and MUTCDC updates were approved by the Chief Engineers' Council.

Detailed information on the approach to develop minimum retro-reflectivity levels will be posted in a background report in TAC's Resource Centre, under Reports. 

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Environmental Risk Assessment Tool Improves Toronto's Infrastructure

Editor's Note: In this contribution to TAC News, Vesna Stevanovic-Briatico and Nazzareno Capano, City of Toronto's Transportation Services Division, demonstrate how the Environmental Risk Assessment Tool can protect infrastructure assets from the effects of severe weather events. 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 to submit an article.

Background

Toronto has over \$12 billion in transportation infrastructure assets including roads, bridges, sidewalks, traffic signals, traffic signs and bikeways. This infrastructure is critical to the mobility needs of its residents, businesses and visitors, as well as the city's economy as a whole. It is vitally important to maintain this infrastructure in a state of good repair, but with limited funds available, it is also incumbent on the City to protect this vulnerable infrastructure from the effects of more frequent severe weather events resulting from climate change.

With this much at stake, the City of Toronto developed a unique **Environmental Risk Assessment Tool** in 2010. Objectives of this initiative included facilitating the identification of environmental and climate change risks and assessing the benefits of various mitigation and adaptive actions.

The development of this initiative was a key component of Toronto's Climate Change Adaptation Strategy, *Ahead of the Storm*. Interested individuals can consult this document at www.toronto.ca/teo/pdf/ahead_of_the_storm_highlights.pdf.

What Was Done

Toronto's Transportation Services Division (TSD) anticipates that its climate-related risks will increase significantly in the coming decades. Decisions made today regarding capital investments, program delivery and relationships with key partners will be important in ensuring that risks are reduced and the City's resilience to climate change is improved. While TSD staff have some insight into how a changing climate might affect its infrastructure and services (damage to roads, culverts and bridges, and increasing maintenance costs, for example), the new tool brought a high level of rigour to the process and provided a deeper understanding of what is at risk and why.

In 2011, TSD was the first City Division to pilot the climate change risk assessment process and tool.

The TSD pilot engaged 14 experienced staff trained in the risk assessment process. Over 90 assets and services critical to operations were reviewed against seven types of extreme weather events. This resulted in the generation of more than 1,600 impact scenarios which were assessed in two different time horizons (2010-2020 and 2040-2050).

Through the process, existing risk controls were identified, and new ideas for future risk controls were generated and documented.

A software tool was essential for managing and analyzing this volume of data.

The results indicate that with the increase in the frequency and intensity of extreme weather events forecasted in 2040-2050, the number of high risk scenarios is expected to double, and the number of extreme risk scenarios is expected to quadruple in this time frame.



Four Major Steps to Risk Assessment

Toronto's climate change risk assessment tool captures the knowledge and expertise of experienced staff in order to assess risks and prioritize corrective actions. The process requires an assessment of the magnitude / severity of potential severe weather events and consequences, and the likelihood of an occurrence within a defined time period.

Four major steps are followed:

- 1. Establish the context** - Define the internal and external factors which influence the scope of the assessment, and the criteria against which risks will be assessed, such as internal policies, regulatory requirements and risk tolerance levels.
- 2. Identify the risks** - Identify the sources and causes of climate change risks, the vulnerabilities and controls to limit risks, and the potential impacts on assets and services such as financial, social and reputational.
- 3. Rank the risks** - Assign magnitude and likelihood ratings for risks (based on defined assessment criteria) and determine overall risk rankings from low to extreme.

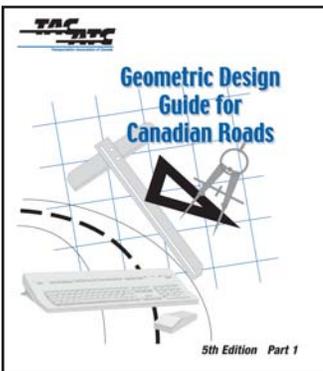
4. Prioritize the risks - Prioritize risks on the basis of significance, identify potential measures to reduce risk consequence / likelihood, and assess the effectiveness of potential risk reduction measures.

Designed in accordance with ISO 31000 (international management standard), Toronto's tool takes into account elements of ISO 14001 (international environmental management system standard); includes insights derived through a benchmarking study on approaches to climate risk assessment around the world and reflects stakeholder engagement and practical experience.

TSD can now determine and prioritize which actions will improve the adaptive capacity of Toronto's transportation infrastructure and reduce the risk of costly damage and disruption. The environmental climate risk assessment tool is sufficiently flexible to assess climate change risks and identify adaptive actions in any jurisdiction or sector.

For more information on TSD's Environmental Risk Assessment Tool, contact Vesna Stevanovic-Briatico at vstevan@toronto.ca. 

Geometric Design Guide Updates Now Posted



TAC has recently added a new set of updates to its *Geometric Design Guide for Canadian Roads* (1999) flagship publication.

The December 2011 updates affect the following chapters of the guide:

- Chapter 1.1 – Philosophy
- Chapter 1.2 – Design Controls
- Chapter 2.1 – Alignment and Lane Configuration
- Chapter 2.2 – Cross Section Elements
- Chapter 2.3 – Intersections
- Chapter 3.1 – Roadside Safety

The updates were prepared by the Geometric Design Standing Committee's Revisions and Additions Subcommittee and approved by the Chief Engineers' Council. Covered topics include minimum radius on steep downgrades; context sensitive design; horizontal clearance on bridges; sight distance at underpasses; roundabouts; cost-effectiveness barrier warrant; rumble strips; passing sight distance; intersection sight design and lateral friction for constrained urban design.

The updates have been posted in TAC's Bookstore, under Errata and Updates at <http://tac-atc.ca/english/bookstore/updates.cfm>. The French version of the updates is currently being prepared and will be available at a later date. 

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The Gateway to Canada's Economic Success

The following article, written by Blair Lekstrom, Minister of British Columbia's Ministry of Transportation and Infrastructure, was featured in Mediaplanet's Transportation Report originally published June 2011 in the Vancouver Sun, and is being reprinted with permission. The report is also available on TAC's website under About TAC / Importance of Transportation.

Question: What is the economic significance of Canada's Pacific Gateway?

Answer: In addition to providing a vital link to trade and international relationships, the Gateway provides many British Columbians with jobs.

The average family in British Columbia has a lot to gain from the expansion of Canada's Pacific Gateway. We already use our roads and highways to get us safely to and from work or school every day, but we also depend on seaports, railways and airports to ship our goods overseas and connect us to the rest of the Canadian economy.

Canada's Pacific Gateway is an integral part of our national supply chain. Car parts from Japan arrive at B.C. ports and are assembled by Ontario's auto industry. Potash from Saskatchewan is shipped worldwide and is an important source of fertilizer for agricultural production, and Atlantic Canada would not have efficient and competitive access to booming Asian markets without B.C.'s transportation network. Your iPod, for example, arrived in B.C. from Asia through the Port of Vancouver.

Give and Take

Canada is the most trade dependent nation among the G8 countries. Our prosperity relies on the growth and smooth flow of international commerce. It is the reason why the Pacific Gateway Strategy was developed in 2005 with CP Rail, CN, BNSF, BC Rail, Port Metro Vancouver, Prince Rupert Port Authority, Vancouver International Airport, TransLink and the Government of Canada to respond to dramatic changes in the global economy.

Six years ago China ranked as the seventh largest economy in the world. In 2010, this country surpassed Japan as the second largest economy right behind the United States, and countries such as India and Korea are quickly gaining ground among trading nations.

Gateway to Success

The expansion of Canada's Pacific Gateway is creating and will create new and better paying jobs for British Columbians in mining, forestry, tourism and other growing sectors of our economy.

That is why the provincial government has spent \$4.3 billion in transportation infrastructure since 2006, and plans to invest even more over the next 10 years. For example, the \$2.5 billion 10-lane Port Mann Bridge and improvements to Canada's national highway not only moves goods, but improves your commute.

These investments in the roads we all travel has encouraged more than \$18 billion in private sector and other government investment in ports, rail and airports. Throughout the next decade we expect these investments to pay off by creating 32,000 new job opportunities.

Our trade relationship with Asia is growing exponentially. Ten years ago B.C. exported just over \$1 billion of goods to China and Hong Kong. Last year that number jumped to \$4.3 billion—a record amount—and for the fifth consecutive year in a row China has increased its consumption of B.C. softwood lumber.

For individual communities, increased demand is helping to contribute to 155 jobs for families at the Canfor Mill in Quesnel. It also represents 127 jobs for people in Crofton, all hired back at the Catalyst Mill because they needed a second line of pulp production.

Strong Ties

Fundamentally Canada's Pacific Gateway is about people. Twenty six percent of British Columbians are of Asian descent, and these families have strong cultural and commercial relationships with our Pacific trading partners. As these family links continue to grow and expand, so will the economic opportunities.

Later this year the provincial government is planning to embark on an important trade mission to China and India, and these family relationships will play an increasing role in making British Columbia the preferred gateway for Asia-Pacific trade.

Preparing for Necessary Growth

Now more than ever our standard of living will depend on our economic competitiveness by utilizing Canada's Pacific Gateway. Growing demands on our health care system, improvements to our education system and revitalizing municipal infrastructure will be paid for through investments in our transportation network. After all, families in BC are depending on it. 



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Early-Bird Conference Sponsors Secure their Investment

TAC has launched a new sponsorship program for its 2012 Conference & Exhibition that offers sponsors improved visibility and benefits such as on-stage roles and advertising in the delegate program.

The following organizations have already made their sponsorship commitment to this year's conference, which is themed *Transportation: Innovations and Opportunities*.

There are still great sponsorship opportunities available for organizations wishing to be visible to the 800+ transportation leaders, decision-makers and managers that attend this pre-eminent annual event. Visit the Annual Conference section of TAC's website or contact Erica Andersen at eandersen@tac-atc.ca or 613-736-1350, ext. 235 for more information and to view remaining opportunities.

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Effective Strategies to Influence Travel Behaviour: A Practical Guide

A new TAC guide on effective strategies to influence travel behaviour is scheduled to be released soon.

Various governments and organizations across Canada are investigating strategies to motivate sustainable travel habits among Canadians. Social marketing is one of the tools that can be used to shift long-term consumer behaviour. It emphasizes the need for a thorough understanding of target markets, motivators and barriers to desirable behaviours.

Users of this publication will understand the need for holistic, market-based social marketing approaches to influence personal travel behaviour. Public and private sector organizations will also learn which transportation demand management tools are effective in their

jurisdictional, community and strategic contexts. The guide will offer valuable insights on policy frameworks, long-range transportation master plans, mid-term program development strategies, and short-term action plans.

A supporting knowledge-based technical report, discussing important opportunities and challenges related to travel behaviour levels, trends, barriers and motivators, will be available from the TAC library once the guide is published.

Initiated by TAC's Sustainable Transportation Standing Committee, the consultant team included members from **Noxon Associates Limited**, in collaboration with **Cullbridge Marketing and Communications** and **François Lagarde**. 

TAC Foundation on the Move

Highlights of current activities of the TAC Foundation, a registered charity supporting the educational needs of the Canadian transportation industry, are summarized below.

Communications

In late fall 2011 the TAC Foundation website (www.tac-foundation.ca) was restructured to enable users to more quickly retrieve important information and key documents. The *About Us* section now contains useful documentation such as the information brochure, *Year in Review*, Board of Directors list, as well as highlighting the Foundation's strategic objectives, mandate and financial highlights. Two other website sections, *Scholarships* and *Donors*, provide visitors with information about the TAC Foundation's main programs and valued supporters.



Call to Scholarship Application Reviewers

With the scholarship application deadline now past, volunteer reviewers have the rewarding but challenging task of rating submissions from 113 applicants – an incredible 74% increase in applications over 2011. This increase is due, in part, to the assistance from champions in BC, Manitoba, Saskatchewan, Ontario, Nova Scotia and Newfoundland who

worked with the TAC Foundation Communications Committee, led by Richard Chartrand, to promote the scholarships to appropriate educational institutions in their provinces.

The Foundation anticipates awarding approximately forty-six scholarships valued at \$164,500 in 2012. The Scholarship Committee chair, Dr. Jeannette Montufar, assigns one or more reviewers to each application to examine the submission, apply rating criteria and ensure the accuracy of the information provided. Because of the increase in applications this year, additional volunteer reviewers are needed. Individuals interested in becoming scholarship applicant reviewers are invited to contact Jeannette Montufar at montufar@cc.umanitoba.ca.

Scholarship recipients will be recognized at the 2012 TAC Conference & Exhibition in Fredericton, October 14-17.

Spotlight on Donors

An updated list of the Foundation's current 2012 donors has been posted on the website. Donors who have recently renewed their multi-year commitments include **Dillon Consulting Limited**, **IBI Group** and **McCormick Rankin Corporation (part of the MMM Group)**, as well as several provinces and territories. **The Esch Foundation** has also provided a generous donation to the TAC Foundation for the second year in a row.

To become a donor or volunteer, visit www.tac-foundation.ca or email foundation@tac-atc.ca for information. 

Spring is in the Air at TAC's 2012 Technical Meetings

TAC's 2012 Spring Technical Meetings will be held at the Novotel Ottawa Hotel and the Ottawa Convention Centre in downtown Ottawa, April 12-17.



The Association's second-largest annual event offers excellent technical information exchange and valuable networking opportunities. Meetings are open to TAC members in general unless otherwise indicated on the event program.

A joint technical luncheon, hosted by TAC and the National Capital Section of the Canadian Institute of Transportation Engineers will be held on April 13. A presentation and Q&A session on *Planning and Designing Smarter Cities for the Future* will be delivered by AECOM's Vice President, Alberta Southern District, Alfred Guebert. A member

networking event, planned for April 14, will include brief remarks by TAC's President, Doug McNeil, Deputy Minister of Manitoba Infrastructure and Transportation, followed by a reception. The TAC Board of Directors will also meet on April 16.

New Sponsorship Program

This year, TAC has launched a Spring Meetings sponsorship program to include cyber café, coffee stations, delegate bags and delegate lanyard sponsorship opportunities. Thanks go to **Cement Association of Canada** and **Ourston Roundabout Engineering Canada** for their early commitment. Remaining opportunities are posted on TAC's website under Events. Contact Marie-Louise Doyle at mldoyle@tac-atc.ca or 613-736-1350, ext. 234 for information.

Confirm your Attendance

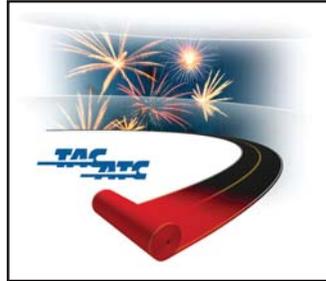
Although no registration fees apply, TAC council and committee members are asked to confirm their attendance online in order to better welcome and identify meeting attendees. Non-committee TAC members are asked to confirm their attendance by emailing meetings-reunions@tac-atc.ca.

TAC attendee rates are available at the Novotel Ottawa Hotel for those booking by March 19. After that, rates are left at the discretion of the hotel. 

Join in TAC's 2014 Centennial Celebrations!

TAC is inviting its members and key transportation stakeholders to celebrate past, present and future transportation milestones by marking the Association's centennial in 2014.

As part of TAC's centennial, a number of proposed projects are available for partner support, on either an individual or a pooled basis. These initiatives comprise a transit advertising campaign, a newspaper supplement, a centennial book, a lecture series, video vignettes, travelling exhibits and a television series. Information on the proposed projects has been emailed to TAC member organizations and key stakeholders. A promotional brochure on the projects is also available on the Association's website, under "About TAC/2014 Centennial". Potential partners are encouraged to express their interest by completing the short form located both on the website and in the brochure or responding to the previously mentioned email.



An early response will help secure an organization's preferred 2014 project(s). Moreover, some projects must be undertaken in the near future in order for them to materialize.

As of 2013, a variety of promotional tools and materials will also be available online to allow members and stakeholders to easily take part in the year-long centennial celebrations.

For more information, contact Gilbert Morier at gcmorier@tac-atc.ca or 613-736-1350, ext. 222. 

Project Launch: Learning Materials for Guide to Bridge Barriers

Learning materials about TAC's 2010 *Guide to Bridge Traffic and Combination Barriers* will be developed through a pooled fund project that has recently been launched.

Recommended by the Structures Standing Committee and supported by the Chief Engineers' Council, the learning materials will form the basis for workshops to be offered at venues across Canada. Focusing on barrier performance levels, conceptual and detailed design guidance, combination barriers, end treatments, as well as barrier evaluation and upgrade of existing systems, the learning materials and future workshops will assist practitioners and help unify Canadian bridge barrier design practices.

The initiative is supported by **Manitoba Infrastructure and Transportation**, the **Ministry of Transportation of Ontario**, **Prince Edward Island Transportation and Infrastructure Renewal**, **Structal-Bridges**, the **Ministry of Transport of Quebec** and the **cities of Calgary and Winnipeg**.

TAC Renews its Collaborative Agreements and Partnerships

In April 2012, the TAC Board of Directors will approve a new five-year business plan for the period 2012-2016. The Board will be looking to further strengthening its domestic and international partnerships developed as part of previous business plans.

Domestic partnership agreements exist with several organizations:

- ◆ Association of Commuter Transportation of Canada (ACTCanada)
- ◆ Association québécoise du transport et des routes (AQTR)
- ◆ Canadian Institute of Planners (CIP)
- ◆ Canadian Society for Civil Engineering (CSCE)
- ◆ Canadian Institute of Transportation Engineers (CITE)
- ◆ Canadian Urban Transit Association (CUTA)
- ◆ Federation of Canadian Municipalities (FCM)
- ◆ Intelligent Transportation Systems Society of Canada (ITS Canada)

TAC also partners with two international organizations, the American Association of State Highway and Transportation Officials (AASHTO) and Austroads. In addition, TAC has developed strong linkages with the Canadian National Committee of PIARC (World Road Association) and the Transportation Research Board (TRB). 



Photo by Bill Marsh: Official Signing of the Austroads Collaborative Agreement at the 2011 Annual Conference. From left to right: Ann King, Deputy Chief Executive, Roads and Traffic Authority New South Wales; Michel Gravel, TAC Executive Director; Murray Kidnie, Executive Director, AustRoads and Ray Mantha, former TAC President

PEOPLE IN THE NEWS

The Hon. **Wade Istchenko** has been appointed Minister of Transportation for Yukon Infrastructure and Public Works.

The Hon. **David Ramsay** is now Minister of Transportation for the Northwest Territories.

The Hon. **Robert Vessey** has been appointed Minister of Transportation and Infrastructure Renewal for Prince Edward Island.

At the New Brunswick Department of Transportation, **Kevin MacLean** has succeeded **Carol MacQuarrie** as Director, Maintenance & Traffic. Carol is now Acting Executive Director, Engineering Services. **Diane Nash** has replaced **Brian McKinney**, who has retired from the ministry, as Assistant Director, Maintenance & Traffic.

Jane Fraser has succeeded David Darrow as Acting Deputy Minister for the Nova Scotia Department of Transportation and Infrastructure Renewal.

John Forster, former Associate Deputy Minister, Infrastructure Canada, has been appointed Deputy Head and Chief of Communications Security Establishment Canada.

Glen Furtado has joined CIMA+ as Regional Manager, Transportation, Southern Alberta and British Columbia.

After 32 years of cross-Canada service with Environment Canada, **Heather Auld**, a former member of TAC's Climate Change Task Force, is now working for Risk Sciences International, headquartered in Ottawa, as Chief Climate Scientist.

Mona Abouhenidy is now Project Manager, Transit Projects at Transport Canada.

At the City of Ottawa, **Kornel Mucci** has been named Program Manager, Transportation – Strategic Planning.

After 35 years of service, **Gary Welsh** has retired from the City of Toronto. Until a new General Manager of Transportation Services is appointed, **Peter Noehammer** will assume Gary's previous responsibilities in addition to his current position.



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A Moment in Time – Historical Milestones in Transportation

As a prelude to TAC's centennial in 2014, A Moment in Time features 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.



Laying first stretch of concrete highway, Burlington (Ontario), 1915.
Source: Department of Highways – Ontario



Excavating for rock drain and wooden drawing structure; Highway 2 Leduc to Millet (Alberta), July 1936. **Source:** Canadian Good Roads Association

NEW MEMBERS

TAC is pleased to welcome the following new members:

Town of Black Diamond

Black Diamond, AB
Andy Pfeifer, Public Works Manager

GHD Inc.

Markham, ON
Alvaro Almuina, Business Group Manager, Transportation

Parsons Brinckerhoff Halsall Inc.

Toronto, ON
Kevin George, Vice-President, Regional Business Manager

Town of Penetanguishene

Penetanguishene, ON
Bryan Murray

Railway Interiors Intl. UKIP Media and Events

Dorking (Surrey), United Kingdom
James Taylor

Town of Redcliff

Redcliff, AB
Khalil Minhas, Manager of Engineering

Mustafa Aldulaimi

Ottawa, ON

Sean Lee

Toronto, ON

Seminars and Workshops Planned for 2012/13

TAC is developing several new seminars and workshops for 2012 and 2013.

These events will address material in some of the Association's most recent and upcoming publications, including:

- ◆ winter road construction and operations
- ◆ design and operation of cycling facilities
- ◆ long-term transportation planning studies
- ◆ pavement asset design and management

Additional sessions of some of TAC's most popular seminars are also being considered for some locations. Geometric design, road safety audits, and erosion and sediment control are topics that continue to be in demand.

Participants in TAC seminars often cite the benefits gained through attending on-site sessions and the opportunity to interact with instructors and other participants. Members have also expressed interest in electronic delivery of some subject matter, particularly for material that may not require a full-day session. Virtual mentoring systems and webinars will be considered for delivery of some TAC material in the coming year.

More detailed information on topics and locations will be available on TAC's website and in the next edition of *TAC News*. For more information, please contact seminars@tac-atc.ca 

COMING EVENTS ~ 2012

Annual Conference of the Association québécoise du transport et des routes

April 2-4
Quebec, Quebec
Tel. (514) 523-6444
www.aqtr.qc.ca/index.php/congres-annuel/congres-2012

Bridge Safety and Longevity Conference & Expo

April 10-12
Ottawa, Ontario
Tel. (902) 425-3980
<http://bridgelife.ca/>

TAC Spring Technical Meetings

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

Canadian Pupil Transportation Conference

April 18-21
Lake Louise, Alberta
Tel. (780) 955-6034
www.astac.ca

CCMTA Annual Meeting

May 6-10
Winnipeg, Manitoba
Tel. (613) 736-1003
<http://www.ccmta.ca/english/events/annualmeeting/annualmeeting.cfm>

Annual Conference of the Canadian Urban Transit Association

May 26-30
Victoria, British Columbia
Tel. (416) 365-9800
www.cutactu.ca/en/eventsandawards/conferences.asp

Annual Conference of the Canadian Institute of Transportation Engineers

May 27-30
Winnipeg, Manitoba
Tel. (202) 289-0222
www.cite7.org/Winnipeg2012/index.php

Annual Conference of the Federation of Canadian Municipalities

June 1-4
Saskatoon, Saskatchewan
Tel. (613) 241-5221
www.fcm.ca/

Annual Conference of the Canadian Transportation Research Forum

June 3-6
Calgary, Alberta
Tel. (519) 421-9701
www.ctrf.ca/

Annual Conference of the Canadian Society for Civil Engineers

June 6-9
Edmonton, Alberta
Tel. (514) 933-2634
www.csce2012.ca/

Annual Conference of the Intelligent Transportation Systems Society of Canada

June 10-13
Quebec City, Quebec
Tel. (905) 471-2970
www.itscanada.ca/Quebec2012/confEN.htm

Velo-City Global 2012

June 26-29
Vancouver, British Columbia
www.velo-city2012.com

10th International Conference on Concrete Pavements

July 8-12
Quebec City, Quebec
Tel. (613) 738-6094
<http://www.concretepavements.org/10thiccp/>

Annual Meeting and Exhibit of the Institute of Transportation Engineers

August 12-15
Atlanta, Georgia
Tel. (202) 785-0060
www.ite.org/

Annual Conference of the Canadian Institute of Planners

October 9-12
Banff, Alberta
Tel. (613) 237-7526
www.cip-icu.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
Tel. (613) 736-1350
www.tac-atc.ca