



Urban Transportation Indicators Fifth Survey Project Launched

TAC has launched a project to conduct the next edition of the Urban Transportation Indicators (UTI) Survey, the fifth in this series.

Advanced through the Transportation Planning and Research Standing Committee under the auspices of TAC's Urban Transportation Council, this project will collect data about recent transportation trends in Canada's urban areas. The overall goal of the survey series is to build a database with consistent transportation and related data that supports trend and indicator analyses among urban areas and over time.

All levels of government, numerous research groups and other organizations have benefitted from the data in developing integrated land use and transportation policies and plans required to achieve sustainable

urban transportation, and measure their performance. A summary of the UTI fourth survey results is available in the TAC Reading Room.

The fifth survey will be based on reference year 2011, building upon the data collected during the 2011 Canadian Census and National Household Survey. An electronic database as well as a comprehensive report describing the survey results and analyses will be produced.

The consultant selection process is currently underway. Completion of the project is expected by the spring of 2015.

This initiative is supported by the **Ontario Ministry of Transportation, le Ministère des Transports du Québec, Transport Canada, TransLink** and the **cities of Calgary, Montréal, Saskatoon** and **Vancouver**. 

Update Approved for Winter Road Condition Terminology User Guide

A recommended revision to the illustration depicting closed roads in TAC's *Winter Road Condition Terminology User Guide* has been approved by the Chief Engineers' Council.



Published in 2011, the Guide offers winter road terminology and a colour system for visual reporting about road and visibility conditions to the driving public.

The Guide recommends that a red line with black bars be used to identify road segments that are closed for any reason. However, it has been observed that coding could be confused with coding used on Google maps to indicate congested roadways.

Stemming from a recommendation made by the Maintenance and Construction Standing Committee, the "Road Closed" illustration in the TAC Guide will be changed to a traditional "No Entry" symbol of a red circle with a horizontal white bar, to be placed over road segments on maps as necessary.

The Guide helps road operations staff to assess and report on road and visibility conditions in a consistent manner and enables communications personnel and media to consistently report driving conditions across Canada.

Look for a status update in a subsequent issue of *TAC News*. 

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Paving the Way towards Sustainability - *Canadian Guide for Greener Roads*

Approved for Publication: *Best Practices for Recycled Materials in Transportation Infrastructure*

A best practices guide about the use of recycled materials has been approved by the Chief Engineers' Council.

To be published in the coming weeks, *Best Practices for the Use of Recycled Materials in Transportation Infrastructure* identifies various recycled materials and technologies which are available to agencies, along with their most practical and successful applications in transportation infrastructure projects.

Historically, the methods that have been used for evaluating the engineering and environmental suitability of new, potentially recyclable materials have varied significantly among jurisdictions. As a result, both the applicant (agencies, constructors or suppliers) wanting to use a recycled material, and the decision-maker (owners, specifiers or designers) who must determine the suitability of the application, do not have a clear or consistent approach to proceed.



Recommended by TAC's Soils and Materials Standing Committee, the Guide focuses on waste and industrial by-product materials that are suitable as replacements for natural aggregates in transportation infrastructure projects. Twenty-two materials were evaluated and grouped into six categories: asphalt concrete; Portland cement concrete; granular base and sub-base materials; embankment and fill construction; stabilized bases and flowable fills.

LVM Inc. carried out the work for this project.

This publication will be promoted to TAC members and customers as soon as it is available for purchase in the TAC Bookstore.

Funding partners of this project were **British Columbia Transportation and Infrastructure**, le **Ministère des Transports du Québec**, the **Ministry of Transportation of Ontario**, **New Brunswick Transportation and Infrastructure**, **Nova Scotia Transportation and Infrastructure Renewal**, **Prince Edward Island Transportation and Infrastructure Renewal**, **Saskatchewan Highways and Infrastructure**, and the cities of **Edmonton, Montréal, Saskatoon and Winnipeg**. 

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Send your story ideas and suggestions to lparisien@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.

Lantzville - A Case Study in Transportation Planning in a Small Rural Municipality

Editor's Note: In this contribution to TAC News, Nadine King, Transportation Engineer, Boulevard Transportation Group Ltd., and Fred Spears, Director of Public Works, District of Lantzville, write about the importance of developing a transportation plan for identifying the needs and priorities of a small municipality. Proposed by TAC's Small Municipalities' Task Force, this feature is one in a series of articles profiling issues and challenges faced by small communities. Interested organizations are encouraged to contact the newsletter editor to submit an article.

Small communities are part of the Canadian fabric, and can offer many advantages for residents in terms of natural environment and a slower pace of life. There are, however, many transportation challenges owing to their rural or semi-rural nature.

Often they have areas of highway-oriented infrastructure (paved or gravel shoulder and ditches, or no shoulders at all), which can lead to concerns of speeding and safe pedestrian and cyclist accommodation. The built form can further contribute to the concern, as residents and businesses are often located on large lots or in small isolated villages or neighbourhoods, which makes the provision of comprehensive sidewalk networks, bikeways and transit facilities financially impractical. There may also be modal considerations unique to the rural environment, such as accommodation of horses, farm equipment, snowmobiles, etc.

The following case study outlines how the transportation master planning process can be effective for addressing and furthering network improvement for all users in small communities.

The District of Lantzville, on Vancouver Island, was incorporated as a municipality in 2003. This community of 3,800 is mainly a rural residential 'bedroom' community to the adjacent City of Nanaimo, but does have its own small commercial village. Although the community is mainly rural there was a strong desire by residents to improve walking and cycling conditions.

The District decided to undertake a transportation review of all modes for the entire community to be proactive in planning improvements. The small size of the community did not negate the need to plan for all modes of transportation. The challenges to transportation in Lantzville included the spread-out and rural nature of the community, jurisdictional issues with Highway 19 and Transit operations, and limited off-street parking within the village.

The plan assessed long term traffic volumes for the community based on build out of a potential large-scale development (that could double the community's population) and general growth rate to identify the need for future intersection improvements and long term connections (bicycle, trail, and road).

The identification of future connections allows the District to plan for these connections and obtain right-of-way as developments are brought forward. Right-of-ways that can be used as trail connections prior to being needed for road connections were identified.

Traffic, pedestrian and bicycle volume thresholds were identified to determine design speeds and when various local road cross sections (5m, 6.5m, 7.5m asphalt widths) should be implemented.

The combined user volumes per day were used to identify when a shared roadway was acceptable and when separate facilities (sidewalks/paths) should be provided.

The existing Village is located on a major roadway designed to at least 50km/h. Traffic calming (raised crosswalks and 30km/h signs) had previously been installed to reduce vehicle speeds through the Village,



but were only able to bring speeds down to 50km/h. The roadway has painted shoulders and right angle (90 degree) parking behind the shoulders, which creates an auto-dominated corridor and undefined space for pedestrians and cyclists. Several streetscape concepts, including shared bicycle-vehicle lanes, wide sidewalks, and parallel and angle parking, were illustrated and the need for a future Village Revitalization and Parking plan was identified.

An alternative extension of the next phase of the local E&N Trail was proposed to reduce costs and increase the potential to construct the next phase. Three metre wide separated multi-use paths were identified for all major roads to facilitate pedestrians and cyclists along these desirable routes. Potential park-and-ride locations for transit and trail users as well as transit stop improvements were identified. Continued work with governmental and transportation agencies will be required to ensure long term vehicle accessibility and expanded transit in the future. The community was consulted on the plan at four open houses and the final plan was well received by the community and Council.

The development of a transportation plan was beneficial for identifying needs and priorities for all modes despite challenges associated with the small and rural nature of the community. 

LED-Enhanced Red Traffic Signals to Be Addressed in MUTCDC

The Chief Engineers' Council of the Transportation Association of Canada (TAC) has agreed that strobe lights should not be used within or adjacent to traffic signal lenses in Canada. The anticipated fifth edition of TAC's *Manual of Uniform Traffic Control Devices for Canada* (MUTCDC) will address this in sections about traffic control signal indications.

In some locations, red traffic signals have been enhanced with light-emitting diodes (LED), also known as "Barlo" strobes. These modified red signal lenses with white LED rings flash at a stroboscopic pace of 60 to 120 per minute. The intent is to draw drivers' attention to the red signal at high-risk locations. In some jurisdictions, strobes are used only as a fail-safe mode indication or are strictly prohibited.

The use of LED-enhanced red traffic signals is not addressed in the current edition of the Manual.

A volunteer committee of TAC's Traffic Operations and Management Standing Committee (TOMSC) conducted a review of literature and found that research to date is inconclusive on the effectiveness of this device for accident reduction. Furthermore, night-time use of strobe

signals is almost blinding, extremely distracting, takes the driver's attention away from the road and can be confused with emergency situations.

This type of device can be misused and has been installed in communities with a high number of complaints about signals which do not pose actual safety risks to road users. Continuous advancements in LED technology and latest retrofit efforts might have increased the use of these devices in Canada.

Based on the work of its volunteer committee, the TOMSC recommended that the use of a strobe light within or adjacent to any traffic signal lenses be prohibited in Canada. A statement will be added to that effect in Section B1.5 (Traffic Control Signal Indications) of the MUTCDC.

TAC's Editing and Publication Subcommittee is preparing an extensive set of updates to the MUTCDC that will constitute the fifth edition of the Manual, which many jurisdictions reference as a standard. The release of the fifth edition is expected this fall.



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Urban Transportation Council Projects Being Developed

Funding partners are being sought for two new projects recommended by standing committees under the auspices of the Urban Transportation Council.

Best Practices in Transportation Impact Assessment

Recommended by the Transportation Planning and Research Standing Committee, one project will examine approaches in Canada and abroad for conducting transportation impact assessments.

Such assessments are considered an important step in the development planning process and can assist the private sector in ensuring the success of their developments while enabling the public sector to manage the larger transportation system and proactively mitigate impacts.

When complete, the project is expected to deliver a report about best practices, with an evaluation of how transportation impact assessments are affected by type of development, context, jurisdiction, data and forecasts, environmental impacts and mitigation measures.

Building Great Sustainable Communities

Another new project, proposed by the Sustainable Transportation Standing Committee, will focus on best practices for building sustainable communities.

The project will study Canadian examples of integrated land use and transportation planning that led to sustainable, compact, mixed-use communities, specifically in suburban areas. Cases will include situations where dense land uses have been achieved as a result of the development of sustainable transportation services and infrastructure such as transit, subway stations and active transportation corridors.

Intended to assist municipalities in the preparation of transportation master plans, land use and community plans, the final project report will identify effective practices and policies, lessons learned, implementation challenges and methods to address those challenges.

Other TAC projects seeking funding, as well as detailed information on each initiative and responsible TAC contact can be found in the Pooled Fund Projects in Development section of the [website](#).

2013 TAC Conference and Exhibition

Transportation: Better – Faster – Safer

September 22-25
Winnipeg, Manitoba



DELEGATES – Benefit from **early-bird rates** by registering **before June 18!** Hotels and travel, technical and city tours and a list of preliminary sessions, panels and workshops can now be viewed online.

EXHIBITORS – The TAC Exhibition only has a few booths remaining. Visit the exhibitor webpage to view the floor plan and **book your space**.

PARTNERS / ADVERTISERS – Visit the partnership webpage to **complete your agreement form** and select your partnership opportunity.

Hope to see you in Winnipeg!

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Transportation 2014 Update

In 2014, TAC will mark its 100th anniversary by celebrating the past, present and future of transportation in Canada!



The *Transportation 2014* campaign offers partners a wide variety of opportunities to increase their national visibility among transportation and roadways sector professionals and the broader Canadian public, including video vignettes; a transportation showcase; student fair; national lecture series and an e-book.

The Votes are in!

Transportation 2014's Greatest Moments in Canadian Transportation (GMCT) video vignettes will be a central part of the campaign. In April, TAC members were invited to vote for their favourite 'greatest moment' from a preliminary list of 42 transportation milestones. Results have been tabulated and the ten GMCT finalists are:

1. Avro Arrow Fighter Jet
2. Calgary CTrain
3. Canadian Pacific Railway

4. Confederation Bridge
5. Creation of Transcontinental Railway System
6. St-Lawrence Seaway
7. Toronto Pearson International Airport
8. TransCanada Highway
9. Trans Canada Trail
10. Vancouver SkyTrain

Video vignettes of each finalist will be released starting in January 2014 and the public will be invited to participate in voting to select the winning GMCT moment later in the year. This special activity will wrap up with the announcement of the Greatest Moment at the 2014 TAC Conference & Exhibition in Montreal, September 28 to October 1st.

Calling Past TAC Members

TAC is looking to reconnect with past TAC members who have either retired or moved on, to participate in *Transportation 2014* events and activities. Their long-standing knowledge and vast technical experience will greatly benefit in the planning of these centennial activities.

Any past TAC members are invited to contact *Transportation 2014* Project Manager Gérald Cadet by email or by phone at 613-736-1350 x222. Organizations who possess images and/footage which could be used to create the video vignettes may also get in touch with Gérald. 



Use TAC Online to Register, Connect and More

Last summer, TAC launched **TAC Online**, an online system to help its members and customers more easily interact with the Association.

TAC Online helps members and customers:

- ◆ **Register for TAC events**, including the TAC Conference & Exhibition and seminars
- ◆ **Manage contact and profile information**, communication preferences (what type of communications to receive from TAC) and areas of interest

A **Member Directory** is also exclusively available to TAC members via *TAC Online*. Whether looking up the email address of a colleague or viewing the corporate profile of a TAC member organization, member contacts can use the Directory to search for individuals or organizations within the TAC database. (**TIP:** To view all member organizations or individuals, enter % in the organization/company field for a complete listing.)

If you don't already have a *TAC Online* account, **go to <http://tacimis.tac-atc.ca/imispublic> to create one.** (A link to *TAC Online* is

also at the top of the TAC website, www.tac-atc.ca.) Go to the **Log On** section near the bottom of the page, click **"Please create a TAC Online account"** and follow the instructions to be added to the system. Once your profile is created, you'll be asked to logon to **TAC Online**. Visit the **"My Account"** section to select your communication preferences and individual interests.

If you ever **forget your logon or password**, there are links to have *TAC Online* email you with reset instructions.

The newest *TAC Online* feature, **Roster Management**, allows TAC member reps (or their designate) to verify, add or delete people from an organization's TAC roster / contact list. The roster can be accessed by going to the "Personal" tab of the "My Account" section of *TAC Online* and clicking on the "Manage Roster" button in the top right corner.

Please feel welcome to contact us at services@tac-atc.ca or 613-736-1350 x256 if you have questions about using *TAC Online*, or about your TAC membership in general. 

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. Montréal will host the Association's 100th birthday celebrations, providing an opportunity to highlight important Canadian achievements in the transportation and roadways sectors.

Canada has a proud history of pipeline construction and operation dating back to 1853 when a 25 kilometre cast-iron pipe moving natural gas to Trois-Rivières, Québec was completed. In 1862, Canada completed one of the world's first oil pipelines, from Petrolia to Sarnia, Ontario.

By 1947, only three oil pipelines moved products to market in Canada. One transported oil from Turner Valley, Alberta to Calgary, while a second moved imported crude oil from coastal Maine to Montréal. A third brought American mid-continent oil into Ontario.

With the discovery of an abundant supply of crude oil and natural gas in the west, Canada's oil and gas industry began expanding its vast pipeline network in the 1950s. This expansion contributed significantly to the development of domestic and international markets, while propelling the Canadian economy forward.

Reprinted by permission from the Canadian Energy Pipeline Association



Photo provided by: Kinder Morgan Canada

In October 2013, the Trans Mountain Pipeline will mark the 60th anniversary of the first shipment of oil delivered from Edmonton, Alberta to Burnaby, B.C. The construction of the pipeline through steep mountainous terrain and harsh weather conditions of the Rockies was considered an important Canadian industrial achievement and earned the reputation of being one of the most challenging and successful projects undertaken in pipeline history.

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Paving the Way towards Sustainability - *Canadian Guide for Greener Roads*

Editor's Note: In this contribution to TAC News, Rico Fung, Cement Association of Canada, and co-chair of the Canadian Guide for Greener Roads Project Steering Committee, discusses approaches to help reduce the impacts of transportation on the environment, including greenhouse gas (GHG) emissions that contribute to climate change. Proposed by TAC's Climate Change Task Force, this feature profiles climate change-related initiatives of TAC and its member organizations. Interested organizations are encouraged to contact the newsletter editor to submit an article.

TAC's *Canadian Guide for Greener Roads*, which received final approval from both the Urban Transportation Council and Chief Engineers' Council in the fall of 2012, will provide guidance on greener practices for designing and implementing roads to help lead the way towards sustainability.

While an efficient road network contributes to the growth and prosperity of Canada, it has certain environmental implications especially with transportation infrastructure.

The Climate Change Task Force's checklist, designed to help councils and committees consider climate change in their projects, defines vulnerability as the "susceptibility of infrastructure to conditions it was not originally designed to withstand". Vulnerability can reduce infrastructure lifespan, resulting in economic loss, disruptions, as well as increased risks to public health and safety.

In light of these considerations, how can we move towards a more sustainable transportation infrastructure? By adopting approaches and measures aimed at modifying transportation activities in response to current and anticipated impacts of climate change. These can be either, or both, proactive and reactive, and may involve innovations that improve current practices.

The list of 31 sustainability practices contained in TAC's *Canadian Guide for Greener Roads*, including green procurement and life cycle assessment, serves this purpose.

◦ **Green Procurement:** this practice provides guidance for transportation agencies and service providers to procure goods and services with a reduced environmental impact and carbon footprint throughout the life cycle assessment. Goods and services include materials and products used in constructing and maintaining the road, as well as services for the planning, design, construction, operation and maintenance. The carbon footprint of the road and GHG emissions to the environment will be reduced.

◦ **Life Cycle Assessment (LCA):** LCA quantifies the environmental impacts associated with the delivery of a road in three distinct phases: construction, use and end-of-life. The **construction phase** consists of the extraction and production of construction materials, site preparation activities, transportation of materials and placement. The **use phase** encompasses all activities related to the use of the road over a defined service life, such as material and energy consumed for maintenance purposes. The **end-of-life phase** deals with the eventual demolishing of the road, and includes the transportation of waste to recycling operations or landfills. LCA provides decision-makers with a comprehensive view of

the environmental effects of a road project and a more accurate picture of environmental trade-offs when considering alternatives.

A Changing Landscape

Some of the current road design standards reflect goals and objectives set out a few decades ago. There is a clear desire and need to adapt these goals and refine our design guidelines to better fit today's changing landscape.

For example, TAC's Guide focuses on integrating objectives relating to climate change such as the conservation of resources used in the extraction and production of construction materials. Numerous other TAC projects in progress and development are focusing on sustainable transportation and addressing climate change.



Practical Guide Components

The Guide's user manual contains key features such as questions relating to sustainability practices, a glossary, survey results and a self-evaluation interactive tool.

Thirty-eight sustainability questions pertaining to the sustainability practices were specifically developed to assist in the self-evaluation of a road project. This interactive software helps users review the sustainability questions and determine which practices are applicable to their road project. Users can also self-rate their road project using a letter grade system (A, B or C). Transportation agencies may wish to track their evaluations and develop, over time, benchmarks for each question.

The *Canadian Guide for Greener Roads* is currently being edited in preparation for publication. This title will be promoted to TAC members and customers as soon as it is available for purchase in the TAC Bookstore. 

Become a TAC Conference Partner or Advertiser

Increase your organization's visibility among key transportation and roadways professionals through a high-benefit, cost-effective partnership or advertisement at the 2013 TAC Conference & Exhibition, *Transportation: Better – Faster – Safer*, from September 22-25, in Winnipeg, Manitoba.

Partners can choose from a variety of opportunities at various levels, including the TAC and Canadian Transportation Awards, Monday Local Showcase evening event, and more. These conference partnership opportunities include benefits such as access to the Conference delegate list, on-stage roles for organization representatives, ads or other visibility in the Delegate Program, recognition on event signage, and more, and range from \$775 to \$6500.

For the first time ever, organizations can also advertise in the TAC Conference Delegate Program or Exhibition Guide. Ads range from \$225 to \$495.

To become a TAC partner or advertiser, visit the partnership section of the TAC Conference website to view remaining partnership and advertising opportunities or contact Erica Andersen at eandersen@tac-atc.ca.

Don't miss your opportunity to capitalize on TAC's organizational strength and respected brand!

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Gavin Davidson

Canadian Ready Mixed Concrete Association

Mississauga, ON
Mick Prieur, Senior Pavement Engineer

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Franck Bonny, Vice-President of Marketing

Investing in the Future of Canadian Transportation

Since the TAC Foundation was established in 2003, more than \$1.9 million has been committed to its programs and over \$1.66 million has been received to date.

The TAC Foundation is funded by donors, including organizations and individuals involved in transportation. Supporting the TAC Foundation is an investment in the future of Canadian transportation, and donors are recognized as leaders in the transportation and roadways sectors.

The Foundation not only helps students directly through the awarding of scholarships; it raises the visibility, image and profile of the transportation industry in the Canadian education system.

Becoming a donor is a way for organizations to promote careers in transportation while making both a positive impression upon and direct contact with talented, eager professionals soon entering the field. TAC Foundation donors are recognized in *TAC News*, at the TAC Conference & Exhibition and on the TAC Foundation website.

Major donors will be invited to attend a special reception at the 2013 TAC Conference & Exhibition, to thank them for their commitment. The TAC Foundation will also be featured during the Tuesday lunch of the Conference, set to take place in Winnipeg, Manitoba, which will highlight some of this year's TAC Foundation scholarship recipients.

Named Scholarships

Donors making a TAC Foundation contribution of \$5000 or more per year for three years may name a scholarship for an individual, company, association or other group, and receive added visibility through the scholarship name. A number of current donors have chosen to recognize the contributions of an individual who has made a difference in the evolution of their company through a specific named scholarship. All named scholarship donors are provided the opportunity to work with the Foundation to develop a summary description of the scholarship which can include a profile of both the company and of any individual for whom the scholarship is named.

Donations from organizations interested in supporting the TAC Foundation, through either a named scholarship or a donation to the general programs fund, can be submitted by contacting the TAC



Foundation at foundation@tac-atc.ca or by completing a Contribution Form found on the TAC Foundation website - www.tac-foundation.ca

Sponsoring a TAC Foundation scholarship helps donors:

- ◆ Invest in the future of Canadian transportation
- ◆ Obtain recognition in the transportation community for supporting the TAC Foundation's mandate, *Educating Tomorrow's Transportation Leaders*
- ◆ Recruit talented employees
- ◆ Build relationships with potential future members of client, customer and support communities
- ◆ Recognize, through a "Named Scholarship", an individual or company who has made a major difference to the organization. A brief summary of contributions and achievements can be included in the scholarship description

For enquiries or further information, contact the TAC Foundation's Executive Director, Brian Henderson, by email or by phone at (416) 225-6744 or (416) 402-0229.



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PEOPLE IN THE NEWS

Rob Penny has been appointed Deputy Minister of Alberta Transportation. Rob is returning to the Government of Alberta from the Government of Saskatchewan, where he was Deputy Minister for Highways and Infrastructure since 2010. **Ted Stobbs** has been named Acting Deputy Minister.

Brent Meade is the new Deputy Minister for Newfoundland and Labrador Transportation and Works.

At the Ministry of Transportation of Ontario, **Dino Bagnariol** was recently promoted to Director Highway Standards Branch, and **Becca Lane** became the new Manager of the Materials Engineering and Research Office.

Angelo Boccanfuso is the new Director of CANUTEC at Transport Canada.

Tom Kazmierowski has joined Golder Associates Ltd. as a Senior Consultant, Pavement and Materials Engineering.

Stuart Anderson is now working for the Road Safety Group at Giffin Koerth Forensic Engineering in Toronto.

Patrick Lalach has joined CIMA+'s Saskatoon office as Transportation Manager, Saskatchewan and Association Partner.

At CentrePort Canada, three new employees were hired to focus on specific key areas: **John Spacek**, Vice-President of Planning and Development; **Carly Thompson**, Manager of Investment Promotion and Marketing Partnerships and **Jingshun Yin**, Project Manager, China Projects.

Jim Berezowsky is the new Manager of Streets Maintenance at the City of Winnipeg.

Craig Walbaum has been named Director, Traffic Control at the City of Edmonton.

COMING EVENTS

2013

Annual Conference of the Canadian Institute of Planners

July 6-9
Vancouver, British Columbia
Tel. (613) 237-7526
<http://infuse2013.ca/>

National Asphalt Pavement Association Mid-Year Meetings

July 15-17
Boston, Massachusetts
Tel. (888) 468-6499
http://www.asphaltpavement.org/index.php?option=com_content&view=article&id=844&Itemid=100177

Annual Meeting and Exhibit of the Institute of Transportation Engineers

August 4-7
Boston, Massachusetts
Tel. (202) 785-0060
<http://www.ite.org/meetings/index.asp>

TAC Fall Technical Meetings

September 19-24
Winnipeg, MB
Tel. (613) 736-1350
www.tac-atc.ca

TAC Conference & Exhibition

September 22-25
Winnipeg, MB
Tel. (613) 736-1350
<http://tac-atc.ca/english/annualconference/>

17th International Road Federation World Meeting & Exhibition

November 9-13
Riyadh, Saudi Arabia
Tel. (703) 535-1001
<http://irf2013.org/>

2014

93rd Annual Meeting of the Transportation Research Board

January 12-16
Washington, DC
Tel. (202) 334-2934
<http://www.trb.org/AnnualMeeting2014/annualmeeting2014.aspx>

Annual Conference of the Canadian Construction Association

March 9-15
Panama City, Panama
Tel. (613) 236-9455
<http://www.cca-acc.com/en/about-cca>

TAC Spring Technical Meetings

April 9-16
Ottawa, ON
Tel. (613) 736-1350
www.tac-atc.ca

TAC Conference & Exhibition

September 28 to October 1st
Montréal, QC
Tel. (613) 736-1350
www.tac-atc.ca