



HOST OF NEW TECHNICAL PROJECTS APPROVED

Ten projects have recently been given the green light by TAC's councils.

Sponsor funding is now being sought for the projects which cover subjects ranging from road salt management and influencing travel behaviour to pedestrian traffic signals and the geometric design of special roads.

Chief Engineers' Council Projects

Transit Priority Measures in Urban Areas

A project proposed by the Traffic Operations and Management Standing Committee will evaluate transit priority measures that can be used by municipal engineers and planners as effective, efficient and viable options in urban transit planning.

Work is expected to include a review of transit priority measures used in Canadian municipalities, as well as associated policies and implementation and monitoring activities, cost-benefit analysis of transit priority measures and before-and-after review and analysis of case studies.

The major project deliverable will be a synthesis of practices and recommended practices for the planning, implementation and monitoring of transit priority measures.

Adding Pedestrian Signals to Existing Signalized Intersections

Another project recommended by the Traffic Operations and Management Standing Committee will lead to the development of a warrant for the addition of pedestrian signals to existing traffic signals in urban areas.

The project will include a review of related warrants and other municipal initiatives and by-laws in Canada and elsewhere. A review of traffic engineering theory on conflict management at intersections will also be needed to support the development of parameters to be factored into the warrant. As well, it is expected that engineering work will be necessary to complement the findings.

The major project deliverable will be a national technical warrant to be described and presented in a practical format. It may be published as a stand-alone document or incorporated into TAC's traffic signal warrant procedure and related handbook.

Pedestrian Crossing Control Manual Update

Published in 1998, TAC's *Pedestrian Crossing Control Manual* now requires some improvements and information updates. These cover such topics as crossing opportunities for a wider variety of road cross-sections, mid-block crosswalks, newer devices including post-mounted



beacons or stutter flash, crossing treatments for young, old or vulnerable road users and crossing control in rural areas.

Also proposed by the Traffic and Operations Management Standing Committee, this project will review existing pedestrian crossing control practices in Canada and research on the most effective means of implementing crossing control.

The major deliverable from the project will be an updated pedestrian crossing control manual for Canada.

Geometric Design Guidelines for Special Roads

The Geometric Design Standing Committee has recommended a project to develop a synthesis of practices for roads not currently addressed in the 1999 edition of TAC's *Geometric Design Guide for Canadian Roads*. Seasonal access, logging, northern mining and park access roads are among those that could be covered by the project.

The ultimate objective of this initiative would be to incorporate new research on low volume roads in the geometric design guide. The low volume roads chapter last appeared in the 1986 edition of the *Geometric Design Guide for Canadian Roads*. The development of a synthesis of practices will be the first phase toward this objective.

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New Technical Projects (cont'd from p. 1)

It is expected that work during this first phase of the project will include a Canada-wide survey of special road types and related geometric design practices. The major deliverable will be a synthesis of practices on the subject.

Bridge Hydraulics Workshop Materials

A project recommended by the Structures Standing Committee calls for a workshop or seminar series based on the second edition of the *Guide to Bridge Hydraulics* published by TAC in 2001.

With some attention to basic hydraulic considerations and hydrologic estimates, the focus of the one or two-day activity will be on waterway design, scour protection and channel control, as well as hydraulic aspects of construction, inspection and maintenance. The target group will primarily be junior to intermediate engineers.

Learning materials are needed to accompany the TAC guide and to support the workshop series. The objective of the project will therefore be to develop the necessary materials based on the guide and to recommend appropriate formats and media for the workshops.



Urban Transportation Council Projects

Transportation Planning Study Workshop Materials

A series of workshops based on TAC's *Best Practices for Technical Delivery of Long-Term Planning Studies in Canada* has been proposed by the Transportation Planning and Research Standing Committee.

The project will result in materials for a day-long workshop presenting and illustrating how this 2008 publication should best be used by practitioners. The workshop is envisioned as a combination of lectures, as well as case study and sample problem presentations.

A number of workshops will be held around the country to allow for participation from as many small to medium-sized communities as possible.

Urban GHG Emission Impact Workshop Materials

As jurisdictions set targets to reduce greenhouse gas (GHG) emissions, there is a recognized lack of information, tools, professional training and appropriate methodologies to forecast the impacts of possible transportation measures to help meet these targets. There is also an ongoing need to improve the ability of transportation professionals to measure the impact of transportation GHG reduction initiatives.

The Sustainable Transportation Standing Committee has recommended that a workshop series be held to gain a better understanding of the forecasting and measurement tools and practices currently used in Canada and other jurisdictions for GHG emission impacts of urban transportation initiatives. In addition, the workshops will identify gaps in knowledge, practices and data in this area.

(cont'd on p. 3)

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TAC is a national 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.

The workshops will also serve as a building block to inform further development of resources and policy research initiatives.

Effective Strategies for Influencing Travel Behaviour

A project put forward by the Sustainable Transportation Standing Committee is aimed at examining the barriers to greater uptake of sustainable transportation behaviours and at assessing the range of tools that governments have to overcome these barriers.

The project will identify the policy and program tools that can most effectively influence urban transportation choice within key market segments. While the project will recognize critical opportunities in the areas of land use and transportation supply, it will focus its practical guidance on tools and techniques usually associated with transportation demand management and the pursuit of modal shift.

Taking current policies into account, the project will consider the need and opportunity for sustained and dramatic long-term shifts in urban travel choices and identify realistic barriers to short-term action. The results of the project are expected to accelerate action and innovation in an important area of emerging practice and will help maximize the return on transportation investments.

The major deliverable will be a practical guide to tools that can be used by practitioners to influence transportation behaviour.

Environment Council Projects

Update of *Salt Management Guide*

The deicer of choice used on Canada's more than one million kilometres of roads continues to be salt.

Since publication of TAC's *Salt Management Guide* in 1999, there have been many advancements made in the field of road salt management.

The Environmental Advisory and Legislation Standing Committee believes that an update of the publication is necessary to incorporate the research and lessons learned in the intervening years.

It is expected that the project work will include a literature search and a survey of road authorities.

The final result of this project will be a comprehensive reference guide that addresses transportation and Canada's economy and quality of life, the effects of road salt on the environment, as well as recommended road salt management practices.

Meeting Environmental Requirements and Commitments in Highway Construction, Operations and Maintenance

The Environmental Issues Management Standing Committee has proposed the development of a guide to assist highway transportation practitioners in meeting environmental requirements and commitments in highway construction, operations and maintenance.

A compilation of the methods used in various jurisdictions to protect the environment will help contextualize and guide Canadian transportation professionals in minimizing project-related impacts on the environment.

The guide will consist of a series of volumes discussing specific best practices for highway construction, operations and maintenance in a context of mitigating impacts on the environment. The publication will be useful for contract preparation and follow-through for construction, operation and maintenance of roads and highways, bridges, culverts, quarries and maintenance/construction camps.

The guide will be designed for transportation agency staff preparing project documents to be submitted to regulatory agencies for approval and contract documents for project implementation. It will also meet the information needs of the contractor and maintenance staff carrying out the work. □



Photo: Tourism Vancouver

2009 TAC Annual Conference and Exhibition

Transportation in a Climate of Change

October 18-21

Hyatt Regency Hotel and Fairmont Hotel Vancouver
Vancouver, British Columbia

DELEGATES – A comprehensive registration package, including a detailed advance program, will be sent to most recipients of the print version of *TAC News* in June. The material will also be available on the web (www.tac-atc.ca) in mid-June. **(Early registration information is already posted on TAC's website.** Delegates are encouraged to register online and qualify for a major prize! They are also **urged to make their hotel reservations very early to avoid almost certain disappointment.**)

EXHIBITORS – Sorry but it's too late to book exhibit space – the show is sold out!

SPONSORS – Demand for sponsorship opportunities has been strong this year so reserve one of the remaining packages as soon as possible. Browse the TAC website for full details. Also see the sponsor insert in this issue of the newsletter.

www.tac-atc.ca

Collision-prone Location Screening Project Launched

TAC has undertaken a project aimed at developing national guidelines for collision-prone location screening in Canada. The project will include a comprehensive review and assessment of modeling and analysis techniques used by Canadian and selected international jurisdictions, as well as academic research in this area.

In order to determine high risk areas on a road network where large numbers of users, both motorists and others, are killed or seriously injured, some road authorities undertake scientific investigations such as collision-prone location screening, blackspot programs or network analysis. These activities serve to identify infrastructure deficiencies and traffic operations and control features that may have contributed to collisions. They also help to determine appropriate mitigation measures. A mid-term review of Canada's Road Safety Vision 2010 recommended that more road authorities adopt this practice.



Only a limited number of Canadian road authorities are currently conducting collision-prone location and blackspot programs or network analysis. To date, there is no known consistent method for analyzing high-risk roads that takes into account various location characteristics. Some methods, however, are better suited for analyzing road characteristics such as classifications, traffic exposure, urban or rural settings, data availability, traffic control, illumination, signage, and pedestrian/cyclist and transit user accommodations.

Initiated by TAC's Road Safety Standing Committee, the project will be conducted by a consultant to be selected in the near future. Work is expected to be completed by the fall of 2010.

The effort is being funded by **Alberta Transportation, Manitoba Infrastructure and Transportation, the New Brunswick Department of Transportation, the Ministry of Transportation of Ontario, Prince Edward Island Transportation and Public Works, the Ministry of Transport of Quebec, the Saskatchewan Ministry of Highways and Infrastructure, Yukon Highways and Public Works, Transport Canada** and the **cities of Edmonton, Montreal and Ottawa.**

Green Guide for Roads in the Works

The preparation of a green guide for roads by a TAC Urban Transportation Council task force is proceeding apace.

The guide will provide a set of self-evaluation performance measurement criteria incorporating sustainable/green principles and environmental stewardship. It will also give guidance on roadway planning, design, construction, commissioning, maintenance and operation, as well as life cycle assessment activities. In addition, the publication will address the full functional hierarchy of roads in both urban and rural settings.

The *Green Guide for Roads* is designed to promote sustainable growth and alternative multi-modal transportation solutions within roadway corridors, along with safe, long-lasting road infrastructure and green construction principles. Key areas of the publication are expected to include community interface, environmental footprint, mobility choices, safety and energy consumption.

In an effort to expedite the guide's completion, the task force has hired a **University of Toronto** student, Stefan Cermak, to play an important role in researching and documenting best practices for green roads, as well as existing or emerging evaluation systems for sustainable infrastructure.

During the development of the performance measurement tool, the MSC student in planning will have the opportunity to liaise with transportation professionals in several jurisdictions across Canada. His participation in the project this summer reflects TAC's commitment to encouraging students to enter the transportation profession.

Established in the spring of 2008, the task force expects to have completed its work by September 2010. Most of the project is being conducted on a volunteer basis.

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TAC BOARD ADOPTS NEW THREE-YEAR BUSINESS PLAN

A new three-year TAC business plan has been approved by the Board of Directors for the period 2009-2011.

Adopted this spring, the rolling plan builds on the successes of previous business plans and incorporates the input received during member and director consultation on ways to strengthen TAC's products and services. The overall objective of the plan is to continue seeking ways of increasing value for both current and prospective members of the association.

Implementation of the plan has begun and the document will be updated annually by the Board. Council and standing committee work plans are expected to be harmonized with the business plan by next April.

The business plan process started in April 2008 with high-level input from the TAC Board on the relevance of the previous plan's mission, strategic objectives and implementation strategies. Subsequent steps included member and customer research and director interviews, resulting in a list of questions that was used to feed discussions with the association's directors and council chairs.

The views expressed during the discussions formed the basis of guiding principles that were used to develop the plan's strategies and timelines, and ultimately, a three-year budget forecast.

The results of this consultation were summarized and then used by the Board to formulate guiding principles, after which more detailed work was done by TAC staff and the Executive Committee. This led to the development of proposed strategies and annual targets to support the guiding principles. Together, the guiding principles, as well as the strategies and timelines, provide the foundation for the budgets contained in the business plan.

Business Plan Highlights

The business plan reaffirms TAC's mission (refer to box at bottom of p. 2 of this newsletter) which acknowledges the road-related expertise of the association and two other key areas in which it has a special interest – linkages between roads and other modes of transportation, as well as urban transportation.

The plan continues to focus on achieving four strategic objectives:

1. to be Canada's transportation centre of expertise, providing a neutral forum for the exchange of ideas and the discussion of technical issues;
2. to contribute to the increased awareness of the importance of transportation to Canada's economic and social well-being and to the availability and technical currency of transportation professionals in Canada;
3. to be the preeminent source of transportation materials for Canadian practitioners; and
4. to develop and to update guidelines and best practices primarily for road and road-related transportation matters.

In summary, the new business plan:

- ▶ Focuses on building on TAC's strengths rather than looking for major changes to its governance and business models. For example, this means a recommitment to the principles of TAC's sponsored project program and to market pricing for the organization's products.
- ▶ Seeks ways to verbalize the importance of contributions by volunteers and calls for the creation of a vision statement for the organization.
- ▶ Seeks new low-cost ways to actively promote the importance of transportation to the general public. This will be accomplished in part by using the association's communications vehicles such as *TAC News* and the website, inviting the Education and Human Resources Development Council to generate ideas and focusing at least part of TAC's 2014 centennial celebrations on the subject.
- ▶ Seeks to improve dissemination of key information to decision-makers in the transportation sector. This will be accomplished by offering "primers" on key TAC publications and guides and by possibly offering summits on new or emerging topics.
- ▶ Seeks to improve TAC's branding and the visual identity of its publications.
- ▶ Seeks to identify mechanisms that will allow the Board to provide strategic-level direction to councils and task forces in terms of prioritization of emerging issues.
- ▶ Provides a mechanism for the Board to consider funding initial research on hot or priority issues.
- ▶ Seeks ways of increasing sales or dissemination of low-volume or dated publications, as well as increasing sales of e-publications.
- ▶ Seeks to further improve the development process for sponsored projects.
- ▶ Calls for minor adjustments to the annual conference in terms of such elements as duration, costs and electronic dissemination of content.
- ▶ Calls for a review of the model used to deliver training based on TAC's intellectual property.
- ▶ Calls for an accelerated migration towards e-publishing with full paperless publishing of new publications within a three-year timeframe.
- ▶ Calls for the creation of a task force to review TAC's existing French-language products and services and to recommend ways of better meeting the needs of current and prospective French-speaking members.
- ▶ Seeks to strengthen linkages with associations in related fields, both domestically and internationally, and to garner the viewpoints of other groups such as contractors and suppliers.

(cont'd on p. 6)

New Business Plan (cont'd from p. 5)

- ▶ Calls for an examination of opportunities to conduct international scanning tours on priority topics.
- ▶ Seeks to revamp Board meetings to provide more time for strategic discussions on hot topics.

- ▶ Calls for the development of a policy to define the conditions under which presentations on TAC can be made to the organizations that Board members represent.

The entire business plan document is available on TAC's website at <http://www.tac-atc.ca/english/about/businessplan.cfm>. 

Ramp Speed Limit Signs to Be Investigated

A new TAC project intended to establish comprehensive best practice recommendations for signing safe operating speeds or speed limits on off and on-ramps is underway.

Significantly reduced speed limits are often posted on interchange ramps and loops used by high speed and high volume traffic due to the sharp curvature of the horizontal alignment of these facilities. Motorists are informed of the appropriate speed limit to observe by means of either regulatory or advisory signs.

TAC's *Manual of Uniform Traffic Control Devices for Canada* contains an advisory speed limit sign designated for use on ramps. However, there is inconsistency within and between jurisdictions in the approach taken for the design and placement of the signing for speed limits on off and on-ramps.

For example, if the sign is visible from the thoroughfare roadway, it may not be clear to motorists if the recommended speed – posted using the advisory sign currently recommended in the traffic control manual – refers to the ramp or to the main roadway. As such, this project will explore the advantages and disadvantages of using a regulatory versus an advisory speed limit sign and investigate how best to advise motorists.

The project will review existing ramp speed signing methodologies in North American and other jurisdictions, assess the advisory ramp speed sign in the traffic manual and recommend the use of warning versus regulatory signs for this application. In order to encourage uniformity across Canada, it is also intended that a standard regulatory and/or advisory sign, along with best placement practices for off and on-ramps, will be developed and adopted for inclusion in the manual.

Recommended by TAC's Traffic Operations and Management Standing Committee, the initiative is being funded by **Transport Canada, Alberta Transportation, the British Columbia Ministry of Transportation and Infrastructure, Manitoba Infrastructure and Transportation, the New Brunswick Department of Transportation, Newfoundland and Labrador Transportation and Works, the Ministry of Transportation of Ontario** and the **Ministry of Transport of Quebec**, as well as the **cities of Ottawa, Edmonton and Calgary**.

A project steering committee comprising representatives of the sponsors has been formed and terms of reference have also been developed. A consultant will be selected in early July to conduct the project which is expected to be completed by September 2010. 



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Demystifying Registration under the Federal Lobbying Act

In a continuous effort to keep members abreast of important issues, TAC News is carrying this article outlining the steps taken by the association to ensure compliance with the federal Lobbying Act's reporting requirements, which took effect in July 2008.

Earlier this year, TAC retained the services of a government relations expert to review the wording of the federal Lobbying Act and has concluded that it is not currently required to register as an in-house organization lobbyist under the terms of the act.

As part of the review, the government relations consultant developed a background document which explains the Lobbying Act and its relevance to TAC's activities.

Of particular importance is that not all communications with the federal government require registration under the Lobbying Act. In particular, the act only require an organization to submit a registration when "lobbying constitutes a significant part of the duties of those employees who communicate with public office holders." "Significant" is taken to mean that there is one person in the organization who spends 20 per cent or more of his or her time performing lobbying activity requiring registration or that all employees of the organization, cumulatively, spend what would

be 20 per cent of a full-time employee's time performing work deemed to be lobbying activity requiring registration.

TAC currently meets neither of the previously mentioned criteria. While there are occasions in which the association deals directly with federal public office holders, it has concluded that there is no legal requirement for registration under the Lobbying Act to communicate with these parties.

As expressed in the TAC mission statement, the association's role is to offer a neutral forum to gather and exchange relevant ideas and information on technical guidelines and best practices. The hub of TAC's initiatives does not entail any advocacy activity but rather focuses on providing members and practitioners with a preeminent source of transportation resources.

In order to avoid situations that could lead to TAC being challenged on its need to register under the terms of the legislation, the government relations expert recommended a number of communications strategies which the secretariat is in the process of implementing.

Additional background information on TAC's ongoing compliance with the act's requirements will be included in the "About TAC" section of the website in the coming months. 

COMING EVENTS ~ 2009

12th International Conference on Fracture

July 12-17
Ottawa, Ontario
www.icf12.org

16th World Congress & Exhibition on Intelligent Transportation Systems

September 21-25
Stockholm, Sweden
www.itsworldcongress.com

Annual Conference of the Canadian Institute of Planners

September 30-October 3
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TAC Foundation Update

TRAC Outreach Program Well-suited to Canadian Schools

In mid-2007, the TAC Foundation initiated a pilot project to test the possibility of introducing TRAC, an education program designed to encourage interest in transportation careers at the high school level, into Canada.

TRAC – TRANsplantation and Civil engineering – is a hands-on education outreach program designed for use in science, mathematics and social science classes in high schools. The TRAC program is a not-for-profit, self-governing entity of the American Association of State Highway and Transportation Officials (AASHTO). TRAC relies on sponsors such as highway agencies, partners and donors to operate its program.

By engaging students in solving real-world problems, sending volunteer mentors into the classroom and supplying teachers with the needed materials, TRAC connects high school students to the work world of transportation professionals and civil engineers, and encourages them to consider careers in these fields.

Already well established in the U.S., the TRAC program clearly supports the TAC Foundation's mandate and objectives. For this reason, a two-year pilot project was undertaken to investigate the possibility of bringing the program to Canada.

As of the end of June, introduction of the TRAC program through the pilot project will have concluded with the participation of eight schools in three provinces. The project was very successful, generating interest

and enthusiasm at high schools in the provinces where it was tested – Alberta, Ontario and New Brunswick.

Exposure to the program resulted in accolades from the hands-on educators and volunteer engineering mentors who were involved. All of the participating schools are anxious to see the program adopted and systematically implemented in their provinces.

The project demonstrated that the TRAC program is well suited to the Canadian learning environment, that it can be readily adapted to Canada's education system and that it can be rolled out across the country with available classroom modules and procedures.

Given the scope and timeframe of the pilot project, it was not possible to determine conclusively that the program will lead more students to enter the engineering field. However, the program clearly raised the awareness of engineering as a potential career opportunity in the classrooms where it has been piloted. It has also demonstrated that implementation of an initiative such as TRAC will help meet the urgent need to encourage young people to seek careers in the Canadian transportation industry.

With the pilot project completed, TAC – through the Education and Human Resources Development Council – is currently assessing the means of expanding the TRAC program across the country. ☐

NEW MEMBERS

TAC is pleased to welcome the following new members:

Town of the Blue Mountains

Thornbury, ON
Tom Gray, Development Coordinator

Canadian Natural Gas Vehicle Alliance

Ottawa, ON
Alicia Milner, President

Canadian Ready Mixed Concrete Association (CRMCA)

Mississauga, ON
Sherry Sutherland, Technical Engineer

District of Central Saanich

Saanichton, BC
Nirmal Bhattacharya, Municipal Engineer

ConCreate USL Ltd.

St. Albert, AB
Stewart Nelson, Project Manager

Flatiron Constructors Canada Ltd.

Richmond, BC
Laurie Kelsey, Manager of New Initiatives

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Tom Gilliss

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Kelly Carrick

Resource Management International Inc.

Lashburn, SK
Tom Gehlen, President

District of Squamish

Squamish, BC
Doug French, Manager of Engineering

Town of Stonewall

Stonewall, MB
Ron Maylen, Engineering Manager

South East Cornerstone School Division #209

Weyburn, SK
Larry Ursu, Manager of Transportation & Fleet Services

Third Wave Cycling Group Inc.

Vancouver, BC
Jack Becker, President

Carl Hennum

Mississauga, ON

Clive Rock

Vancouver, BC

Transportation Information Service in Action

TAC Tests Wiki

TAC's Transportation Information Service (TIS) is testing a wiki software package and needs volunteers from the association's membership to provide feedback.

What is a wiki?

A wiki – the most commonly used example is Wikipedia – looks like a typical web page, with one important difference. The web browser used to see the wiki page also lets the viewer edit the information on it. This makes a wiki a shared, collaborative work space.

What can a wiki do for me?

The open and uncontrolled nature of wikis makes them very flexible. For TAC, some potential applications of a wiki could include:

- ▶ discussion areas for volunteer project committees, subcommittees or any group with a common interest;
- ▶ a common point to share and edit material like project initiation forms or draft project documents; and
- ▶ a space to promote the activities of a committee to the rest of TAC.

This is just a starting point since most of the content and development of the site will come from the users. The only limits are administrative: editing privileges will be restricted to TAC members and the topics should be related to TAC business.

How does the wiki relate to TAC's website?

The TAC website is an official TAC "document" and is managed by the association's secretariat. It has elements for both members and the general public. The site is also relatively static as information in many areas does not frequently change. Members can suggest changes which the secretariat can then act on.

The wiki is not an official document and is intended for the use of members only. It can be amended as often as contributors choose. There is no need to involve the secretariat to change information on the wiki page: a contributor can edit a page and others can see the modifications as soon as the contributor saves it.

Using the TIS wiki

The first step in using the new wiki is registration. While in its test phase, the ability to edit wiki pages will be limited to registered users. This also ensures that TAC members are the only contributors. Once registered, users can read a tutorial that covers the basics of creating and editing a wiki page.

Contact the TIS at tis@tac-atc.ca to obtain the link to the wiki registration form or if you have questions. 

PEOPLE IN THE NEWS

Hon. **James Reiter** is the new minister of highways and infrastructure of Saskatchewan.

David Norman has been appointed deputy minister of government services for Newfoundland and Labrador.

Gary Gosse has succeeded **Cluney Mercer** as assistant deputy minister – transportation at the Newfoundland and Labrador Department of Transportation and Works.

Bryce Conrad has accepted a new position of assistant deputy minister at Infrastructure Canada. He will be working on the stimulus programs announced in the most recent federal budget.

Reg Andres and **Ric Robertshaw** are the new co-chairs of the National Round Table on Sustainable Infrastructure.

At the British Columbia Ministry of Transportation and Infrastructure, **Dave Byng** is the new chief operating officer and **Nancy Bain** has been appointed assistant deputy minister for finance and management services. As well, **Ian Pilkington** is now chief geotechnical, materials and pavements engineer. He replaces **Mike Oliver** who has retired.

Tim Mereu is the new president of Ecoplans Limited, replacing **Bob Hodgins** who has retired.

Moh Lali has succeeded the retired **Allan Kwan** as executive director, technical standards, for Alberta Transportation.

Paul Mackey, director of Safestreet/Ruesecure, wrote the chapter on geometric design of collector streets for the *Urban Street Geometric Design Handbook* recently published by the Institute of Transportation Engineers. He was the only Canadian author who participated in this project. 

New Team Member Welcomed

Lynne Parisien has joined the TAC communications and member services team as communications coordinator.

In this newly created position, Lynne's primary responsibility will be to provide quality control of editorial material in both print and electronic formats, with an emphasis on French-language material. She will also focus on ensuring the accuracy, clarity and consistency of communications initiatives in both official languages.

Lynne has held various communications specialist roles in the retail and insurance/financial services sectors. Her educational background includes public relations, radio and television broadcasting, as well as marketing communications. 

TAC Revamps Website

TAC recently rolled out a new, more user-friendly version of its website.

The redesign of the site vastly improves navigation by removing the guesswork in retrieving information. User-friendly functions and a streamlined design now allow information to be accessed in a maximum of four clicks. This also provides an opportunity to better showcase the wealth of transportation resources the site has to offer.



In a world of instantaneous messaging, the ability to effectively communicate with members and stakeholders and to quickly provide the information they need is crucial.

One of the key findings of a recent TAC member survey emphasized the association's role in facilitating relevant and timely information sharing within the transportation sector. The TAC website now allows users to retrieve information more rapidly as it is structured in a more logical fashion.

It should be noted that TAC's website address – www.tac-atc.ca – may need to be reinput and bookmarked to bring up the new version of the site.

Website Features

- ✓ Streamlined design with quick and easy access to information (convenient search capabilities and online forms)
- ✓ Wealth of transportation resources (industry links, databases and publications/reports/guidelines)
- ✓ User-friendly functions
- ✓ Logically structured site map (improved navigation at the click of a button)

Online TAC Conference Registration

An important recommendation stemming from TAC's member survey was to accelerate the transition to electronic dissemination of information and resources. For instance, the use of online event registration forms enables participants to save both time and money.

TAC conference delegates are reminded to use the online registration form.

Any 2009 conference delegate who registers online by October 9 will be entered in a draw for a free basic delegate registration for the 2010 conference to be held in Halifax. To qualify for this draw, delegates must complete their registration form in full and pay their fees online.

The events registration tool and online form can be accessed by clicking on the left-hand side menu under Annual Conference.

TAC News readers and website users are invited to browse through the new site. Comments and suggestions are welcome and can be sent to webmaster@tac-atc.ca. 

Roadway Work Safety Manual Being Developed

TAC is preparing a manual of best practices for roadway work zone safety. Selected topics include the safety of both workers and the public in work zones, existing related guidelines and legislation across Canada, as well as areas in need of improvement.

Worker and public safety in work zones has been identified as an important issue for road sector practitioners. There are currently no established national standards in this area although all provinces have individual practices in place for work zones.

Work zone safety covers a broad range of work types, conditions, locations and risks. To narrow the scope, the best practices manual will synthesize current work zone safety practices and identify issues within this sector. It will also examine safety risk or exposure in terms of public and worker perception, which is a key consideration when designing work zones.

Initiated by TAC's Work Zone Safety Subcommittee, most of the manual will be done on a volunteer basis, under the guidance of the Road Safety Standing Committee.

The Work Zone Safety Subcommittee was originally created in 2003, following a recommendation of TAC's Road Safety Standing Committee. The group of volunteers was mandated to prepare a best practices guide on work zone safety. The first chapter was published in 2005 as a separate document entitled *Synthesis of Practices for Work Zone Speed Management*.

In the spring of 2008, the Road Safety Standing Committee reinstated the subcommittee with a renewed mandate to develop a manual identifying best practices in roadway work zone safety.

Work on the first two chapters of the manual has begun with the publication expected to be completed by the end of 2011. Updates will be carried in future issues of *TAC News*. 