

Transportation

ite

Talk

CANADIAN INSTITUTE OF TRANSPORTATION ENGINEERS MEMBER NEWSLETTER
Volume 30, Number 3

Transportation Engineering Meets CSI

Forensic Engineering of Collisions

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Jason Young, B.E.Sc., M.A.Sc., P.Eng.
Russell Brownlee, B.Sc., M.A.Sc., FITE, P.Eng.

On the popular television series, "CSI" stands for Crime Scene Investigation. However, in the forensic engineering world of roadway collisions, CSI might appropriately stand for 'Civil Suit Investigation'. Instead of uttering profound one-liners like Horatio Caine, forensic engineers work behind the scenes providing their clients with expert opinion and facts to assist them in dealing with their legal matters.

Forensic engineering is the investigation of products, materials, transportation facilities, or structures that fail or do not function as designed, causing person injury, death, or property damage. Forensic engineering is a broad reaching field of applied science. This article is a synopsis of the forensic engineering aspects of roadway collisions and how these investigations compare to traditional transportation engineering reviews and audits.

Forensic engineering investigations of collisions consider three categories of potential contributing factors: the driver, the vehicle, and the roadway environment. A thorough assessment of all contributing



A view of the location of the 'black box' in a particular vehicle, under the passenger seat

factors, no matter how minor, is critical to transportation facility owners, insurance industry and legal professionals. A seemingly minor contribution of a road design or maintenance deficiency, for example, can have major financial consequences when it comes to liability exposure in court.

With the escalating long-term medical costs of injuries, it is currently commonplace in

This is an introduction to *Transportation Engineering Meets CSI: Forensic Engineering of Collisions*. The full paper can be downloaded at: www.cite7.org/Newsletters/2008FallFeature.pdf

MESSAGE

In this edition of Transportation Talk our feature article examines accident forensics with Jason Young and Russell Brownlee. In our litigious society, this area of research looks into the potential cause or causes of collisions and tries to determine the impact of human decisions and actions on the outcome. Many of us have conducted some level of collision analysis during our careers, so I trust that you will find this in-depth article a fascinating look into a unique area of engineering.

This month's member Q and A is with John McGill. This promises to be an interesting article as John has served as CITE president, just completed a term as head of CITE's Technical Liaison Committee and is an ITE Coordinating Council representative. Many of you will know John already, but hopefully the article gives you a bit more background on someone who has devoted a significant amount of time to our organization. Who knows - you may be inspired to serve the organization as well. You should also know that, as with most Torontonians, John loves the Maple Leafs. He is pinning his hopes on a strong year for the team. Feel free to email him during the next Leafs game... I'm sure he won't mind!

You will also find in this issue information from the recently published Canadian Traffic Signal Report Card. During the past year, CITE commissioned a summary document reporting on the state of traffic signal systems in Canada. Excerpts from the report card are provided in this edition for your review. Jim Gough will cover this effort in more detail within his report.

Also in this issue is this month's members poll question which asks your input on where the CITE Executive should place their effort in the future. Please take a second to click on the active links to provide your thoughts. Remember the results of each poll question are presented in the following edition.

Lastly, many of the Sections have been busy so take some time to read about what is happening elsewhere across this country under Section Reports.

Update on Executive Activity

Your Executive has been very active over the past months keeping things moving within the District. A few of the highlights include:

- Strategic Plan Update: as part of a regular review, we will be updating the CITE Strategic Plan to give the Executive a fresh mandate. We would like to see involvement by all the Sections and Chapters in this process and will be seeking input in the coming months.
- CITE Election: The Canadian District will be going through elections next summer. Mike Skene, as Past President, will be in charge of the election. He will be providing more information early 2009 to the membership so stay tuned for more information.
- Fall Meetings: early November will see us visiting the Atlantic Section and then the Executive will travel to Montréal to meet with the Local Arrangements Committee for the 2009 Annual Conference.
- Website Update: In the time we have been working on the CITE website update, many of the Sections have come forward asking questions about updating their own websites. We will be working with the Sections to look at options for hosting the websites and determining how best to keep the Section information current.
- Section Visits: Many of the Sections have asked if the Executive would visit during one of their meetings. The answer is: of course! With some advanced notice, we would welcome the opportunity to visit and provide a presentation on national activities or provide a technical presentation to your membership.
- Greenmodes: We are busy promoting the Sustainable Site Design Guidelines software Greenmodes. The software can be used to assess commercial development sites for pedestrian, bicycle and transit solutions. At this time, we are approaching other professional communities (i.e. landscape architecture, urban planning, etc.) to promote this tool. In addition, we will be offering training workshops within the Sections. Most recently we held a workshop during the Saskatchewan Section fall meeting. To find out more about the software visit www.greenmodes.ca
- District Administrator Appointment: I am pleased to announce the appointment of Ralph Hessian as the new District Administrator. This is an important position and Ralph will be a welcome addition. I would also like to thank Paul Hill for his many years of dedicated service to our District.



Bruce



It's hard to write this column in October, because the time since June has been surprisingly busy and I don't know if I can recall all the things we have been working on.

Some notes from the ITE Annual Meeting in Anaheim:

- Attendance was lower than we hoped for. The problems shaking the US economy were already being felt, and several US states cancelled all their registrations at the last minute. Still, some 1,500 delegates made for an excellent conference. The trade show featured numerous Canadian firms - great to see them on the international stage
- The Canadian District continues to be the only one with growing membership numbers. I guess we are doing something right, I hope you agree. If you have a suggestion for something we could do better, please tell me director@cite7.org
- At the Board, we continued working on the ITE Strategic Plan. The final wording is being reviewed - you all know what it's like when 20 people comment on an important document with strategic wording. Words multiply and minute shades of meanings are discussed. I should be able to let the cat out of the bag in my next message. I can say that the evolving Plan will focus on sustainability, technology, expanded services to members and other initiatives. I am really pleased to note that a new Mega Issue was agreed to - the Nexus of Energy, Environment and Land Use. This is an issue that is high on the agenda for many of the Board members. The Mega Issues are the focus areas that ITE will work on in the coming year. If you want to get involved with that issue, please just say the word, we can figure out a way to make it work for you
- Some shuffling of future conference locations was needed, due to an extension of our multi-year hotel deals designed to keep hotel costs down. So the next ITE conference in Toronto will occur in 2018. Planning for that will start in 2015, Toronto Section, so get ready!

Canadian Capacity Guide / Training Seminar Update

The CCG project rolls on, not as fast as we might like, but it is a big project to make sure the InterCalc software is comprehensive and accurate. We are planning for the workshops to be rolled out in early 2009. I look forward to sending Paul Sarjeant or Chris Middlebro from BA out into the depths of winter to run the workshops. Hopefully Dan Havercroft can participate as well. I may have to buy them all long underwear. Remember the Guide is now posted on the website. It's a great reference!

Canadian Traffic Signal Report Card Now Released

The report documenting the results of the municipal survey with respect to signal systems performance has now been completed. The report is available at the CITE website www.cite7.org, and measures performance in six areas. Thanks again to TAC's Traffic Operations and Management Standing Committee for helping us get the word out - we received data from 28 municipalities of varying sizes, from across all provinces and one territory. The report card demonstrates the state of signal systems in Canada, and how small changes in management and operations can be of benefit. *Most importantly, this is not a "bad news story" in terms of how traffic engineers are managing their systems - rather, it provides the benchmark to assess how your system is doing now, and to track the improvements that can (hopefully) result from enhanced funding.* The American results were released last fall, and are available through the ITE website, if you would like to do a comparison. (We did slightly better than the US respondents.) The intention is that this will be a bi-annual program, to track the evolution of signal systems.

Planning for 2009 CITE Conference in Montréal

In this issue, you will find the Call for Papers for the 2009 CITE Annual Conference, to be held in Montréal, from May 30 to June 3. This will be an opportunity to bridge the two solitudes and see the way transportation planning is done in Québec. Please give us your ideas for a presentation, or an entire session - perhaps a panel discussion on a hot topic?

Certification Program Update

By the time you read this, the 30-day online window for the Certification exams will probably be over. If you did not manage to write the test in October, the next round is coming up in March. The plan is to hold refresher training courses in key cities prior to the March exams. If there is a specific certification program for which you would like to see us hold the training courses (PTOE, TOPS, TSOS, PTP), please contact me at director@cite7.org, or talk to your Section president.

..... Jim Gough, P.Eng., FITE
District Director

A MESSAGE FROM YOUR ITE PRESIDENT



We Can Make a Difference...

Being an “international educational and scientific association of transportation professionals”, ITE has a role to play in the professional development of our members and also in the application of technology, scientific principals and best practices in all modes of transportation for the benefit of society. ITE’s new slogan, “a Community of Professionals... your source of expertise, knowledge & ideas”, emphasizes that we are a close-knit group, working together to make a difference in the lives of people.

My year as International President of ITE is almost completed, and this will be my last report for Transportation Talk in that role. The time has just flown by, and it is now time to hand over the reigns to Ken Voigt for 2009. I want to express my sincere appreciation and thanks to both Ken and Earl Newman (Past President), as well as to Tom Brahm (Executive Director) for their support this past year. In my travels this year, I have visited every ITE District at least once and have participated in many other section and chapter meetings. It has been very rewarding for me to see all of the enthusiasm and energy from members at all levels of the Institute. I think we have accomplished a lot this year, and ITE members are truly making a difference around the world.

Having won the election for “Past President” for 2009, I can now reflect on what has happened in 2008.

Some of the successes this year include:

- Update to our Strategic Plan: We have set the vision, mission, core values and goals for the Institute, and are now working on specific activities, or action plans, that will guide us through the next few years.
- Transportation Safety: This year, the theme for the Technical Conference in Miami was, “Making a Difference in Transportation Safety”. It was a very successful and informative conference with many participants from around the world.
- Professional Development Initiatives: the Web-Seminars continue to be an enormous success. This year to the end of July, we have had over 11,000 participants in more than 75 web-seminars. The CD ROM seminar sales are also increasing in popularity, showing that professional development is a hot topic with many of our members.
- Re-authorization/Funding Input: The Technical Councils and the Policy and Legislative Committee of ITE have put together a final

draft version of policy recommendations for the next surface transportation authorization bill in the United States, and this draft is now out for comments from all ITE members.

- New Logo-Wear: ITE has provided all members with an opportunity to help promote ITE through the use of high quality “logo-wear”. Whether you want ITE shirts, caps, bags or coolers... they are now available on line.
- Website Improvements: ITE has done an impressive job updating the website to a higher quality, easier to read format. Finding specific items on the website is much easier now through a new “google search” feature. You can also update your own contact information, as well as purchase products and service directly on-line, saving a lot of time and effort.
- Raising the Bar: ITE has made a special effort this year to raise the bar by investing back in the membership. You will see this in the added professional development opportunities; the emphasis on international content in our conferences, meetings and technical documents; the new publications coming out at a much faster rate; and an emphasis on reaching out to the public to let them know what transportation professionals do and why it is important.

My goals for this year included: Technical Excellence; Transportation Safety; Workforce Development; and International Growth. I believe that we have achieved significant progress in all of those areas.

I would like to acknowledge the efforts of the staff at ITE headquarters, the Executive Committee, the International Board of Directors and all of the volunteers that make ITE what it is today. I especially want to thank the Canadian Executive (Bruce, Mike, Gene, Jeannette, Paul, Jim) and the CITE Board for all of their guidance, and the Canadian members for their encouragement over the past few years. I also want to thank my employer, TSH Associates and Doug Allingham specifically, for supporting me in this wonderful experience of leading a growing, dynamic organization that provides our profession with the tools we need to plan, design, construct, operate and manage a safe and reliable transportation system for the public we serve. Finally, THANKS to my family for putting up with me during this very busy year!

Together we can make a difference around the world!

..... Alf Guebert, PEng, PTOE, FITE
AECOM, Calgary, AB

MEMBER'S POLL

ITE MEMBERSHIP

Question:

What would you like to see the CITE Executive primarily focus on?

1. **More contact with our Sections.**
2. **More information on CITE activities.**
3. **More technical products.**
4. **More technical training opportunities.**
5. **A better annual conference.**

Do you have a question for the membership? Email Transportation Talk and we will consider your question for a future issue.

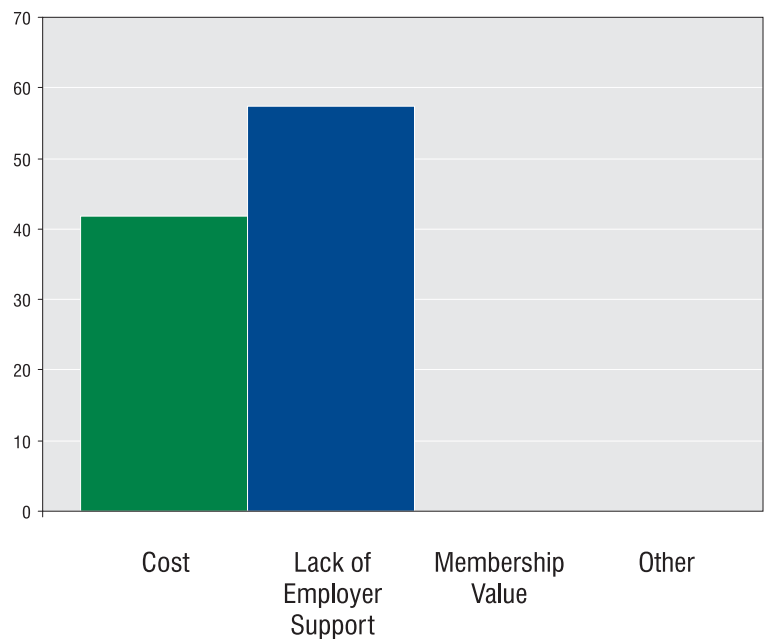
Note: Click on one of the above answers to submit your response by email. The Managing Editor reserves the right to edit commentary accordingly in the subsequent issue with Poll results. Names will not be published, unless specifically requested. Responses received after December 5, 2008, will not be included in Poll results.

MEMBER'S POLL RESULTS

MEMBERSHIP BARRIERS

In the spring issue of Transportation Talk we asked you "If you have colleagues who are not ITE members, but should be, what do you think the biggest barrier is for them to join?" The following are the results...

Cost = 3 respondents
Lack of Employer Support = 4 respondents



MEMBER HIGHLIGHT

JOHN



Academic Achievements & Professional Designations:

P. Eng., PTOE, FITE

At which educational institution(s) did you earn your degree?

University of Waterloo, 1980

First place of employment:

Construction Engineer, City Engineer's Department,
City of Hamilton

Current employment: include position title:

AECOM (formerly TSH), Vice-President, South
Central Ontario

When did you join CITE?

1979 - Student Member

What roles/positions have you taken on as a member of CITE?

President, Toronto Section
President, Canadian District ITE
Chair, Annual CITE Conference
Representative, District 7 Co-ordinating Council
Chair, CITE Technical Liaison Committee

Married with Children?

Wife Alexandra of 17 years, plus three beautiful girls...
Stephanie (14), Samantha (12), and Sarah (10).

Current city/prov of residence:

St. Catharines, Ontario

Personal hobbies:

Old Timers Tournament Hockey, Coaching Ladies
Fastball

Please describe what attracted you to transportation engineering?

Sometimes it's not what attracted you to a profession, but rather who attracted you. I met Dave Richardson as a student and had an opportunity to go to work for him at the Metro Toronto Traffic Control Centre. It was a great learning experience as both Dave and Joe Lam took time to train myself and a few other students. That experience led me into a career in transportation engineering.

If asked to speak to a class of engineering students, how would you recommend it as a profession?

Transportation Engineering can offer a career full of diverse projects to work on and can provide a real sense of satisfaction that your efforts have contributed to the success of the communities where you work.

McGILL

During your career to date, have you pursued any professional designations through ITE, and describe why?

I successfully pursued my PTOE designation when testing was first offered in Toronto. I didn't do it so much for the designation itself. When I decided to take the test, I was quite a few years out of school so challenging myself to test my technical knowledge and actually passing the test was very gratifying. Since passing the test, maintaining the designation makes me better appreciate the value of ongoing technical development.

Projecting yourself into the future, from an end-of-career perspective, what will you hope to have accomplished?

I'd like to think that in some fashion I have influenced a few individuals to choose transportation engineering as a profession and to help them enjoy a successful career in it.

If you did not pursue engineering as a career choice, did you have another career in mind?

Well the way the Leafs have been playing over the past few decades, I always thought there might be a chance to play defence for them. Perhaps when they win the Stanley Cup I can hang up my skates and stop hoping for a call.

What is the first thing people most commonly ask or say when they find out you are a traffic engineer?

Why are there so many stop signs?

What is the most daring thing you've done in your lifetime (that you're willing to see in print)?

The first time I was ever in a plane, I jumped out... with a parachute of course, but only after climbing out on the wing and throwing myself off backwards. I am not in a hurry to voluntarily try that again!

What is the last book that you read, or are currently reading?

I really enjoy Wilbur Smith and Patrick O'Brian books. They provide an interesting mix of adventure and history at the same time.

Have you ever met anyone you consider famous?

I met Bobby Baun once when I scored the tournament winning goal in his Oldtimers Hockey Tournament (the only goal I think I scored that year). I also played with Marcel Dionne on my Oldtimers League team this past winter.

What is the single greatest satisfaction you take from your job as an engineer?

We in Canada enjoy a ceremony when we receive an iron ring that reminds us of our duty to society. Society relies on our technical capabilities and they expect us to act professionally without regard for political or other influence. I like to think that we satisfy that duty and meet their expectation every day.

PROMOTING SUSTAINABLE TRANSPORTATION

The Site Design Guidelines project was initiated by CITE, and with funding support from Transport Canada and ITE, was completed in 2004. At that stage, a series of workshops on the guidelines was presented across the country. The guidelines are being adopted as an ITE Recommended Practice.

To contribute to the practical and effective application of the guidelines, CITE and ITE have funded the development of Greenmodes, a knowledge transfer software system. This system has now been completed and CITE is launching an active marketing plan to promote its widespread application.

THE GUIDELINES

The underlying theme of these guidelines is the integral relationship between land use, development characteristics, and transportation facilities and services. As a result, more than half of the 230 guidelines address decisions made by planners and architects.

The guidelines present practices and policies that enhance the attractiveness, convenience and safety of walking, cycling, ridesharing and transit, through the consideration of:

- Building placement
- Pedestrian and bicycle facilities
- Transit planning and facilities
- Access and internal roads
- Parking supply and placement
- Loading and pick-up / drop-off facilities
- Guide signing
- Street furniture and landscaping
- Showers, change rooms and lockers.

GREENMODES – KNOWLEDGE TRANSFER SOFTWARE

Greenmodes leads a practitioner through the systematic consideration of the merits of applying each of the guidelines relevant to a project's characteristics, the stage of planning and the practitioner's discipline. As the user considers a guideline, focused supporting knowledge is made available. The end product of an application, the Greenmodes report, provides an action plan on how to better promote the use of sustainable transportation on the study site.

The system also provides convenient project management features, such as the ability to interact between multiple and multi-disciplinary practitioners, to monitor project progress, automated reporting, and to follow through on required actions.

In addition to providing a knowledge transfer function, the Greenmodes project will:

- maintain and update the technical content of the system as knowledge evolves
- collect and upload images of good and bad practice
- compile and package case studies
- facilitate electronic discussion forums
- host, maintain and refine the software functionality.



THROUGH SITE DESIGN

CITE is entering into a partnership with the guideline and software developers to provide such an ongoing package of services. It is also considering an annual user subscription to cover the cost of providing these services.

GREENMODES WORKSHOPS AND WEBINARS

For sustainable transportation planning to be successful, it is essential for planning, architect and transportation disciplines to integrate their activities in the design of development projects. A key ingredient of the marketing plan is therefore engaging with planners and architects to encourage the widespread adoption of the guidelines through the use of Greenmodes. It is proposed that multi-disciplinary workshops and webinars be offered for this purpose.

In the course of these events, the attendees will:

- gain an understanding of the underlying principles and scope of sustainable transportation practices in site design, including examples of good and bad practice
- undertake a group exercise in applying a sample of these guidelines to a project through the use of Greenmodes (mainly in the workshop setting)
- participate in a discussion on how such site design practices can become more broadly adopted.

CITE will shortly be making contact with the Sections to pursue the offering of workshops in each of the areas. In particular, advice will be sought on how best to implement the practices and engage the planners and architects.

CITE would appreciate any feedback you may have regarding the Greenmodes project. For any such inputs, or for further information on the system, please contact Kelvin Roberts, the developer of the Greenmodes system, via www.greenmodes.ca.

GREENMODES
Sustainable Transportation - Site Design

NAVIGATION: A. Project Management

Project details

Enter the project description in the form below:

Project Details			
Project Name	Melroae Shopping Center	Developer	The Equitek Group
Project location	Cordova Bay, Victoria, BC	Land use	Office and retail
Development size	25,000 square meters	Other information	Applying for LEED accreditation

Edit

GREENMODES
Sustainable Transportation - Site Design

NAVIGATION: Planning / Design

Buildings > Building design

Building design

Guideline 3: Building locations [Show More](#)

Guideline 4: Animate the public sidewalk [Show More](#)

Prompt list

To what extent is the **building design** compatible with the following guidelines:

	Compatibility	Next steps	Who	Comments
3. Building locations				
4. Animate the public sidewalk				

Edit

NAVIGATION: Planning / Design

Buildings > Building design

Responsible: Paul Butterfield (Planning / Architect)

Building design

Guideline 3: Building locations [Show More](#)

Guideline 4: Animate the public sidewalk [Show More](#)

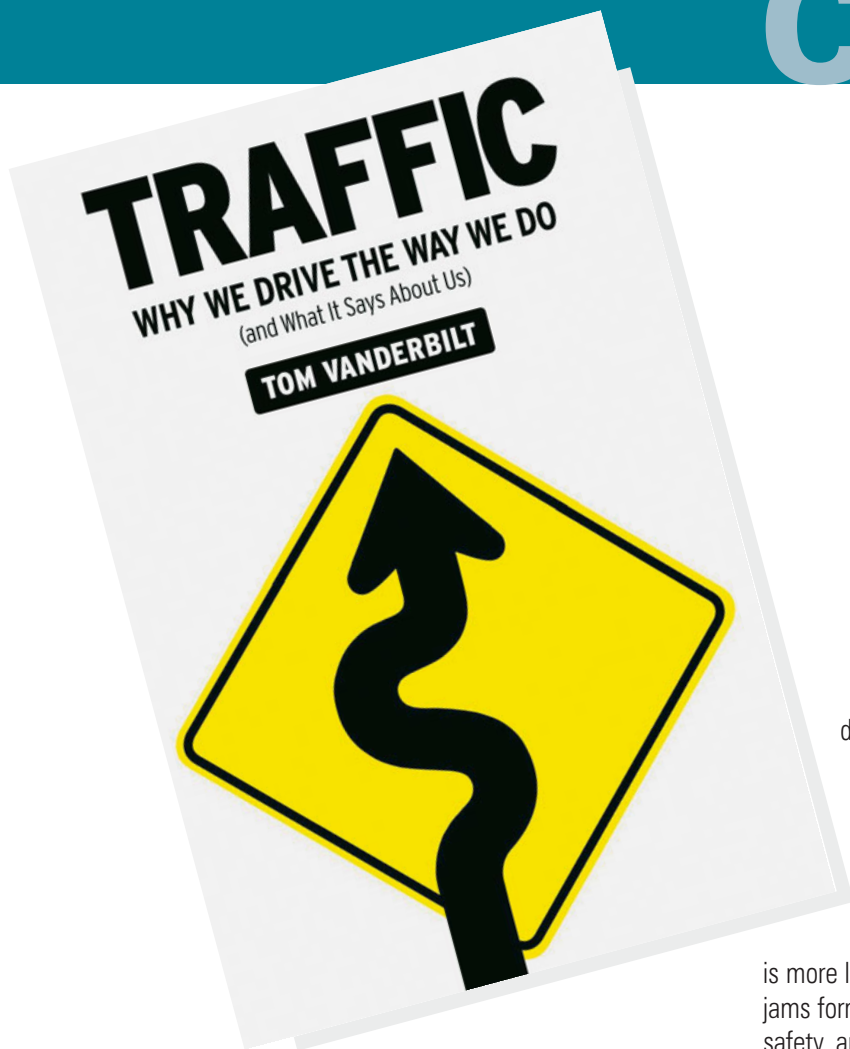
Prompt list

To what extent is the **building design** compatible with the following guidelines:

	Compatibility	Next steps	Who	Comments
3. Building locations	★	Change	Paul Butterfield	Need to review the location with respect to the bus stops
4. Animate the public sidewalk	★★★	Satisfactory		Have provided most of these features

Edit

Reader's CHOICE



Reader's Choice is a new feature in Transportation Talk that will generate awareness of transportation related books for members to consider. Content may include anything from general interest to the highly technical, and everything in between.

All members are encouraged to submit titles for consideration. For your suggestions to be considered, please ensure that the full book title and author name is included with the request.

Suggestions may be forwarded to newseditor@cite7.org

TRAFFIC: WHY WE DRIVE THE WAY WE DO (AND WHAT IT SAYS ABOUT US)

by Tom Vanderbilt

Would you be surprised that road rage can be good for society? Or that most crashes happen on sunny, dry days? That our minds can trick us into thinking the next lane is moving faster? Or that you can gauge a nation's driving behavior by its levels of corruption? These are only a few of the remarkable dynamics that Tom Vanderbilt explores in this fascinating tour through the mysteries of the road.

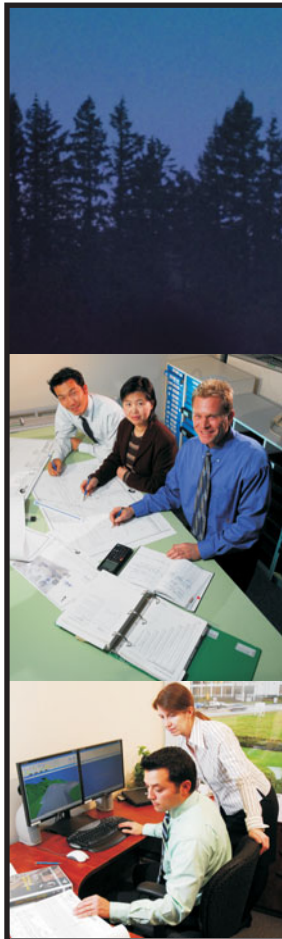
Based on exhaustive research and interviews with driving experts and traffic officials around the globe, *Traffic* gets under the hood of the everyday activity of driving to uncover the surprisingly complex web of physical, psychological, and technical factors that explain how traffic works, why we drive the way we do, and what our

driving says about us. Vanderbilt examines the perceptual limits and cognitive underpinnings that make us worse drivers than we think we are. He demonstrates why plans to protect pedestrians from cars often lead to more accidents. He shows how roundabouts, which can feel dangerous and chaotic, actually make roads safer-and reduce traffic in the bargain. He uncovers who is more likely to honk at whom, and why. He explains why traffic jams form, outlines the unintended consequences of our quest for safety, and even identifies the most common mistake drivers make in parking lots.

The car has long been a central part of American life; whether we see it as a symbol of freedom or a symptom of sprawl, we define ourselves by what and how we drive. As Vanderbilt shows, driving is a provocatively revealing prism for examining how our minds work and the ways in which we interact with one another. Ultimately, *Traffic* is about more than driving: it's about human nature. This book will change the way we see ourselves and the world around us. And who knows? It may even make us better drivers.

Extracted from Tom Vanderbilt's website www.tomvanderbilt.com/traffic/. Reprinted by permission of the Author.

Random House Website Link:
<http://www.randomhouse.ca/catalog/display.pperl?isbn=9780307397720>



Considering a change? Join the Associated Engineering team!

Associated Engineering is a leading, employee-owned Canadian consulting engineering firm. We offer multi-disciplined engineering services in the transportation, infrastructure, water, and environmental sectors. We have immediate openings for the following positions:

Senior Transportation Planners - Edmonton, Calgary, Burnaby, Kelowna

Transportation Planner - Regina, Burnaby

Highway Engineers & Technologists- Edmonton, Calgary, Saskatoon, Burnaby, Kelowna

Transportation Engineering Technologists - Edmonton, Regina, Burnaby

Candidates for Senior Transportation Planner should have at least 10 years experience in planning, and a successful track record in project management and business development.

Candidates for Transportation Planning and Transportation Engineering Technology positions should have experience in transportation planning, travel demand forecasting, traffic modeling, microsimulation, and traffic impact assessments.

Highway Engineering and Technology candidates should have experience in highway and roadworks. Airport and marine port design experience is an asset.

PTOE designation and experience in the local market are assets. For more information on these positions, visit our website at www.ae.ca.

Associated Engineering promotes career advancement, personal growth, and work-life balance. We offer competitive salaries and benefits, a comprehensive continuing professional development program, and opportunities for employee ownership.

Please submit resumes in confidence by November 15, 2008 to: Ms. Cecilia Bernabe, Associated Engineering, 300, 4940 Canada Way, Burnaby, BC V5G 4M5 Email: bernabec@ae.ca Fax: 604-291-6163. Only those candidates selected for an interview will be contacted.



Associated Engineering is an equal opportunity employer.

CORRECTION

FINANCIAL STATEMENTS

Note to members... In the summer issue of Transportation Talk (Volume 30, Number 2), errors were discovered by the Auditor, Alan Clayton (P.Eng, FITE), that were not corrected prior to the publishing deadline. For the record, please note the following corrections:

1. Income Statement: under Revenues - Year End Actual, the amount for net sales should be \$127,152.91 instead of \$127,152.71.
2. Balance Sheet: under Liabilities, sub-total should read "Total Current Liabilities" instead of "Total Current Assets".

News Editor, Transportation Talk

Distribution Dates

The Canadian Institute of Transportation Engineers' (CITE) membership includes more than 1,400 transportation and traffic engineers, planners, technologists and students across Canada, enabling members with knowledge and competence in transportation and traffic engineering to contribute toward meeting needs for mobility and safety in Canada.

As part of our role in the Institute of Transportation Engineers (ITE), who represents transportation professionals in more than 70 countries, CITE contributes the Canadian perspective and experience to broaden the expertise of all members.

Transportation Talk is the CITE member newsletter, delivered quarterly to every CITE member.

IMPORTANT DATES FOR 2008/2009

ISSUE	CONTRIBUTOR DEADLINE	DISTRIBUTION DEADLINE
Winter Issue	Dec. 19, 2008.....	Jan. 23, 2009

CANADIAN TRAFFIC SIGNAL REPORT CARD

Traffic signals have an impact on the everyday lives of the travelling public, whether travelling to and from work, grocery shopping, or simply walking to lunch. Almost everyone encounters a traffic signal during day-to-day travels. The way traffic signals operate either can help the journey along or can increase the time spent on daily routines.

In addition to driver impacts, signal-related congestion has broader economic, societal and environmental impacts. Congestion not only wastes fuel, time and money, but is also a significant factor in shaping the quality of life for individuals and families. The real impact of congestion is felt in how and where people choose to live, how they commute and how much they pay for things resulting from the additional costs congestion imposes on society. As transportation system consumers, everyday travellers observe these inefficiencies and know that something more can be done. Improving traffic signal operations must be a priority.

The Canadian Traffic Signal Report Card was generated from a self-assessment questionnaire of 50 questions in the topics areas of management, signal operations at individual intersection and in coordinated systems, signal timing practices, traffic monitoring and data collection, and maintenance. The document focuses attention on the operation and maintenance of traffic signal systems – an activity that can produce one of the highest benefit-cost ratios for improvement to the highway transportation system. The purpose of the 2008 Canadian National Traffic Signal Report Card is to:

- assess the current state of traffic signal management and operation;
- identify deficiencies in traffic signal systems and highlight ways to improve operation;
- improve awareness of the current state of traffic signal systems in Canada;
- create awareness of the congestion-reducing benefits of good traffic signal management and operation; and
- provide a benchmarking tool for jurisdictions to identify opportunities for improvement in traffic signal management and operation.

The most noteworthy finding is the very poor performance in the management section. One-third of the respondents reported having minimal or no management of traffic signal operations and almost one-half do not

have staff or resources committed to monitor or manage traffic signal operations on a regular basis. Operations at individual intersections scored the highest for all systems except for those with fewer than 50 signals, where maintenance scored the highest.

Overall, traffic signal systems with more than 1,000 signals scored best, which may indicate increased staff and a balance of resources even with the complexity of their systems. Large signal systems represent considerable investment in traffic signal infrastructure and often have resources available to provide a high concentration of service.

Transportation professionals have long recognized the value of effectively operating traffic signal systems to meet changing travel patterns and user characteristics. The 2008 Canadian Traffic Signal Report Card provides an answer to the question: How well does the nation manage, operate and maintain its traffic signal systems?

Overall, findings indicate that traffic signal operations in Canada score a 69 – equivalent to a D+ letter grade. Although there may be some high-performing signal systems, on the whole, the vast majority of systems across Canada have the potential for greatly improved performance. A grade of D+ means that programs to support efficient maintenance and operations of traffic signals are not as effective as they could be.

The Traffic Signal Operations Self Assessment was conducted in 2007 by Institute of Transportation Engineers for the National Transportation Operations Coalition. Twenty-eight agencies across Canada responded to this voluntary survey of traffic signal operations.



There are more than 25,000 traffic signals across Canada. Traffic signals are owned, operated and maintained by provincial and local governments. Some agencies have performed well and some have made incremental improvements to their programs. On the whole, however, the vast majority of traffic signal systems across Canada have the potential for greatly improved performance. Small changes can help increase the effectiveness of traffic signal operations, and ultimately, can reduce delay to travelers. Improved traffic signal operations can also help minimize air pollution by making sure that vehicles are not starting and stopping wastefully, and using more fuel than necessary. Studies show that the benefits of investing in traffic signal timing outweigh the cost by as much as 40:1. Because traffic signals are a public investment, jurisdictions have a fiduciary responsibility to maintain and operate them at a high level.

Looking at this from the simplest perspective, traffic signals are infrastructure assets for the control of vehicular and pedestrian traffic by assigning right-of-way to the various traffic and pedestrian movements at an intersection. Public agencies have a responsibility to manage and operate traffic signal systems in a manner that protects public investment like all other roadway infrastructure.

To read/download the full report, visit the [CITE website](#).

TOPIC AREA	WHERE AGENCIES ARE	GOAL: EXCELLENCE IN OPERATIONS
Management	D A philosophy for how the agency operates signals has not been well documented or shared with employees, or the public. Meetings with law enforcement and emergency service providers happen on an ad-hoc, informal basis. Annual reviews of major roadways are rarely conducted. Agencies are unlikely to have an established business plan for operations with clearly defined performance measures and goals.	Agencies have a documented management approach for traffic signal operations that is shared with employees and reported to agency leadership and the public on a regular basis. Agencies meet routinely with law enforcement and emergency service providers and conduct annual field measurements of major roadways to track performance. Agencies have a business plan for transportation operations that describes performance measures and goals specific to the traffic signal program.
Signal operation at individual intersections	C+ Information on signals and timing inventories is collected and maintained in a central location; however, timing field changes to reflect related safety or efficiency assessment and changes in traffic or land use patterns are made irregular, non-systematic basis.	Agencies maintain a comprehensive system for monitoring high-priority arterials and locations with high crash rates as well as an inventory of all traffic signals and their timing settings. Signal timing is reviewed for all signals at least every three years.
Signal operation in coordinated systems	D Traffic signal timing is rarely reviewed, resulting in outdated timing patterns that do not reflect current traffic and pedestrian needs. Inadequately coordinated signals force motorists to stop at multiple adjacent intersections and result in significant travel delays.	A comprehensive review of area-wide or corridor signal timing is conducted every three years or more often if traffic volumes or land uses change. Routine reviews are conducted for high-priority arterials and locations with high crash rates. Agencies use a comprehensive system for monitoring all reviews.
	D As travelers cross jurisdictional boundaries, they experience stops and delays due to lack of coordination between systems.	Traffic signals are coordinated across jurisdictional boundaries. Travelers don't know when they have entered another jurisdiction's signal system.
	D Signal technicians are not current on the use of modern software or are prevented from using current software due to resource constraints, resulting in signal timings that are not optimized.	Technicians are knowledgeable and consistent in the use of signal optimization software.
Signal timing practices	D Timing plans are not in place for emergencies and special events.	Signal timing plans exist for emergencies and special events. Timing plans implemented quickly and effectively.
	D Intersection operations are infrequently checked in the field to accommodate changing traffic conditions. As a consequence, significant traffic queuing occurs, resulting in blocked lanes and increased congestion.	The overall effectiveness or outcome of traffic signal improvements is measured and assessed to demonstrate practices that produce efficient results. Agencies typically check signal offsets through field observation and adjust as required.
Traffic monitoring and data collection	D Real-time traffic data are seldom available to the traveling public for information and route planning. There are few, if any, quality checks for traffic monitoring and collection systems. This leads to inaccurate data for signal operations and the potential for broken equipment in the field. As a result, signals may not operate based on actual traffic conditions, resulting in delays.	Established programs for checking the quality of data gathered by roadway detectors are utilized to check against historical data, field observations, or physical checks to make sure they are operating correctly. Real-time traffic monitoring systems are in place to evaluate traffic flow and allow immediate signal timing adjustments.
Maintenance	C Agencies lack adequate staff and training resources and, therefore, are forced to address only the most critical issues rather than proactively maintain the signal system.	Maintenance offices are adequately staffed to ensure the continued sound operation of traffic signals.

CITE's TECHNICAL LIAISON COMMITTEE (TLC)



Formed in early 2006, the purpose of the TLC is to address communications, technical projects, and support initiatives by acting as a liaison between District 7 members, the CITE Executive and the ITE International Coordinating Council. The TLC is comprised of a small group of CITE Members who have a keen interest in transportation engineering, planning and policy development. The TLC's mandate is to ensure that District 7 members have the opportunity to participate in, and contribute to, a variety of technical projects and related policy development that has a direct impact on the future of transportation engineering both in Canada and internationally.

Now entering its third full year as a part of the CITE organization, CITE members look forward to seeing the launch of our TLC web site and greater progress with the current slate of technical projects. Much of the first two years were focused on addressing many of the administration issues that arise when a new committee is established including the development of a role and mandate statement, updating the Executive Guidelines to properly reflect the duties and responsibilities of the TLC, and developing budgets for TLC operations.

Currently, the TLC is overseen by John McGill, a long-standing member of CITE and former President (1995-97). However, this fall John will step aside (although he will remain an active committee member), while Mike Skene takes the helm (CITE President 2005-07). We would like to take this opportunity to thank our TLC outgoing members, Ralph Hessian, Robert Gilchrist, and Kelly Wyatt for their contributions to the TLC start-up, and to also welcome our incoming TLC members, Zoran Postic, Mike Parks, and Pedram Izadpanah.

The purpose of this article is to provide some background information regarding the TLC's history, current and upcoming technical projects, as well as encourage CITE members to consider volunteering for this dynamic and influential committee. You will also learn a little more about the TLC through interviews conducted with both John and Mike.

TECHNICAL ACTIVITIES QUESTIONNAIRE

One other activity that the TLC has undertaken was to send a questionnaire to our CITE members asking about our Canadian technical activities and projects. The results were very informative and a useful guide for our TLC Projects development. The top six subjects for project considerations are:

- Safety (Design/Operations/Audits);
- Roundabout Standards;
- Transportation Planning and Land Use Planning;
- Bicycle and Pedestrian Facilities;
- Transit Utilization and Priority; and
- Sustainable Transportation.

ACTIVE PROJECTS REPORT

Promoting Sustainable Transportation Through Site Design Guidelines

CITE has developed a guide to help municipalities and the land development industry better design non-residential development sites to promote accessibility by travel modes other than the single occupant automobile. The report, which was published as an ITE proposed Recommended Practice in January 2005, previously received a TAC award.

To promote broader application of the 230 guidelines in the document, CITE has developed Greenmodes - an innovative and unique Application Support System. The goal is to achieve more effective knowledge transfer than what is attained through a conventional guidelines document and course approach, and to make it more convenient to apply this amount of knowledge in practice.

Greenmodes provides a web-based system for multi-user/multi-office tracking of project development, and for management of the data related to a project's evolution and review. The support system development is now complete. Training courses on the guidelines and their application are now available.

CITE is also working with ITE and private sector partners to develop a business model for promoting the application of the software in Canada and the USA.

School Site Development and Operations - Informational Report

This is the first active project that TLC has undertaken. David Patman has succeeded Russell Brownlee as the project coordinator, and several committee members from across Canada have been added. The report will cover Site Selection, Identification of Operational Requirements, Site Layout, Parking and Drop-Off Facilities, On-Site Transportation Operations, and On-Street Transportation Operations.

The committee members have developed the Table of Contents framework for the report and are now undertaking their writing responsibilities. It is anticipated that the first draft will be available by the end of 2008 for review in early 2009, with presentation later in the year.

Using Observational Before-After Studies to Evaluate Road Safety Projects

One of the major concerns of agencies responsible for highways is the safety implications involving a treatment or design. More specifically, the need to quantify and assess safety improvements that a particular

design and/or treatment has on different transportation facilities. The typical method of evaluating safety improvements is through comparisons of the accident prevalence associated with the transportation facility before and after design/treatment implementation.

However, the real challenge inherent in safety studies is that accidents are random and change from year to year. Furthermore, many other parameters such as traffic volume and weather conditions that affect safety change over time. Consequently, some techniques are required to account for these parameter changes in order to estimate effects of the improvements on safety more accurately.

The main objective of this document is to provide practitioners with a quick reference guide to conduct a valid Before-After study. The first chapter primarily deals with fundamental definitions required to perform such a study, with the second chapter providing a conceptual framework for the four main techniques used in Before-After road safety studies.

CITE proposed this project to ITE to develop an Informational Report, and a draft report was submitted for ITE review in the fall of 2007. The comments received back indicate that this report should be published as a Technical Brief rather than an informational report. The revised version should be ready for approval by ITE at their 2009 Annual Conference and published shortly thereafter.

Transit Priority Signals Study

CITE is a funding partner with the Transportation Association of Canada (TAC) for the Transit Priority Signals Study, and Simon Tam is our representative overseeing the direction of this project. The project was launched in 2007 and the next update on progress is expected at the 2009 CITE Conference following the TAC conference.

EDITOR'S NOTE: The following is a series of questions & corresponding answers from two gentlemen who are integral to the Technical Liaison Committee... John McGill, outgoing chair, and Mike Skene who will be taking over the helm.

John... how long have you been involved with the TLC?

I have been involved since the beginning. The TLC evolved from some excellent work carried out by Jan Voss to ensure that there is Canadian representation at the ITE International Coordinating Council (CoCo). I was asked to be the first Canadian representative at CoCo and the first few years of my time was spent establishing a forum for Canadian members to contribute. With the support of the District Executive, we established the TLC.

John... what has been the most rewarding aspect of participating on this committee?

Participating at CoCo has provided me an opportunity to compare the technical work of our Canadian members against the work being done elsewhere in the world, and it is extremely rewarding to know that our Canadian members are capable of conducting world class technical work. I think we sometimes underestimate the value and quality of our Canadian work because we don't have the same budgets for projects, nor the quantity of projects that others have, but what we do produce is truly world class.

John... what has been the most meaningful accomplishment of the TLC during your tenure?

The most meaningful contribution I believe that TLC will make is the new website. Members need regular updates on project progress and to make it easier for them to contribute and collaborate, the website should be the focal point. At present, this website is being developed in conjunction with a revised CITE web site but it should be available in early 2009.

John... if you could be granted any wish for the future of the TLC, what would it be?

The success of all of the work that the CITE does comes from our volunteers. My wish would be for TLC to invigorate our membership to participate and contribute to CITE.

Mike... as incoming chair of the TLC, what is the biggest opportunity that you see for the committee?

Making sure that the entire membership is aware of the TLC and how they may benefit from it.

Mike... what vision do you have for the future of the TLC with respect to technical projects?

I would hope we could become a finely tuned committee supporting the initiation of one project a year - at the same time ensuring that no projects lag or get stale and that all volunteers find working on projects rewarding.

Mike... does the TLC still need volunteers for any of its technical projects? And if yes, which ones and what kind of volunteers are you looking for?

The TLC is a coordinating body and hence does not actually do projects but make sure that projects are coordinated, that volunteers have what they need and are properly supported, and that project priorities are set. Therefore volunteers will always be necessary to assist with current projects and to kick off new projects. We have discussed in the past a desire to have a pool of volunteers. I'm not sure this is the best but we definitely need volunteers that are willing to work a few hours a month on projects, and hopefully have fun doing it.

Mike... everyone is busy with their own work projects. What benefits are there to dedicating time to volunteer for the TLC?

I can only relate my personal experiences to volunteering efforts. I have found that volunteering gets me involved with other colleagues and I am able to learn from their experiences; not only learn from them but also create life long friendships. Volunteering also helps me be involved in the newest and greatest in transportation technology. Finally volunteering allows me to use my experiences to set directions for the future in areas I feel particularly strong in.

ELECTIONEERING

Recently, I was in New Zealand on a series of ITE meetings and seminars to promote ITE activities and collaboration with other associations. One of my very informative meetings was with Andrew Cleland, Chief Executive of the Institute of Professional Engineers of New Zealand (IPENZ). We agreed that there are many opportunities for our two organizations to work together to promote the profession and to expand our profession development activities. He provided me with a number of publications from IPENZ, including the most recent journal, the "e.nz magazine". There is an excellent article in this publication on engineering and politics that I thought would be appropriate for the rest of the CITE members, so we are re-printing it here with permission...

Alf Guebert, P.Eng., PTOE
International President of ITE



EDITORIAL: SEPTEMBER/OCTOBER 2008

Even in an election year, you are more likely to find engineers designing bridges than setting economic policy. In fact, very few engineers have ever run for office.

So where are all our engineering politicians? One immediate answer springs to mind: that engineers should stick to engineering and politicians should stick to politicking, but the reality is nowhere near that simple. I doubt any of our illustrious parliamentarians looked to their parents at a sweet and impressionable age and announced that when they grow up, they want to be a politician. Each began somewhere very different – business, teaching and farming predominate our MPs' early career choices. Even the embattled Winston Peters, hard as it is to imagine our Foreign Minister at such a tender age, began his working life as a teacher. With a few notable exceptions, engineers are conspicuous by their absence in Parliament.

When asked why so few engineers enter politics, one such exception – a hydroelectric engineer and an MP in a 1970s, Muldoon-era Parliament – responded: "because engineers are realists and politicians are idealists".

This astute observation remains true today, and perhaps explains why engineers are such apolitical creatures. Often from childhood and certainly throughout their working lives, engineers thrive on knowledge, and yearn to understand why things are the way they are. They hold a deep desire to apply logic and scientific rigour, to rationalise and manipulate the real world around them. While essential to engineering, these traits make New Zealand politics, with its competitive, manipulative and glibbest-wins-all tactics

seem like a terrifying game of unknowns, where an unforgiving media waits for the slightest weakness.

The United States Senate blames it own lack of politically-savvy engineers on the notion that they are somehow "self-selected for social distance" – a disingenuous and stereotypical turn of phrase that paints engineers as socially awkward creatures who relate better to technology and machinery than they do to other people. Once you look beyond Western cultures, however, this argument falls flat. In 2004, China's Politburo consisted almost entirely of engineers, including all nine members of the Politburo's Standing Committee. Likewise, in many Middle Eastern countries, engineers are highly politically active, making the same leap from engineering to politics that our own engineers make from engineering to management.

Whether they distance themselves or not, politics profoundly affects engineers' personal and professional lives. Politicians ultimately decide where the country's money and resources end up, and if the engineering profession wants to shape these decisions for the better, engineers must learn to play the political game, and push themselves and their agendas. While politicians hold all the infrastructure, healthcare and environment jokers, engineers have little choice but to play.

Nick Helm
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COMING EVENTS 2009

JANUARY

11-15 Transportation Research Board 88th Annual Meeting: Washington, DC
<http://gulliver.trb.org/meeting/2009/default.asp>

MARCH

22-25 ITE 2009 Technical Conference and Exhibit: Phoenix, AZ
<http://www.ite.org/meetcon/index.asp>

MAY

10-13 ITS Canada 12th Annual Conference and General Meeting: Edmonton, AB
<http://www.itscanada.ca/edmonton2009/index.htm>

24-27 Canadian Transportation Research Forum: Victoria, BC
http://www.ctrf.ca/future_conferences.htm

MAY/JUNE

30-03 CITE District Annual Meeting: Montréal, QC
http://www.cite7.org/Events_Calendar/EventsCalendar.htm

JUNE

08-10 Canadian Multidisciplinary Road Safety Conference: Saskatoon, SK
<http://www.carsp.ca/cmrcs.htm>

10-13 Congress for the New Urbanism 17: Denver, CO
<http://www.cnu.org/>

AUGUST

09-12 ITE 2009 Annual Meeting and Exhibit: San Antonio, TX
<http://www.ite.org/meetcon/index.asp>

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SECTION News

GREATER VANCOUVER

The 2008 CITE Greater Vancouver Section Golf Tournament was held on June 12th at Burnaby Mountain Golf Course. This event raised over \$860 which will be donated to the John Vardon and Michel Van Aerde Scholarships for graduate work in transportation engineering at Canadian Universities. Thanks to all those that participated! We would also like to thank the following generous sponsors for making the Golf Tournament such a success:

- Associated Engineering
- Astrographics
- Bunt & Associates
- CTS
- LCP Signal Management
- McElhanney Consulting
- Opus International

We also would like to especially thank Mr. Jan Voss from CTS for once again doing a terrific job in organizing this golf tournament! The success of the tournament would not have been possible without your time and energy!



On June 26, the CITE Greater Vancouver Section hosted a technical tour to walk through the newly built tunnel underneath False Creek as part of the Canada Line LRT construction projects. Special thank to Pemila Tam, Stephan Mehr, and SNC Lavalin for arranging the tour.



BC Interior Chapter is "ALIVE", AGAIN

The BC Interior Chapter, which is part of the Greater Vancouver Section, held a mini-conference and annual general meeting at the UBC Okanagan campus in Kelowna on September 5th. For more information please see the BC Interior Chapter article.

The 2009 ITE Quad conference will be held from May 1 to May 2, 2009 at the Hyatt Regency Vancouver. Please circle the dates on your calendar. For more information, please check out the conference website at www.citevancouver.org/quad.

For job postings, event info, conference info, and to find out what's happening in the Greater Vancouver Section, check out our website at <http://www.citevancouver.org>

2009 ITE Quad Conference

May 1 to May 2, 2009
Vancouver, BC



The 2009 ITE Quad Conference will be held in Vancouver from May 1 to May 2, 2009. The theme of the 2009 conference is "Our Transportation Legacy". Please circle the dates on your calendar. The ITE Quad conference is an annual conference held by one of the four Pacific Northwest ITE sections: Greater Vancouver, Vancouver Island, Washington State, and Oregon State. This year's Quad conference was held in Victoria (BC) in conjunction with the CITE Annual Meeting.

For more information about the conference and to submit an abstract / presentation, please visit the conference website at www.citevancouver.org/quad.



BC INTERIOR

Back in Action!

The BC Interior Chapter of the Greater Vancouver Section of ITE was back in action after a five year hiatus. The Chapter kicked off the fall season with a mini-conference held at the University of British Columbia Okanagan's (UBCO) campus in Kelowna. This half day session featured a series of exciting presentations regarding various local transportation initiatives and programs being undertaken in BC and within the Interior region. Presentation topics included:

- BC Ministry of Transportation's Climate Action Program
- Recent Transportation Projects Kamloops
- Central Okanagan Smart Transit Plan
- City of Vernon OCP Update

The event was well attended by 43 public and private sector professionals, including nine UBCO students. Among the attendees were several special guests. Showing their support for the Chapter were Alf Guebert (International President of ITE) Mike Skene, (Past President of CITE), Bruce Nelligan (Southern Alberta Section of ITE President), and Thomas Kwan (Greater Vancouver Section of ITE President).

Following the presentations, a panel discussion was held to highlight the benefits of involvement with ITE and to provide an opportunity for attendees to ask questions to the assembled guests. With the support of those in attendance, an Annual General Meeting was held to re-establish the BC Interior Chapter. Finally, the following individuals were elected to the new Chapter Executive:

- President - Gord Lovegrove
- Treasurer - Linda Irwin
- Secretary - Steve Power
- Members at Large - James Donnelly, Erin Felker, and Kathryn Weicker
- Past President - Mike Baker
- Student Representatives - Elham Boozarjomehri and Stefan Vali.

In addition, Kanny Chow, Secretary of the CITE Vancouver Section, has agreed to act as liaison officer with the BC Interior Chapter.

The Chapter would like to thank all attendees and guests for their support, and they look forward to seeing everyone at the next event! If you would like more information, please feel free to contact the Executive at cite.bcinteriorchapter@gmail.com.

SOUTHERN ALBERTA

The Southern Alberta Section was active during the past few months with two of our annual social functions for our members.

Summer BBQ

The ITE Southern Alberta Section held its annual family BBQ on August 17th in conjunction with the ITE Toastmasters Chapter. The annual BBQ is open to all ITE and Toastmasters members and as well as anyone interested in joining either of the associations. It is an excellent event to network, meet friends, and learn more about ITE and Toastmasters. The BBQ was held at Edworthy Park in Calgary, and the weather couldn't have been better.

Sam Whitehouse did a fine job on the BBQ ensuring everyone was well fed. Afterwards guests enjoyed themselves relaxing in the park, chatting and playing Bocce Ball.



Tailgate Party

The annual ITE/City of Calgary tailgate party for United Way was held on September 12th at McMahon Stadium. This annual event brings City of Calgary and ITE members together to raise funds for United Way. This year's event raised over \$1,000 and the people who attended got to watch our Stamps beat up on the Alouettes.

SECTION News *con'td*



Monthly Luncheons

Our monthly luncheons kicked off again in September with Blanka Bracic from the City of Calgary presenting the results of a recent report on bicycle and pedestrians policies and needs. At this meeting, we also recognized two of our members that received Lifetime Member Awards including Andy Vandertol and Dr. John Morrall. Congratulations to both of you! In October, Calvin Wong gave a presentation on the City's Transportation Infrastructure Investment Plan (TIIP).



Our next meeting is on November 18th and is a joint dinner with the local CSCE chapter. The topic for this dinner is the Glenmore Causeway Widening project. Hope to see you all there.



SASKATCHEWAN

The Saskatchewan Section held their 2008 Fall Session and Annual General Meeting on October 3rd and 4th at the beautiful Candle Lake Resort, with approximately 30 attendees. The two-day session featured six technical presentations on various transportation projects across Saskatchewan.

We were also very proud to have provided a 2.5 hour hands-on Greenmodes workshop as part of the weekend. Greenmodes is the knowledge transfer software that facilitates the effective application of CITE's Site Design Guidelines on promoting sustainable transportation modes in new developments.

The session was facilitated by Kelvin Roberts of NEXT!Solutions out of British Columbia. Session attendees had the opportunity to apply the Site Design Guidelines to a real world case study located in northwest Regina, SK

Special thanks to Kelvin for adjusting his schedule to be in Saskatchewan to facilitate the session and raise the awareness of the Greenmodes software and the CITE Site Design Guidelines principles.

The SK Section has also been active in hosting ITE webinars. Partnering with the Saskatchewan Ministry of Highways and Transportation, the SK Section was able to provide the Introduction to Highway Safety Web Seminar Series offered by ITE through September and October. We will continue to help coordinate the offering of additional webinars to members with an established rotational hosting program through our member organizations. If you would like to see an ITE webinar offered by our section, please contact our programs coordinator at jeffrey.holland@gov.sk.ca.

The Executive terms of the SK Section will be expiring on December 31, 2008 and we have voted in a new executive for a two-year term starting in the New Year.

ATLANTIC

The ITE Atlantic Provinces Section will be holding our regular Fall section meeting on Thursday, November 6th at the Wu Conference Centre in Fredericton, New Brunswick. The day will entail a series of interesting presentations and end with our AGM. We are also planning an evening function (meal and social time). In addition to the meeting and AGM, we are making a call for nominations/volunteers for those interested in serving on the Section Executive for the next two years. Please contact Dwayne Cross (crossdw@gov.ns.ca) or Jamie Copeland (jjc@delphimrc.com) for further details. The Atlantic Section is also looking forward to the CITE Executive attending the Fall meeting.

Earlier this spring, the ITE Atlantic Provinces Section and the International Municipal Signals Association (IMSA) Atlantic Chapter held a joint meeting and trade show at the Ramada Plaza Park Place Hotel and Convention Centre in Dartmouth, Nova Scotia. Over 75 people attended the joint session, as both groups enjoyed a series of diverse and interesting presentations and the products and services provided by the trade show vendors. Many thanks to the numerous vendors and consulting firms that sponsored the lunch and breaks. The day of great success was followed by a quiet evening social and banquet at the hotel.

Day two of the spring meeting was comprised of training on the Canadian Capacity Guide InterCalc software. Dan Havercroft and Paul Sarjeant provided a group of about 13 professionals with a detailed and informative day of training. Thanks again Dan and Paul!



Atlantic Section spring meeting and trade show.



We're pleased to have Brian Storrie, Al Golding, and Ken O'Brien (left to right) attend the spring meeting. These three gentlemen represent over 100 years of Traffic Engineering experience, the majority of it with the Nova Scotia Department of Transportation and Infrastructure Renewal.

STUDENT CHAPTER NEWS

UNIVERSITY OF CALGARY

Greetings from University of Calgary's Student Chapter Tommy Au - President & Interim Treasurer

With an exciting 2007/2008 year behind us, the Student Chapter of ITE at the University of Calgary are gearing up for another full slate of activities. A new executive team has been elected and we are excited to fulfill our mandates. Our current membership includes graduate and undergraduate students from the following faculties: Civil Engineering, Geography, Political Science, and Urban Studies. Presently, we are 20 student members strong.

Planning for the 2008/2009 year has included securing 14 industry professionals for our luncheon speaker series. In addition, preparations are underway to secure sponsorship funding to attend TRB in January and the CITE Annual Conference in Montréal. Furthermore, a number of social events are being scheduled for the fall and winter semesters.

Web Seminars, Career Nights, and Field Trips to various Transportation Infrastructure sites in the City of Calgary are also in-the-works for the new academic year. Please visit our web site at www.uofcite.ca for more up-to-date news and activities!

U of C ITE - Winner of the 2008 CITE Student Chapter Activities Award

UNIVERSITY OF WATERLOO

This winter term, the University of Waterloo ITE Student Chapter was awarded one of nine 2008 Data Collection grants by the International Board of ITE and was the only Canadian student chapter to be awarded a grant. Our chapter gathered vehicle, pedestrian, and bicycle trip generation data along with parking demand data for a stand-alone specialty food store near the University campus. This endeavour would not have been possible if not for the enthusiasm and dedication shown by the students in the UW-ITE student chapter. The funding received by the student chapter will be used to facilitate various student chapter social and academic group activities, including guest speakers and student seminars. The UW-ITE student chapter had three guest speakers come to the University campus to present their current research in the summer term:

- Dr. Chris Puchalsky from the Delaware Valley Regional Planning Division presented "Innovations in Travel Forecasting Models"
- Dr. William H.K. Lam, Chair Professor of Civil & Transportation Engineering, Department of Civil and Structural Engineering, The Hong Kong Polytechnic

University, presented "Evaluation of Real-time Data Collection Technologies for Journey Time Estimation in Hong Kong"

- Dr. Ming Zhong, Department of Civil Engineering, University of New Brunswick, presented "Short-term Traffic Prediction on Different Types of Roads with Genetically Designed Regression and Time Delay Neural Network Models"

This fall term, Dr. Rade Hajdin of Infrastructure Management Consultants will present a talk on "Consideration of Risk Aspects in the Management of Swiss Transportation Infrastructure". The UW-ITE student chapter hopes to promote the transportation profession through these guest speaker talks and also through student seminars. Three students are presenting their research this term in the following transportation topics:

- Mr. Morteza Bagheri, PhD student, Civil & Environmental Engineering, presenting "Risk Based Model for Effective Marshalling and Buffering of Dangerous Goods Railway Cars"
- Mr. David Duong, PhD student, Civil & Environmental Engineering, presenting "Calibration of Microscopic Traffic Simulation Models Using Multi- criteria Decision Making"
- Mr. Flávio Cunto, PhD student, Civil & Environmental Engineering, "Assessing Safety Performance of Transportation Systems using Microscopic Simulation"

The UW-ITE student chapter believes that we must balance our academic and social pursuits. In the beginning of the fall term the UW-ITE sponsored a get together at Grad House, the campus pub, for all existing and new graduate students. A friendly game of paintball between students and professors is also planned for this fall.



Transportation graduate students and professors at the UW Grad House.

2008 ANNUAL CONFERENCE COMPENDIUM - Victoria, BC



The 2008 Annual Conference compendium includes papers from the wide range of technical sessions representing: transportation engineering & planning, road safety, sustainability, green transportation & climate change, commercial vehicles & goods movement, intelligent transportation systems, and training & education.

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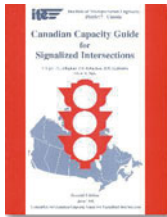
PAST CITE ANNUAL CONFERENCE COMPENDIUMS

Many past conference compendiums are still available, though supplies are limited. These compendiums contain a large number of papers covering a variety of past studies and research initiatives across Canada and parts of the U.S., and can still be a valuable research aid. The compendiums still available include:

1997 Joint CITE/WCTA Conference - Vancouver, BC
1999 Joint AQTR/CITE Conference - Montréal, QC
2001 CITE Conference - Calgary, AB
2002 CITE Conference - Ottawa, ON
2003 Joint District 4/CITE Conference - Winnipeg, MB

2004 CITE Conference - Moncton, NB
2005 CITE Conference - Saskatoon, SK
2006 CITE Conference - Banff, AB
2007 CITE Conference - Toronto, ON

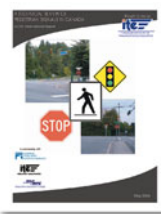
THE CANADIAN CAPACITY GUIDE FOR SIGNALIZED INTERSECTIONS (Second Edition)



This updated document to the 1984 edition was developed by the CITE Committee on the Development of the Canadian Urban Transportation Capacity Guide. It is a significantly expanded and updated version of the First Edition, and includes techniques that allow the user to analyze different situations and intersection configurations. The Guide helps the user to understand the inter-relationships between a signalized intersection and the various modes of transportation. Canadian information and experience on signal performance is consolidated, reflecting multiple Canadian specifics, while defining a common base for regional differences.

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A TECHNICAL REVIEW OF PEDESTRIAN SIGNALS IN CANADA



Pedestrian (or half) signals have been in use in Canada since the mid-1960s, primarily in large metropolitan areas. This device features signal control for vehicles on the major street and pedestrians crossing the major street, and stop sign control for motorists approaching on the minor street. Where they are used, pedestrian signals are part of the hierarchy of traffic control devices commonly used by transportation professionals to enhance pedestrian safety.

This informational report contains the technical findings from a national review of pedestrian signals and outlines the state of practice for the traffic control device, evaluates effectiveness and safety, and identifies if the current design and application guidelines are still appropriate for Canada.

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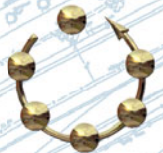
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Montréal 2009

Le transport renouvelé
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C'est avec plaisir que le comité Organisateur vous convie au prochain congrès annuel qui aura lieu à Montréal, en juin 2009. Nous vous invitons à venir vivre quatre jours des plus enrichissants tout au long des conférences et des visites techniques, mais également par l'occasion unique de rencontrer des professionnels de la gestion des transports en Amérique du Nord. Les sessions techniques du congrès couvriront l'amélioration de l'exploitation du réseau routier, l'efficacité et l'efficience des modes de transports alternatifs, la planification des réseaux et la gestion de la demande pour n'en nommer que quelques-uns.



On behalf of the 2009 Local Arrangements Committee, I invite you to join us in Montréal for a dynamic series of technical presentations that represent urban living as it relates to traffic operations, increasing the efficiency and effectiveness of alternative transportation modes, implementing neighbourhood planning with smart growth initiatives, and integrating human factor considerations to name a few.

Please plan to join us, and while here, experience Montréal's Old World charm and vibrant joie de vivre!


Jean-Philippe Desmarais, ing., PTOE
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All interested transportation professionals are invited to submit a paper abstract or poster session to be considered for presentation at the 2009 Annual Conference.

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