

CITE ANNUAL
CONFERENCE UPDATE

MEMBER HIGHLIGHT:
IRINI AKHNOUKH

SECTION & STUDENT
CHAPTER NEWS

transportation TALK

Quarterly Newsletter of the CANADIAN INSTITUTE OF TRANSPORTATION ENGINEERS
INSTITUT CANADIEN DES INGÉNIEURS EN TRANSPORTS
(a Canadian Non-Profit Corporation)



Public Transit during a Pandemic

Björn Rådström considers how transit agencies can approach the COVID-19 pandemic and shares what Winnipeg Transit is doing in challenging times

Keep the Momentum

Adam Makarewicz offers ideas for how we can keep transportation projects moving during COVID-19

How do cities move forward after COVID?

Join the conversation on how city planning and operations will be impacted by the COVID-19 pandemic.

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- Diverging Diamond Interchange
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features

5 CITE Annual Conference

Meet the Local Arrangements Committee, sponsors, and exhibitors who dedicated great effort to the now cancelled 2020 conference and save the date for the next two CITE Annual Conferences

7 Survey: Post-Pandemic City Planning & Operations

How do cities move forward after the pandemic? Share your thoughts and preview early results from this survey on city planning and operations.

9 Public Transit during a Pandemic

Björn Rådström considers how transit agencies can approach the COVID-19 pandemic and shares what Winnipeg Transit is doing in challenging times

12 Keep the Momentum: Advancing Projects during COVID-19

Adam Makarewicz offers ideas for how we can keep transportation projects moving during COVID-19

15 Member Highlight: Irini Akhnoukh

Meet the CITE Technical Liaison Committee (TLC) Chair and Canadian representative to ITE International's Coordinating Council

CITE news & business

17 Section News

22 Student Chapter News

25 Welcome New Members

regular columns

1 President's Ponderings

3 From the District Director

26 Advertising Directory

27 CITE Contacts

president's ponderings



JULIA SALVINI, P.Eng.
Canadian District President
president@cite7.org

These are bizarre times! The last day I spent in the office (exactly one month ago) was typical: an early morning meeting and lunch with a friend between project work. I have only been back to the office once since then to pick up my laptop. When I left that day, I had no idea how things were going to change over the next 24 hours and I'm not sure it really sank in until they cancelled hockey because they *never* cancel hockey.

Initially, my thoughts were on the short term. What supplies did we need? Did I have everything I needed from my office? What were my kids going to do to keep busy? Over the last month, it's become clear that things in the transportation field and everywhere else are not "business as usual".

The first big decision for CITE was around our annual conference. That last morning in my office, I had a discussion with CITE Vice President Ryan Vanderputten and we thought at the time that there was a slightly better than 50% chance we would cancel the conference. We cancelled it the next day. In the end, it was not a difficult decision. Our colleagues in the medical field made it very easy for us to decide that we could not continue planning for a May conference in BC and the hotel was happy to have us rebook for 2022 without penalty. Everyone involved, including our incredible LAC, agreed that it was the right choice. I want to give a special shout out to the LAC for their hard work. They were in the final stretch of conference planning at that time. They had finalized the technical program and the social program. We had a long list of committed sponsors and exhibitors and our registration was well underway. Not only did they assist in getting the messaging out around the conference cancellation, many of them eagerly agreed to do it all over again in 2022. Thanks again for your hard work!

Now looking ahead, many of us are wondering how the current situation will impact the work we are doing today and into the future. I hope you've taken the opportunity to follow the interesting conversations in the ITE Community around changes in the industry. Discussion topics cover everything from whether or not to put traffic signals on ped recall, to the benefits and disbenefits of reallocating traditional vehicular spaces to pedestrians and cyclists, to how to effectively work from home. Practitioners from around the world are sharing their data around the decrease in travel in their cities and many members have started talking about how we can use non-traditional data to continue to do our work.

This edition of *Transportation Talk* was put together on a short timeline to highlight some of the areas where change is occurring as a result of the COVID-19 pandemic and to spark discussion among CITE members about how to move forward. Given how quickly the transportation landscape is changing, this is a time when we can learn from our transportation community by sharing our ideas, what we have tried, and how changes are working.

We have a great article from Björn Rådström about how Winnipeg is operating their transit system during the pandemic and finding ways to celebrate at a distance. Adam Makarewicz has shared his perspective on what we can do collectively to help keep transportation projects moving without being able to collect typical traffic data and hold traditional public consultation. We are also highlighting a survey of practitioners to gather opinions on how COVID-19 will impact city planning and operations after the pandemic. If you haven't had the opportunity to participate in the [survey](#), please do and then take a look at some preliminary results from those who have responded.

Things are being done differently at CITE as well. Although we often meet by phone, we have been conducting our business by video conference on a more regular basis. We will be holding our first virtual AGM since we will not be meeting in person in Vancouver—stay tuned for more details. We are also in close contact with our colleagues at ITE to help us keep a pulse on how things are changing in other parts of the organization including in other districts.

This is a great opportunity for all of us to learn from one another. I encourage you to find a way to participate in the ongoing discussions about the changing transportation trends in your practice area. You can start or respond to a discussion in the [ITE e-Community](#), read what others are doing when they post on social media, or reach out to a colleague from elsewhere in the country who you haven't spoken to in a while to find out what they are pondering in their role.

Finally, I hope that you and your family are well. These are strange times for all of us as we balance working from home with the needs of our families and ourselves. Take care of each other and take care of yourselves. And when all else fails, trimming your dog's hair provides for good entertainment.



Julia Salvini, P.Eng.
Canadian District President



Our "new normal": video call meetings and furry office mates showing off their mohawks

from the district director



JEN MALZER, M.Sc., P.Eng.
Canadian District Director
director@cite7.org

Dear members,

First, I am sending you my best wishes in these days of the COVID-19 pandemic. This time definitely illustrates how much information and how many encounters we share each day to design better cities and workplaces.

In the past month, ITE staff have, like so many of you, started working from their makeshift home offices in kitchens, bedrooms, and basements. As a group, they simultaneously pivoted to offer new services to support the physical distancing of our members and help transportation professionals to protect the travelling public. If you haven't had an opportunity to explore these resources, here are some you could consider visiting:

- ITE's up-to-date [COVID-19 Resources page](#) includes scorecards and examples of how cities are protecting the travelling public through lane conversions and new data collection as well as information on how to keep your family safe.
- As always, interesting discussion is being supported through the [ITE e-Community](#). Currently, there are several COVID-19 impact discussions worth joining including the future of collecting field data, short and long term impacts to cities, and more.
- Each day, ITE is hosting a Virtual Drop In to network and engage on a topic of interest. Visit ite.org to see upcoming topics and conversation leaders and listen to past drop-in discussions.
- ITE has discounted its prices on [live webinars](#) to make it easier for members to gain professional development during COVID.
- Keep an eye out for the [Women of ITE's upcoming blog post](#) by President Randy McCourt on succession planning. Emergency times such as today's help drive traditional roles among gender, particularly in families where more childcare duties may fall to women. Check your succession plan for gender bias and consider approaches such as examining effectiveness rather hours worked.
- Parents cum teachers may find interesting resources on [ITE's STEM Resources webpage](#) to engage their new pupils in curriculum through transportation activities.

from the district director

In other ITE news:

There is an [invitation](#) by Coordinating Council Chairs to be involved with modernizing the structure of ITE's technical councils. Consider volunteering for this task force.

The latest episode of ITE's [podcast](#) features Annie Chang, SAE's head of New Mobility and Director of the Mobility Data Collaborative. Listen to her perspective on the mobility landscape plus potential challenges, solutions, and safety considerations around micromobility.

Speaking of micromobility, April 15 marks the deadline of ITE's first [Sandbox Design Competition](#) on Micromobility. I am among the several judges who will be reviewing student and practitioner submissions on mobility as a service and am eager to see our Canadian talent go up against other Districts. Thank you to those teams that have taken the opportunity to represent!

As an update on the [Joint ITE International and Southern District Annual Meeting and Exhibition](#), ITE is committed to delivering the conference, either in person in New Orleans or as a virtual gathering. This is possible as ITE has more time to react to COVID and to put in place the right technology for a meaningful exchange between presenters and amongst attendees. Please keep an eye on the excellent technical program that has been onboarded and plan on joining in August!

In close, I wish you and your families well and hope that the introverts among us are living your best selves!

Yours,



Jen Malzer, M.Sc., P.Eng.
Canadian District Director



The ITE International Board of Direction (IBOD) were connected and engaged at their virtual meeting in April

CITE/QUAD Joint 2020 Annual Conference

CONFERENCE CANCELLED DUE TO COVID-19

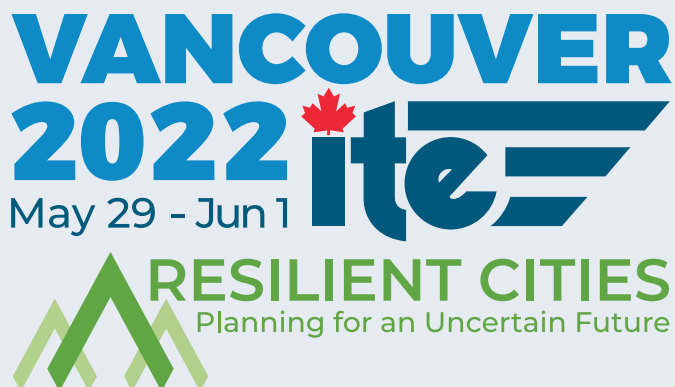
The CITE/QUAD 2020 Joint Annual Conference scheduled to take place May 24-27, 2020 in Vancouver, BC has been cancelled in response to the global coronavirus (COVID-19) pandemic. This was following the mandatory order from the Province of British Columbia on March 12, 2020 to cancel large gatherings as well as guidance from the Public Health Agency of Canada, BC Centre for Disease Control, and all levels of government asking Canadians to take preventative action to avoid the spread of COVID-19.

We gratefully acknowledge the hard work of the accepted presenters, sponsors, and exhibitors who all put forward considerable efforts towards this conference. A special thank you to the CITE/QUAD 2020 Local Arrangements Committee (LAC) for their dedication and time as well as their employers for their support. Particularly in the early months 2020, significant effort was required by the LAC to address the impacts of the novel coronavirus while still continuing to plan for CITE/QUAD 2020. Your hard work is greatly appreciated!

- **Jan Voss**, CTS - *Chair*
- **Jared Duivesteyn**, Parsons - *Vice-Chair*
- **Billy Dong**, City of Vancouver - *Technical Program*
- **Niraj Sunuwar**, Urban Systems - *Volunteers*
- **Kati Tamashiro**, City of Vancouver - *Social Events*
- **Alvin Tse**, ISL Engineering - *Technical Tours*
- **Shara Viaje**, Mott MacDonald - *Student Activities*
- **Gary Vlieg**, CTS - *Trade Show*
- **Cam Wakefield** - *Technical Tours*
- **Dennis Wu**, Mott MacDonald - *Student Activities*

We're pleased to announce that we will return to Vancouver in two years with the conference rescheduled for May 29 to June 1, 2022. Until then, the next CITE conference will take place June 6-9, 2021 in Hamilton, ON. We hope to see you there.

SAVE THE DATE!



THANK YOU SPONSORS & EXHIBITORS

We recognize these industry leaders who had committed to sponsoring and exhibiting at CITE/QUAD 2020. Thank you for your support!

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Novax Industries

PTV Group

Stinson ITS

Tacel

TRAINFO

Transoft Solutions

TripSpark Technologies

UBC Master of Engineering Leadership

UrbanLogiq

How do cities move forward after the pandemic?

A conversation about how cities will evolve after the pandemic is gaining momentum. It seems many in our industry think city planning and operations may change once things return to (a new) normal. Like past plagues and major wars, COVID-19 could be a pivot-point in societal progression. **Share your thoughts by completing this survey on post-pandemic city planning and operations** and join the discussion with nearly one hundred people who already have.

Significant change is likely, according to the majority who have responded so far. Reduced revenues will strain the ability of cities to deploy programs, services, and capital projects. Consumer demands will shift in a way that challenges planning and urban design norms. Despite devastating realities unfolding from COVID-19, some respondents are highlighting positive potential outcomes. For example, the recent mass-adoption and societal acceptance of remote communication tools could have lasting effects. This provides municipalities with rare opportunities to learn about the benefits and accelerate policies and projects that take advantage more rapidly—particularly while their use is normalized. This is just a taste of many ideas shared to date from professionals, academics, and others involved with making cities better for people.

CITE will be releasing a summary on the final results later this year to help professionals navigate the evolving world of planning and operating cities after the pandemic.

We find ourselves in strange times, but we should remain proactive as an industry. Let's leverage our creative strengths and ideas now to emerge from the pandemic stronger than before.

SHARE YOUR THOUGHTS

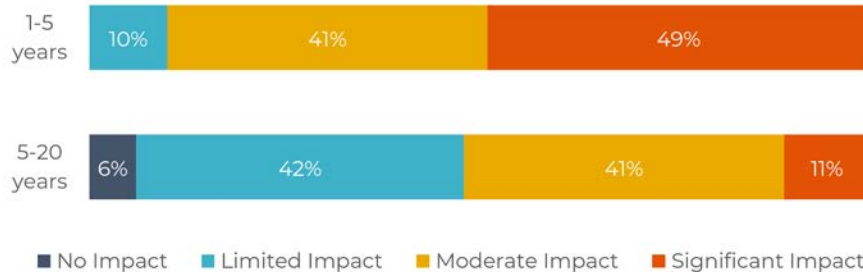
Help shape the results with your input

[Complete the survey here](#)

Preliminary Survey Feedback

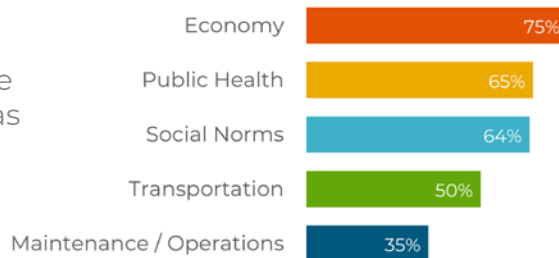
Significance of impacts to city planning and operations

Most respondents believe the pandemic will have a **moderate to significant impact** on city planning and operations in the **1-5 years** following the pandemic. Opinions shift to **limited to moderate impact** in the **5-20 years** following the pandemic.



Areas of primary concern for cities

For respondents who believe there will be moderate to significant impacts, the areas of primary concern for cities are...

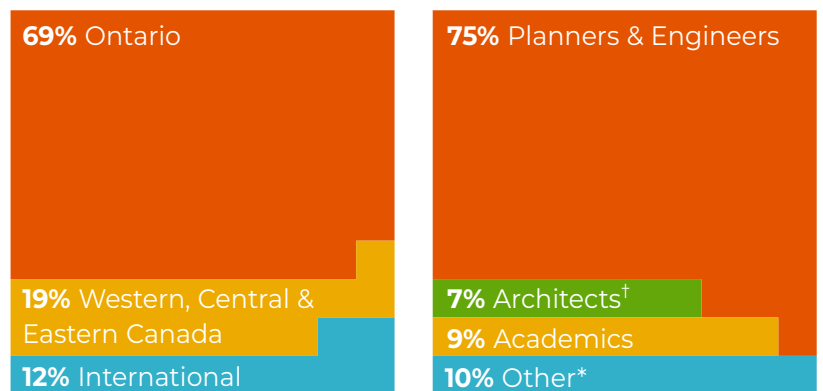


Thoughts from early responses

- “This is the eye opener needed to change old processes and embrace emerging norms.”
- “The unintended benefits of the current situation will be apparent when this is over.”
- “People’s memories are short-lived. Neither SARS (2003) nor the financial crisis (2008) impacted the trajectory of city planning.”
- “Perhaps, as an industry, we have underestimated human capacity for culture change.”

Who has completed the survey so far?

Responses to date are predominantly from...



† Includes Landscape Architects

* Includes Technology, Real Estate, Advocacy, Economic Development, Gov’t Relations, Industry professionals



PUBLIC TRANSIT DURING A PANDEMIC

BY BJÖRN RÅDSTRÖM
WINNIPEG TRANSIT

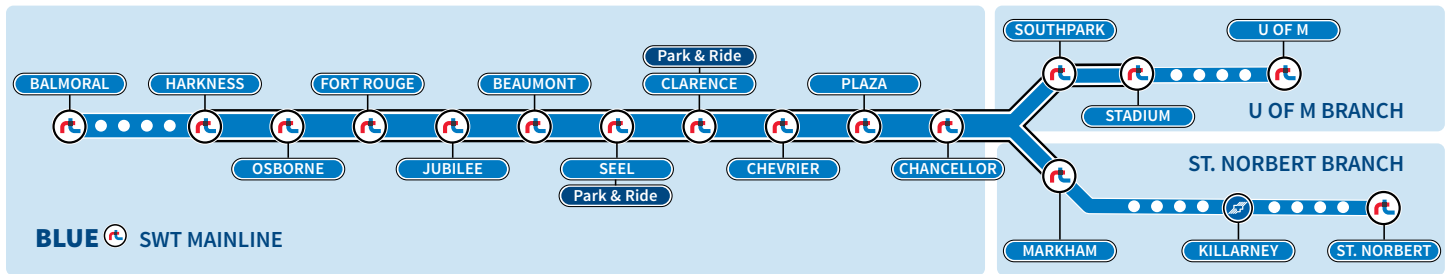
Public transit is in a unique position during this COVID-19 pandemic. While everyone else is shutting down, we are not only an essential service, we also carry staff to and from their jobs in other essential services. We can't even consider making changes to or reducing our service levels without a lot of thought and deep consideration of who it affects and how it affects them.

One of the biggest challenges is this: there is no right answer. And that's a tough position to be in. On the outside, I see lots of commentary in places like Twitter, Facebook, Reddit, and traditional news media where people claim they know exactly what should be done. I wish I could spend 30 minutes with each of them discussing the profound trade-offs in each decision they think is so easy to make.

"Shut it down!"

Ok, but what about the people who are still working and depending on transit to get them to and from work? They can't afford to just not work—and they need our services. Some of these people are the hospital workers on the front lines of the pandemic response and they certainly need to get to work. We're not just talking doctors and nurses here either; all of the support staff needed for a hospital to keep running have to get to work. Let's not forget about grocery store workers as well as people doing logistics in warehouses that distribute food and other necessary supplies. Even during a pandemic, many essential workers still need transit to get to work so we can all keep going.

public transit during a pandemic



The new BLUE rapid transit line in Winnipeg opened in the midst of the COVID-19 pandemic

“Reduce service!”

Ok, that might put less pressure on our staff, but what about the need for physical (social) distancing, even on buses? If we want people to stay as far apart as possible while on buses, reducing service might make for fuller buses and less distance between passengers.

“Don’t reduce service!”

Ok, but how do we pay for this? There is no unlimited source of funding and when ridership is down across the country by over 70% but expenses are at 100%, it adds up quickly. In Winnipeg, we’ve maintained full service so far but it can’t last forever. And no one knows how long this pandemic will last.

SO WHAT DO WE DO?

We make the best decisions we have with the information available to us. We’re doing our best to gather data about how many people are riding buses and which routes they’re on. The challenge is our passenger counting systems weren’t designed for that kind of up-to-the-minute daily information about ridership. They’re designed around reporting average daily ridership over an entire season, so we’re developing new ways to extrapolate the data we have so that we have some estimates to work with.

We’re running full service right now, but we’re planning for a step-down of service if it’s necessary. This process involves a tonne of work that the public will never see. Our schedulers have had to work like mad to develop new sets of schedules that have less service on weekdays but that still provide enough service to get people to work and that allow for physical distancing. Our Operations, IT, and HR staff have all been preparing for an

“emergency” sign-up so that bus operators can pick their work. All of this amounts to hundreds of hours of work for dozens of people, all to prepare for a reduction in service that might happen. The stress takes its toll on everyone but we all put in the time because we know it matters.

THE BIGGEST INFRASTRUCTURE PROJECT IN WINNIPEG’S HISTORY—OPEN APRIL 12

Over the past 5 years, we’ve been building the biggest infrastructure project in Winnipeg’s history: Stage 2 of the Southwest Transitway. At a cost of over \$400 million, this piece of infrastructure adds 7.2 km of dedicated busway to Winnipeg and brings with it a massive transformation to public transit service in the entire southwest quadrant of the city. It is allowing us to introduce a brand new rapid transit line called BLUE, along with 14 new feeder routes, to create a totally new spine-and-feeder network. We’re also eliminating 18 other routes, and making changes to 10 more. This is going to be big!

So at a personal level for us at Winnipeg Transit, this is tough. We’re all excited about these changes—about providing more reliable, faster, more efficient service to our riders. That’s still happening, but this was also going to be a celebration for us. We had a big open house planned so our families could come see where we work and what we do... cancelled. We had a grand opening event planned to which the media were invited, along with politicians from all three levels of government... cancelled.

Despite the pandemic, BLUE has opened for service. The Southwest Transitway and the new routes now form an integral part of our route network. In the midst of COVID-19, bus stop signs were updated with the new route numbers, bus

Continued on page 11...

operators signed their work, and we advertised for weeks ahead of the launch on April 12. We're all glad it has come to life and we know our riders will still reap the benefits, but it's tough to not be able to celebrate it like we wanted to. However, given what's going on in the world, we recognize that's a very minor complaint.

WORKING FROM HOME

All of this is being done in what is a completely new environment for many of us: home offices. Some are lucky enough to have an actual room set aside as a home office, but some are working at the kitchen table. Some are able to toil away in relative isolation, while others have spouses, pets, and kids adding to the chaos. Whatever it is, it's an adjustment for many of us. Personally, I do not like working at home, isolated from my team. It's not reflective of my personality and it's also very difficult in a line of work that requires constant conversations, collaboration, and bouncing ideas off of each other. Video conference meetings, chat programs, email, and phone calls have all replaced most face-to-face conversations. It's tough, but we're making it work and I am very thankful for these new tools.

The Workplace Goes On

My team is mostly working from home but not everyone can. Bus operators, mechanics, cleaners,

dispatchers, and many others have to go to work to do their work and, as we all know, it's a different world out there now. Sanitization procedures, physical distancing, and other protocols make regular work a challenge. But people are still out there, dedicated to getting their work done, because we all know it matters to our riders.

We're only a few weeks into this pandemic and we've learned a lot. The notion that public transit is a fundamental part of society has been reinforced. We've quickly scaled-up, revised, and improved our emergency management plans. We've all learned how to work differently but still provide the service people depend on. We've learned to deal with ambiguity, to not be afraid to ask questions, to make our best recommendations, and to realize that we're all learning as we go.

Based on conversations I've had with my transit planning colleagues across the country, we're all experiencing the same thing. It's a challenge, but we'll make it through.



Björn Rådström, P. Eng. is the Manager of Service Development for Winnipeg Transit, and oversees planning and schedules. He has been with Winnipeg Transit since 2007 and has been a member of ITE since 2004. He served for 10 years on the executive of ITE Manitoba, holding the positions of Treasurer, Secretary, Vice-President, President, and Past-President.



Winnipeg Transit has launched a new transitway, the biggest infrastructure project in Winnipeg's history, during the COVID-19 pandemic.



KEEP THE MOMENTUM

Advancing Projects during COVID-19

BY ADAM MAKAREWICZ

PARADIGM TRANSPORTATION SOLUTIONS LIMITED

The way that Canadians and people across the globe are travelling today is very different from the way they were travelling two months ago. It is also evident that the transportation landscape is being reshaped. Some of these changes to travel patterns and behaviour will be temporary, while some may become permanent. This article explores what this means for the work that transportation professionals are doing on a day to day basis. It looks at what the options may be in the short term and the long term for transportation projects that rely on data and public engagement.

COVID-19 TRAFFIC VOLUME TRENDS

ITE is now documenting traffic volume trends on their [COVID-19 Resources](https://www.ite.org/about-ite/covid-19-resources/covid-19-traffic-volume-trends/) page with summaries of pre/post COVID traffic data from several regions, municipalities, and states. If you have data to share for a Canadian jurisdiction, please consider submitting to the repository at www.ite.org/about-ite/covid-19-resources/covid-19-traffic-volume-trends/.

TRADITIONAL TRAFFIC DATA

Preliminary data within Ontario suggests that the reduction in traffic volumes has been significant with as much as a 30 percent decline in some areas. This is similar to volumes observed in the early 2000's. The rapid effects of these changes are ongoing with no timeline provided as to when volumes will normalize.

This presents an important question for our industry—how do we keep our projects moving? How do we get back to normal (or close to it) once physical distancing measures are relaxed? We also face an immediate challenge: how do projects that rely on observed traffic data continue?

We need to explore and invest the time in developing solutions that harness existing, pre-pandemic data resources. These data will need to be relied on more heavily in the short term. Data sources include intersection turning movement counts, road tube and automatic traffic recorder counts, saturation flow rate investigations, vehicle classification studies, among others.

Continued on page 13...

advancing projects during COVID

Some of these data are archived by municipalities or reside within past transportation studies, while other data are held by transportation collection agencies. Data can be used, independently or in combination, to produce reasonable estimates of existing traffic volumes in the pre-pandemic environment.

To leverage the availability of pre-pandemic data, a partnership could be developed between the various data owners. A traffic data marketplace is one potential option. Such a marketplace would allow data owners to sell or exchange data with other parties.

MAKING USE OF OPEN SOURCE DATA

Depending on the age, type, and location of the data, adjustment factors may need to be used to establish appropriate baseline conditions. These high-level estimates could use methods consistent with commonly accepted practice akin to factoring historic count data, making seasonal adjustments, and applying safety and calibration factors or

through new emerging technologies such as “Big Data” (i.e., cellular driven).

Communication and coordination of the methodology will be a key step between the various stakeholders and agencies. The communication must articulate a clear and transparent process. This provides an opportunity to define and understand the limitations of the data but to also understand that sound engineering judgement combined with innovative ideas and approaches can allow projects to move forward.

The current inability to collect traffic data in the short-term does not need to grind the industry to a halt.

INTERACTING WITH THE PUBLIC

Public involvement is a critical component in the transportation decision-making process. Allowing for meaningful consideration and input from interested individuals frequently shapes the best outcomes. As daily users of the transportation system, the public has useful opinions, insights, and observations to share with municipalities and transportation professionals on the performance and needs of the transportation system or on specific projects.

Working Together to Build a Stronger Community

The COVID-19 pandemic has challenged all of us, and has also shown us what we can accomplish if we work together. By physical distancing, we are flattening the curve.

Thank you to all the health care and front-line workers, as well as those maintaining other essential services, for everything they are doing to save lives and sustain our communities during these uncertain and stressful times. Thank you also to those who have supported people in your communities.

Through our collective compassion and commitment, we will get through this crisis and be stronger for our efforts.



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Community members engage at an open house in Vancouver. Physical distancing measures could be an opportunity to adopt new approaches to public consultation with strong consideration of barriers to participation.

While important for limiting the spread of COVID-19, physical distancing and restrictions on gatherings of people is impacting public outreach activities for the foreseeable future. Transportation agencies who need community input are faced with the difficult decision to postpone or cancel these meetings, delaying projects.

While typical practices are to hold public meetings and open houses where individuals gather, we have an opportunity to modernize the approach. New opportunities for information sharing and public involvement could include telephone town halls, online meetings on a variety of different platforms, social meetings/meeting-in-a box kits, story maps, and interactive websites. It is also important to consider barriers to participation when shifting to an alternative approach using online methods including access to both technology and the internet. This may require further measures such as including a mailout option. Given society's gravitation towards smartphones and tablets, mobile-friendly content as opposed to desktop applications is preferred. Applications should be as straightforward as possible to engage participation and reduce frustration. As the technology and applications already exist, it's up to us to leverage them the best we can.

COMING OUT THE OTHER SIDE

How do we get back to normal or close to it once physical distancing measures are relaxed? Our work as transportation professionals will require us to adapt as the travel demand and pattern landscape changes yet again. These changes are fluid and could remain with us for an extended period or we may never return to pre-COVID travel patterns. Consideration of individuals and institutions that have been forced to rely on remote offices may permanently impact the way business is conducted going forward.

Weekly data collection efforts at multiple well-established locations (CBD, industrial, residential, commercial) would provide an objective means of measuring COVID-19's impact throughout the pandemic, creating a roadmap of how traffic is changing. These volumes will be key once normalization begins to occur to validate new counts

but also be used in the long-term as a vital resource for developing scaling factors and understanding the longer term changes in the transportation network.

Public agencies could consider reallocating budgets planned for traditional data collection programs to target recurring data collection at key locations over the coming weeks and months. Funds are needed not only for collecting data during the pandemic but also for interpreting the data—expertise that is already on-hand in many agencies.

This presents an opportunity for public-private partnerships. Private sector firms can provide resources and exposure to markets where agencies would otherwise be limited. Public sector agencies can offer a longitudinal viewport that will be essential to understanding the impacts of COVID-19.

A CALL TO ACTION

The COVID-19 pandemic has doubtlessly impacted our industry both in the short term and for the foreseeable future. There exist opportunities for the transportation industry to work together for mutual benefit. It is critical that we develop a collaborative process that provides clear guidance for the industry to navigate. We should make the most of industry forums that can help achieve consensus on methodologies and priorities such as the [ITE e-Community discussion forum](#). We welcome other suggestions and alternative approaches; this is the kind of collaborative effort that has been a cornerstone of our profession and will ensure that we continue to grow the industry together in the face of unprecedented challenges.



Adam J. Makarewicz is Senior Project Manager for Paradigm Transportation Solutions Limited and a seasoned professional with experience in transportation planning and engineering. He has 14 years of expertise in active transportation, traffic calming, transportation demand management (TDM), traffic operations, travel demand forecasting and parking.

IRINI AKHNOUKH P.Eng., PTOE



City of Residence: Calgary, Alberta

Family: A 10.5 year old cat named Chloe who's been with me for 10 years

Personal hobbies

A little trite, but I do spend a lot of my time and money travelling. I've been in almost 200 cities in 33 countries covering 5 continents.

Current Employment

McElhanney Ltd., Senior Transportation Engineer

Education

- Bachelor of Science (Engineering) with a minor in Business, 2005
- Master of Engineering (Transportation), 2010

First job in transportation

Wardrop Engineering first as a summer student then as an EIT

When did you join CITE? 2005 as a student member

What positions have you taken on as a member of ITE?

- UofM Student chapter executive (2005–2006)
- Southern Alberta Executive (2012–2018)
- CITE Annual Conference LAC Social Committee Coordinator (2012–2013)
- LeadershipITE Class (2013–2014)
- Traffic Engineering Council (2013–2015)
- LeadershipITE Alumni Committee (2014–2015)
- District 7 Technical Projects liaison (with TEC) (2015–2016)
- excite Co-Chair (2015–2017)
- CITE Board Member (2017)
- TLC Chair (2019–current)
- Canadian Representative on the ITE International Coordinating Council (2019–Current)

CITE INVOLVEMENT

When did you first attend a CITE event?

Outside of student chapter activities, the first CITE event was the 2006 Banff CITE Conference. The UofM student chapter rented a van and drove the 15 hours to Banff to attend the conference. We organized and hosted the first Student Mixer, a tradition that has continued since—14 years and counting!

What do you value most about your CITE membership?

I don't think I can say anything here that hasn't been said before. For me, as it is for many others, CITE is all about the community and the people in it. Being at conferences or getting involved in committees is like meeting old friends or helping your family out. It has allowed me to make contacts all across Canada and it's always a great feeling to see familiar faces at the conferences.

GETTING TO KNOW YOU

What attracted you to the transportation profession?

I never thought about transportation during my undergrad. I knew I belonged in engineering early on and civil became the obvious choice in my first year. All my undergrad electives and highest grades were in structural and my worse grades were in transportation. In my capstone project, I ended up being the 'transportation' person in the group and was introduced to Synchro (I think it was version 4 at that point). Geek that I am, I fell in love with the software, with what transportation represented, and the work I was doing—and that was the start of my transportation career.

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

I travel a lot on my own, which some might call daring. I also moved away from my family and bought my own place while still single and, if you know anything about Egyptian mothers, that is pretty daring!

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

I am reading *The Expanse*. It's a Sci-Fi 8 book series which I am hating and loving simultaneously. If I'm alive when we get to experience the kind of space travel that these books are about, I want to be part of building that transportation system!

What is your favourite mode of transportation?

Horse drawn carriage...which actually used to be my mode of transportation to school during elementary school (in Egypt).

PROFESSIONAL ACHIEVEMENTS & PERSPECTIVES

What do people say when you tell them you're a transportation professional?

Can you fix...usually it varies between a road, a traffic signal, a parking situation, potholes...

What is one aspect of your work that you particularly enjoy?

The unpredictability and ever-changing types of problems that come my way. I've been lucky to work on some unique and out of the box projects. There's no set formula for tackling a transportation planning project; each one is unique in its context, its stakeholders, and its objectives and requires a unique approach.

What are one or two projects that you're most proud to have worked on?

I'd have to say the Plus 15 Network Study (a study of Calgary's above-grade pedestrian network and how to enhance it and create a unique realm) is probably one of my favorite projects to work on and one I am proud of. It was different and unique but it was also great to have the client's total trust to run with the project.

Have you pursued any professional designations through ITE?

I have my PTOE. I completed it right after my Masters and it's been a great designation to have.

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

I would say it's a profession based on the purest applicability of engineering principles. Transportation, and especially transportation planning, doesn't have a 'design' book and set formulas that can be applied across the board. There's usually no 'right' answer to one problem but a bunch of answers and it's our job to go through those potentials and select the one that

best fits the context. More often than not, it's going back to first principles and working out a unique solution. Transportation has a wide breadth of impact; each and every project affects so many people and is part of a greater system. No transportation project can be done in isolation the way a particular building can be.

What is the single greatest satisfaction you take from your job as a transportation professional?

Obviously, it's nice knowing that the work we (I) do is having a positive impact and improving people's lives and / or communities. But on a personal level, I take great satisfaction in solving the unique puzzle that each project ultimately is. In determining what the needs are and how best to deliver them, in balancing the needs and interests of different parties and finding a solution that brings the greatest benefit.

If you could change one thing about the transportation practice, what would it be?

Not the practice necessarily, but the education of it. I was lucky in graduating from the UofM which has amazing transportation educators and program and so I got exposed to it early enough that I was able to recognize it's where I belonged. But a lot of other universities aren't really teaching transportation in their undergrad program and so students aren't exposed to it. I think that's a shame and those students are missing out on a career option that could become their passion.

Who has had the greatest influence on your life and career?

There's been a lot of great influencers in my life and it would be impossible for me to pinpoint one. However, there is one that I would say has greatly influenced how my professional career, and more importantly my involvement with CITE/ITE, has gone. I was in my last year in my undergrad and just starting to get interested in transportation when we had a guest speaker and I was somehow pulled into that talk. I don't even remember what was said but I still recall the feeling and the absolute knowledge that I wanted to be involved in the organization that the speaker was promoting and was so passionate about. That speaker, of course, was Alf Guebert talking about ITE during the time he was running for International VP. He later became my boss, my colleague, my client, but always my mentor. I wouldn't be where I am today, both in my career and in my ITE involvement, if it wasn't for him.

GREATER VANCOUVER SECTION

The Greater Vancouver Section started the year with three events in the spring of 2020.

The first event of the year was a breakfast meeting held on February 5th. Shabnem Afzal from City of Surrey presented on Surrey's Vision Zero Surrey Safe Mobility Plan. The ambitious plan takes a holistic, data driven, best practice approach to road safety, with the vision to have zero people killed or seriously injured on Surrey roads. Shabnem shared how the City's Road Safety Team, with its partners, developed the plan following best practices from leading European and North American jurisdictions. She also provided examples of key actions and interventions taken since the plan launched and how she and her team have been rolling out their implementation plan.

The second event of the year was the annual Student Industry Night, hosted on February 7th by the University of British Columbia's ITE Student Chapter. The event took place at the Engineering Student Centre and was well attended by both students and industry professionals. The event provided a great opportunity for students to network with professionals and for companies to promote transportation engineering and showcase their areas of expertise.

The third event of the year was a breakfast meeting held on March 5th. Tim Barton from City of Vancouver discussed how the City of Vancouver and TransLink delivered a new RapidBus route and service along 41st Avenue in Vancouver with significant new transit priority measures. The presentation focused on the following areas: the partnership between the two organizations to

deliver this significant change; building the technical case for transit priority; service planning considerations; a review of the bus priority measures and how the design process occurred.

Due to COVID-19, we have unfortunately had to cancel our upcoming events for the foreseeable future. However, we are hoping to host online webinars as a replacement for our some of our meetings.



February breakfast presentation from the City of Surrey's Road Safety Team on their Vision Zero plan



Presentation from Tim Barton of the City of Vancouver on their new RapidBus route



NORTHERN ALBERTA SECTION

NACITE partnered with the Association of Professional Engineers and Geoscientists of Alberta's (APEGA) STEMester program in November 2019 to invite 12 grade 10 students to downtown Edmonton and introduce them to transportation engineering and planning for a day. In teams, students used Synchro to evaluate intersection operations, enjoyed testing different geometric configurations and intersection control options, developed cross-section designs for a new LRT corridor within a limited right-of-way in downtown Edmonton, and presented their designs explaining modal priorities and trade-offs. NACITE plans to continue working with APEGA to run more engaging classroom activities in the future!

On October 15, 2019, NACITE partnered with the University of Alberta's Centre for Smart Transportation (CST) to host a lunch & tour event with 20 attendees representing both the public and private sectors. Dr. Tony Qui provided an overview of current research and projects at the CST. Afterwards, PhD Students at the Centre led an indoor tour at the CST's Connected Vehicles Lab to demonstrate the connected vehicle test bed and device/apps application.

On November 21, 2019, NACITE hosted a transportation practitioners social, including members of the University of Alberta ITE Student Chapter and Alberta Professional Planners Institute. The evening featured a transportation discussion led by City of Edmonton Councillor Andrew Knack.



SASKATCHEWAN SECTION

Earlier this year, the Saskatchewan Section hosted two Student Pizza and Pint nights. The first was held at the University of Regina in January with 32 attendees. The second was held at the University of Saskatchewan (in Saskatoon) in February with 18 attendees. It was a great networking opportunity for the engineering students, planning students, and transportation professionals who attended.

Due to the COVID 19 situation, the Spring Session, which was originally scheduled for April 28th, has been postponed until further notice. We encourage members to participate in online webinars, professional development opportunities, and ITE community forums.

In other news, this year is an election year for the Saskatchewan Section. We will be sending a call for nominations over the summer months. Stay tuned!

Thanks to CIMA+ for supporting the Saskatchewan Section events by becoming a bronze sponsor!

Keep checking the Saskatchewan section Facebook page for the latest news and updates: facebook.com/ITESaskatchewan.





MANITOBA SECTION

Late in December 2019, a former member of the Manitoba Section—*Edward W.J. (Ted) Clarke, P. Eng., B.Sc. (C.E.), F.E.C., F.I.T.E.*—passed away at the age of 81. He is remembered by his wife of 57 years, their two sons, and five grandchildren. Ted's career included work at Provincial and Municipal transportation agencies, including a time as the Director of Streets and Transportation at the City of Winnipeg, a position that he held until he retired in 1995.

In January 2020, the Manitoba Section held a luncheon that included a presentation by Constantina Douvris, CSLA, from HTFC Planning & Design. Constantina presented on the Kenora Downtown Revitalization Project. Instead of a patchwork of improvements to the status quo, the City took a fresh look at their downtown and its future to support possible economic drivers. Kenora's population swells dramatically every summer with tourists and cottagers so it made sense to create a place that locals and visitors alike would want to spend time in and linger. To support this goal, they went beyond replacement of aging infrastructure and looked closely at what was happening above grade. Their Complete Streets approach focused on vehicular, pedestrian, and boating circulation as part of their revitalization plans and integrated culture, heritage, wayfinding, green infrastructure, art, and bold engineering. This multi-phase project offered a number of practical lessons on how infrastructure renewal and economic development can be effectively married to placemaking.

At the Manitoba Section's February luncheon, Keenan Patmore, M.Sc., P.Eng., and Karen Toews, CET from Manitoba Infrastructure presented on the new Traffic and Transportation Modernization Act. Significant changes in the Act include:

- Eliminating the Highway Traffic Board and modifying the process to request a speed limit change on a provincial highway.
- Allowing municipalities and local traffic authorities to set speed limits on municipal roads in their communities.
- Modifying the permit application process for access roads, signs, and structures.

The presentation provided an overview of these changes and a detailed explanation about the new process.

The Manitoba Section Executive Committee elected to cancel the planned March Luncheon due to concerns over COVID-19. The Executive Committee and Section Members are hopeful for future events later in the spring and summer.



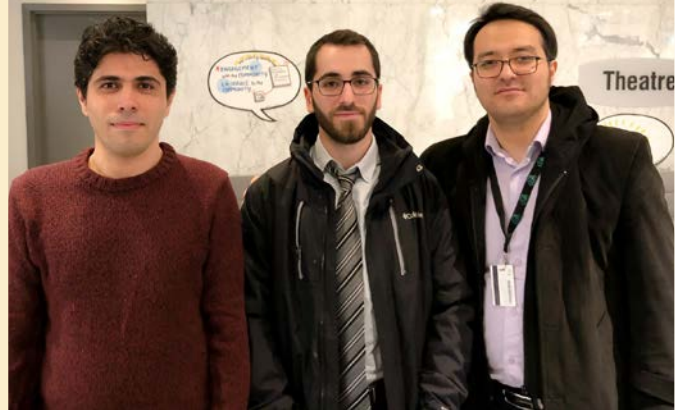
SOUTHWESTERN ONTARIO SECTION

Our Section AGM and elections were held March 11 with a new executive elected with the following people:

- President: Jeff Jongsma, C.Tech
- Vice President: Dana Elfar, EIT
- Treasurer: Mark Ceppi
- Secretary: Tim Kooistra
- Student Liaison: Sean Nix, P.Eng (Hamilton section, volunteer)
- Past President: Doug MacRae, P.Eng

The 12th Annual CITE Joint Student Presentation Competition was jointly hosted by the ITE Student Chapters of McMaster University and Mohawk College (a first jointly-hosted event in the long history of the competition) and held at CityLAB Hamilton, a facility operated by the City of Hamilton in partnership with the two institutions. Specific to Southwestern Ontario, Ben Ho of the University of Waterloo won 2nd place in the undergraduate category for his presentation on *Analysis and Design of GRT's LRT/Bus Transfer Points*. Anas Abdulghani of the University of Windsor won third place in the graduate category for his presentation on *Differential Variable Speed Limits to Reduce Delay and Improve Safety of Car-Truck Mixed Traffic Flow*. Dana Elfar served as both abstract reviewer and judge. CITE Executives Julia Salvini (President) and Pedram Izadpanah (Secretary-Treasurer) were in attendance. Sponsors included CIMA+, Paradigm Transportation Solutions and Wood Consulting. Next year is Southwestern Ontario's turn to host and the competition will be taking place in Windsor, Ontario.

Anas Abdulghani (middle) of University of Windsor placed third in the graduate category



Ben Ho (left) of University of Waterloo placed second in the undergraduate category



All photos credit to Dan Havercroft

UNIVERSITY OF CALGARY

In January 2020, the University of Calgary ITE (UCITE) Student Chapter executives were very pleased to have Andrew A. Sedor, a business development coordinator, transportation strategy at the City of Calgary, as a speaker in their third guest seminar in this year. Andrew's talk was on the shared e-bikes and e-scooters implementation in Calgary. His talk covered many aspects of the shared micro-mobility pilot such as its ridership, adoption rates, common trip purposes, parking issues, and users' concerns. Further, he discussed some of the proposed solutions to resolve its issues such as providing designated parking zones in high demand parking areas and adopting bylaws to allow for better enforcement and address operational concerns.

In February 2020, twelve members of the UCITE Student Chapter traveled to Nakiska Ski Resort near Calgary to learn to ski. Two members, as experienced skiers, and one, a previously certified instructor, taught eight others on the bunny hill. This was a fun social bonding activity

for the group and a valued opportunity to go the Rocky Mountains for those without vehicles.

In March 2020, the UCITE executives organized a "Pause For Coffee Intradepartmental Networking" event. The purpose of this event was to create a recurring meet once every two weeks to encourage networking between graduate students. The benefit of this event is particular to new graduate students as a chance to get to know their peers sooner than they would otherwise and be able to seek support and develop their internal network.



student chapter news

YORK UNIVERSITY

The ITE York University Student Chapter has been very active during the Winter of 2020 with a variety of technical workshops, seminars, networking events, and tours.

Seminars and Presentations

Our monthly seminar series featured three exciting sessions on Emerging Modes of Transport, Transportation Safety, and Construction Site Traffic Management for January, February, and March respectively. The January seminar featured representatives from Metrolinx, Google Sidewalk Labs, and YuRideshare, each showcasing the development of new technologies that are expected to shift the transportation paradigm. The transportation safety session featured Hugh Smith from the Ontario Provincial Police, and Alexandre Nolet from the True North Safety Group, who explained their roles in making the transportation network a safer place for all its users. For our March seminar, we invited Warren W. Chow from BA Group, Mathew Jebb from York Region, and John Serafini from Dufferin Construction to explain their roles in construction site traffic safety from their perspectives as public authorities, consultants, and contractors.

We also had numerous special guests generously provide their time for individual presentations throughout the semester. This included designers and Project Manager - Rishi Lukka, Alexandra Suchon, Eric Chiasson, Luiza Sadowski from Arup and Metrolinx (design & construction of the Finch LRT project), Dr. Namsim from Parsons Corporation (AV micro-simulation in VISSIM), Parshan Bahrami from the Region of Peel (Emme freight model), Fangzhou Su from ARUP (Pearson Airport terminal pedestrian simulation), Rhys Wolff from HDR (modelling mobility for future travel patterns and challenges), and former CITE president John McGill along with Lachlan Fraser from Wood Consulting (Finch West Goods Movement Transportation Master Plan).

We would like to thank all the speakers who volunteered their time and shared valuable information on current transportation topics. During our general meetings, we had student presentations given by Uchhas Saha on his previous undergraduate thesis, and Vincenzo Fuoco and Ritakumari Parmar discussing their capstone project



Industry Night



Emerging Modes of Transportation seminar

performing a traffic impact study on the proposed TRCA Administrative Building.

Software Training and Workshops

Building upon our success from Fall 2019, we continued to host technical software workshops on campus for our student members as well as external attendees. This included three days of workshops conducted by Adam Harmon from INRO to teach our students about their Emme and Dynameq software. We thank INRO for their contributions to our student chapter and York's transportation students this semester. In addition, we organized an introductory workshop on PTV's VISTRO software and its use for preparing traffic impact studies. Some of the students in attendance went on to make submissions for the CITE 2020 Canadian Capacity Guide Competition.

Contests

At the 12th Annual CITE Presentation competition held at CityLab in Hamilton, York University's Ahmad Mohammadi won first place in the Graduate Student Category. This is York University's third CITE Presentation Competition for SW Ontario, Toronto, and Hamilton, having previously achieved first place awards in the undergraduate and graduate categories last year.

York also put together a team for Traffic Bowl before the annual conference was cancelled. We look forward to putting a team forward for the next Traffic Bowl.

Networking Events

A big event for Winter 2020 was the Geomatics & Civil Engineering Industry night, a joint production between us, the York University Geomatics club, and Civil Engineers Lassonde. The event saw a major attendance of enthusiastic engineering students exploring prospective employment opportunities with over 20 recognized organizations present at the event. Among these included Ellisdon, City of Toronto, York Region, Region of Peel, Macintosh Perry, BA Group, Kenaidan Contracting, and CIMA+. In addition, we also engaged with students at the 2020 undergraduate and faculty meet and greet held this semester.

Field Trips

This winter, the ITE YorkU student chapter was invited by York Region's traffic operation center for a tour of their facilities and operations. We were treated to an informative session discussing the traffic operations and technology employed by the region.

Congratulations

We would like to congratulate Erik Nevland and Tavia Chow on successfully defending their theses and completing their Master's degree requirements this semester. Great job!

Club Information and Contact

As we come to the conclusion of our 2nd year of operations, we have delayed the ITE YorkU election for now while the campus has been closed. Plans are being made to hold this election on campus or online later in the summer.



EMMETransit Modelling Training



Dynameq Training



York Region Traffic Operation Center Tour

For information about our student chapter or to view our second-year annual report, visit our website at ite.club.yorku.ca. Please let us know if you would be interested in speaking at one of our events next year or if you are interested a sponsorship package. You can email us at ite@yorku.ca or visit one of our social media pages. We also encourage you to watch [our informational video on YouTube](#).

congratulations & welcome

CITE extends a warm welcome to all new Canadian District ITE members who recently joined us!

Mohamed Abdo, University of Windsor, Windsor, ON
Maygag Abdulkarim, E.I.T., City Of Toronto, Toronto, ON

Samaa Agina, University of Alberta, Edmonton, AB
Ben Allen, University of Waterloo, Waterloo, ON
Yash Anaghan, York University, Toronto, ON
Mo Askarian, P.Eng., City Of Coquitlam, Coquitlam, BC
Zoe A. Athans, E.I.T., City of Vancouver, BC, Canada, Vancouver, BC

Jeffrey Atrill, McGill University, Montreal, QC
Joo Yoon Bae, Mohawk College, Hamilton, ON
Stefan Baer, University of British Columbia, Vancouver, BC

Austin Baird, Lakehead University, Thunder Bay, ON
Danae Balogua, City of Saskatoon, Saskatoon, SK
Curtis Batuszkin, Humber College, Toronto, ON
Greg Borisko, City of Saskatoon, Saskatoon, SK
Ashley Borne, Revelstoke, BC

Diego Bustamante, Ryerson University, Toronto, ON
Paul Butler, Lakehead University, Thunder Bay, ON
Edwin Che Long Cheng, McMaster University, Hamilton, ON

Graeme Clark, University of New Brunswick, Fredericton, NB

Christian Edward Cortez, Lakehead University, Thunder Bay, ON

Ian Peter Dinsmore, Mohawk College, Hamilton, ON
Aaron Dixon, MCP, City Of Coquitlam, Coquitlam, BC
Christine Edward, City Of New Westminster, New Westminster, BC

Karim El Khatib, McMaster University, Hamilton, ON
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congratulations & welcome

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