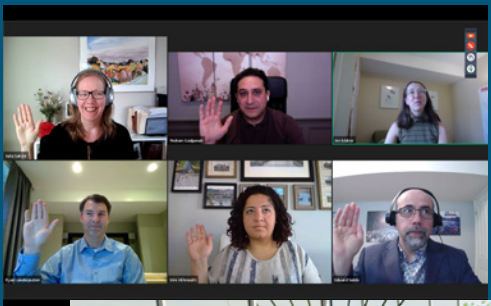


# transportation TALK

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



## Volunteering with ITE Canada



Reach **Canada's**  
community of  
**transportation**  
**professionals**

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Visit [itecanada.org/advertise](https://itecanada.org/advertise)  
for more information

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Ryan Vanderputten, P.Eng., FITE  
President, ITE Canada  
[president@itecanada.org](mailto:president@itecanada.org)

“Volunteerism is the voice of the people put into action. These actions shape and mold the present into a future of which we can all be proud.

-Helen Dyer

Volunteers are the lifeblood of our organization. At every level, from student chapter executives and advisors, to the numerous section executives across the Canadian district, to our various committees, and our many appointees to technical committees at TAC and ITE International, ITE Canada is truly a volunteer-run organization. While we would be completely lost without our amazing contracted staff (Steven and Evonne), your entire ITE Canada Executive and Board of Directors are volunteers. Not all volunteer positions are long-term commitments;

there are many smaller opportunities to get involved as well. See the many ways volunteers have contributed to ITE Canada on [pages 11-14](#). We give back to the organization that has given us so much throughout our careers. For me, ITE Canada was a place to connect with others in our industry, learn from mentors, make new friends, and have a bit of fun! I have enjoyed volunteering in many roles, not only at the section and district level, but on various international committees as well. This issue of *Transportation Talk* is dedicated to our amazing volunteers, and I hope you enjoy reading some of their stories, and consider the opportunity to jump in and volunteer with ITE Canada!

It has been a busy summer for your Board. As you can see in our new Board Highlights section ([page 5](#)), we have made some pretty significant strides as an organization. As you will have already seen, CITE is now ITE Canada. Not only does this more effectively reflect us as a national organization, but it better reflects our relationship to ITE in alignment with the ONE ITE initiative. The name change was one of a number of initiatives approved by the ITE Canada Board as part of the Strategic Communications Implementation Plan. What hasn't changed,

“ We ourselves feel that what we are doing is just a drop in the ocean. But the ocean would be less because of that missing drop.

-Mother Teresa

however, is our commitment to the membership: to provide the Canadian transportation community opportunities to learn, connect, contribute, and grow to best meet the needs for safe and healthy mobility in Canada. Stay tuned for more information as we update our 'brand', along with the website, heading into the new year.

Our second significant step forward as an organization is to create a charitable foundation to support transportation education and research. ITE Canada has long been the organization of choice for many of our members, both past and present. Creating a separate foundation will enable us to issue charitable tax-receipts and support tax and estate planning for those who wish to support the continued investment into our profession. The foundation will operate separately from ITE Canada, with its own Board of Direction and corporate bylaws. It will take some time to get established, but we are excited to have the Board's approval to move forward with this endeavour.

Thank you to all of our Board members who have made this possible, and for your continued volunteer role in guiding our organization. We would not be where we are today without you.

If you are thinking about getting more involved in ITE Canada as a volunteer, feel free to drop me a line. I would love to share my experience with you as you consider the next steps in your journey!



**Ryan Vanderputten, P.Eng., FITE**

President, ITE Canada

**VOLUNTEER HIGHLIGHT** Ryan started volunteering with ITE right after graduation from university. Being the new person in town, he joined the BC Interior Chapter (now Section) Executive as the Secretary-Treasurer in 1999. He has since been an active member of four different sections/chapters (BC Interior Chapter, Toronto Section, Southern Alberta Section, and the Southwestern Ontario Section) and an engaged contributor to ITE International on various councils and committees. Thank you for your dedication and leadership in the ITE community, Ryan!



Edward Soldo, P.Eng., FITE  
Canadian District Director, ITE  
[director@itecanada.org](mailto:director@itecanada.org)

The ITE Annual Meeting and Exhibition was held in New Orleans, LA from July 31 to August 4 and the conference theme was “Investing in Our Future”. For those of you that have never been to “NOLA” in the summer, let’s just say it is a bit warm. It is a city rich in historical culture, European-style architecture, Creole cuisine, and jazz music. I can now say that I have ridden a vintage street car, gone on a cemetery ghost tour, been to Bourbon Street, and eaten an alligator burger.

At the ITE Board of Direction meeting, three new sections in New England were approved, the annual audit report was presented which identified that ITE’s finances are strong, and the Board worked on our 2023 initiative to attract and engage more transportation planners to ITE. The Exhibition was full of the latest and greatest in transportation technology and provided a great space for discussion with the vendors and other delegates.

The conference opening session, plenary sessions, Traffic Bowl and reception provided a great opportunity to reconnect in person with many colleagues from across ITE. I was pleased to see many Canadian ITE members from across the country at the conference—including those who graduated from the *LeadershipITE* program (Jill Juhlke, Farhad Shahla, Federico M. Puscar)—award winners, exhibitors, and session speakers. We had an opportunity to have a little get together towards the end of the conference to reconnect over a beverage as well.

One of our major OneITE initiatives for this year has been to recharter all of our Student Chapters. At our Canadian District Board of Directors meeting in September, we approved the rechartering of 17 of our student chapters across the country. I would encourage all of our members to work with your Sections in strengthening the relationships with our student chapters, volunteering your time to act as speakers at student events, and to help mentor the future leaders of our profession.

Keep well, stay safe and if you have any questions regarding ITE, please contact me at [esoldo@itecanada.org](mailto:esoldo@itecanada.org) on Twitter [@EdwardSoldo](https://twitter.com/EdwardSoldo).

A handwritten signature in black ink that reads "Edward Soldo". The script is cursive and fluid.

**Edward Soldo, P.Eng. (F)**  
Canadian District Director

**VOLUNTEER HIGHLIGHT** Edward has served ITE at the Student Chapter, Section, District and International levels. He has been on the ITE Canada District Executive since 2013. Prior to that, he was on the Hamilton Section Executive and served as the Student Liaison/Faculty Advisor for the Mohawk College Student Chapter. In his current role as District Director, he is an active participant on the ITE International Board of Direction and on Board committees. Thank you for your many contributions to the ITE community, Edward!

## Snapshots from ITE NOLA



Ervina Hendra and Marcia Eng accepting the ITE International 2022 Transportation Achievement Award for Complete Streets. Read about their winning project on page 25.



Jenna Duke, Katie Wiebe, and Cassidy Zroebe from the University of Manitoba represented the Canadian District at the Traffic Bowl Championships



# Board Meeting Highlights

## September 15, 2022

On Thursday, September 15, 2022, our Board of Directors gathered virtually for an historic meeting with the approval of major items arising from a review of our [2020-2024 Strategic Plan](#).

The meeting began with a review of financial reports. The Board was reminded that we have shifted to a new financial year ending on August 31st and a new Annual General Meeting (AGM) date which will be held virtually in early December, scheduled for December 7 in 2022. For more information, please see the re-print of a Notice to Members regarding this change on [page 7](#).

In coordination with a focus on revitalizing student chapters across ITE, the Board approved a new set of charters for Canadian District Student Chapters.

Updates were provided regarding our national conferences. The Board was pleased to note a sizable surplus for the Vancouver 2022 conference and thanked the Local Arrangements Committee for their hard work at organizing the conference in challenging and uncertain times. Planning is well underway for the 2023 Joint Conference with CARSP in Winnipeg. The 2024 Conference will be held in Hamilton and be the first to involve a National Technical Committee responsible for the technical content of the conference.

The Board also received updates from the Technical Liaison Committee (TLC) and the Training Committee regarding calls for volunteers and other upcoming activities.

The Task Force on Student Support and Task Force on Governance, two working groups of the Board established in June, shared that efforts have begun to review and provide direction on these two key improvement areas.

The Board approved the creation of a charitable foundation to support transportation education and research. The 2022/23 budget includes seed funding for this endeavour as well as a donation of \$100,000 from reserves to establish the foundation's initial investment fund.

With completion of the Communications Strategy, the Board was presented with the Strategic Communications Implementation Plan to outlining key priorities to be undertaken in 2022 and 2023. The two major items included in the budget were funds for re-branding and a website refresh, both of which include support to be offered to Sections and Student Chapters for branding and web presence.

The meeting concluded with approval of the 2022/23 budget.

Thank you to all Board members for your continued efforts to support and strengthen our evolving organization.



# CITE is now ITE Canada!

Following approval of the *Strategic Communications Implementation Plan* by the Board of Directors, it was announced on September 26, 2022 that CITE would be changing our name to ITE Canada.

Our website and email addresses have changed from cite7.org to itecanada.org. Please update your bookmarks and contact lists. This is the first of several exciting changes to come over the next year.

One of the key actions of our 2020-2024 Strategic Plan was the development of a Strategic Communications & Implementation Plan. Now complete and approved by our Board, the Implementation Plan (see below) identifies priority strategies and actions for the organization to undertake from 2022 to 2023.

Our name change will be followed by a refresh of our graphic brand and website to better serve our community.

While we will be doing business as ITE Canada, our legal name remains *Canadian Institute of Transportation Engineers / Institut canadien des ingénieurs en transports – a Canadian not-for-profit corporation.*

Our mission—to provide the Canadian transportation community opportunities to learn, connect, contribute and grow to best meet the needs for safe and healthy mobility in Canada—remains central to the organization as we grow and evolve.

We thank you for your involvement in our community and support of ITE Canada in this time of transition!



**Strategic Communications Implementation Plan**  
September 2022 to December 2023

Informed by robust research and engagement with members, non-members, and ITE/CITE leadership to support our strategic goals:

- Attracting members who represent the transportation community.
- Providing opportunities for all our members to learn, connect, contribute, and grow.
- Providing products and services that strengthen and advance the transportation community.
- Sustaining a thriving organization and a strong sense of community.

## Strategies & Actions

**STRATEGY #1**

Embrace the concept of OneITE through recognition and consistent use of the parent brand while showcasing the unique flavor of the District, Section, and Student Chapters with guided sub brands.

**ACTIONS**

- a. Rename of CITE to ITE Canada
- b. Outline brand architecture and develop logo designs for ITE Canada, Sections and Student Chapters
- c. Design unique digital graphic elements for ITE Canada, Sections, and Student Chapters

**STRATEGY #3**

Use advanced social media account features to connect Sections and Student Chapters and leverage the ability to organize content and target audiences based on key topic areas.

**ACTIONS**

- a. Make ITE Canada LinkedIn the parent account with Section and Student Chapter affiliates
- b. Create ITE Canada showcase pages
- c. Foster engagement by leveraging the content in "Transportation Talk"
- d. Add Instagram to the mix

**STRATEGY #2**

Develop a website that is structured by what members most value and designed to be accessible and representative of the diversity within the industry and Canada as a whole.

**ACTIONS**

- a. Outline website criteria and obtain proposals
- b. Create ITE Canada website and phase in Section and Student Chapter microsites

**STRATEGY #4**

Continue to listen and learn from ITE, Districts, Sections, and Student Chapters - weave in, tweak, and expand communications efforts as appropriate to stay fresh and provide value to volunteers and members.

**ACTIONS**

- a. Update/document ITE Canada's role in relation to supporting Sections and Student Chapters
- b. Develop and share ITE Canada Brand Style Guide
- c. Develop and share ITE Canada Social Media Guidelines
- d. Create a password-protected intranet on the ITE Canada website to support Sections and Student Chapters
- e. Produce bi-weekly "Transportation Talk" e-news to share ITE, ITE Canada, Section, and Student Chapter timely topics and upcoming events

# Notice to Members: Change of Annual General Meeting

*Note: This is an updated re-print of an email notice that was sent to all members as of June 23, 2022.*

The Canadian Institute of Transportation Engineers (ITE Canada), the Canadian District of ITE, is a registered Canadian non-profit corporation and is governed by federal legislation. This notice is to advise members of ITE Canada that the Board has gained approval by Corporations Canada to delay the 2022 Annual General Meeting (AGM) to facilitate changing the regular meeting date to the first week of December in a virtual format on-going. Pursuant to this change, members were advised that a copy of the [2021 Year-End Financial Statements](#) would be made available no later than June 30, 2022. At the subsequent AGM in December, statements up to and including the 2nd quarter will also be made available.

## Why is this change being made?

Legislation requires that Canadian non-profit corporations hold their annual general meeting within six months of the financial year-end. ITE Canada's current financial year-end is December 31st necessitating an AGM no later than July 1st. Traditionally, the AGM was held at the annual meeting in late May or early June.

In 2019, ITE Canada (then CITE), in cooperation with ITE, agreed to change the appointment of directors and executive officers to start their terms on January 1st. In the past, these terms would have begun at the AGM held in late May/early June. Given that directors and officers must be appointed at an AGM, there is currently a delay of six months from

the appointment to the start of their term. Add to this that Section nominations for the ITE Canada Board often need to take place at their annual meetings, which are usually in November, there can be over a year wait for someone who has been nominated to the ITE Canada Board and when their term begins.

By moving the AGM to later in the year, the meeting will be better aligned with the Section nomination process and terms would begin shortly after appointment.

## A New Financial Year-End

In order to meet legislative requirements in future years, the ITE Canada financial year-end will also be changed to August 31st, pending CRA approval, to facilitate holding the AGM within six months of the year-end.

## The Next AGM

The Board will schedule the next AGM for the first week in December, 2022. By shifting to a virtual format, there will be more opportunities for members to attend the meeting. The meetings will be held in a meeting format (not a webinar) so that members are able to still interact with the Board. For the past two-years, ITE Canada has held virtual AGMs and the format has proven very effective at attracting better attendance.

# TRAINING OPPORTUNITY

## PROTECTED INTERSECTION DESIGN



### TRAINING FORMAT

Online workshop

This course will be delivered over two half-day workshops using online instructional tools including video conferencing and breakout rooms with collaborative platforms for group exercises



### FACILITATORS

Alta Planning + Design Canada

This workshop is offered by the ITE Canada Training Committee and will be facilitated by Kalle Hakala, RPP and Nataliya Pekar, P.Eng., Alta Planning + Design Canada, Inc.



### DATES & TIMES OFFERED

- Tuesday + Wed, **October 25 + 26 Sold out!**
- Tuesday + Wed, **November 22 + 23**
- Each session is held over two half-days at Noon to 3:30 p.m. (Eastern Time) / 9 a.m. to 12:30 p.m. (Pacific Time)



### REGISTRATION FEES

- ITE Member: \$220
- Non-Member: \$270
- Student: \$190

### TRAINING SUMMARY

Protected intersection design is an approach that intends to improve safety and comfort for all ages and abilities of people cycling and walking through intersections. The planning, design, and implementation of protected intersections has many aspects that require a thoughtful design approach, including addressing universal design and accessibility, complexity of traffic signals, and winter maintenance.

This training will expose transportation professionals to the principles of protected intersection design. The training will draw on forward-thinking design guidance and real-world case studies from around North America and internationally to help participants build an understanding of different approaches to key design issues and trade-offs. Participants will learn to think creatively and outside-the-box in how they tackle practical design issues that municipalities encounter every day.

**REGISTER AT**  
**[ITECANADA.ORG/TRAINING](https://itecanada.org/training)**

**QUESTIONS ABOUT THE TRAINING PROGRAM?**  
Contact the [Training Committee training@itecanada.org](mailto:training@itecanada.org)

**QUESTIONS ABOUT REGISTRATION?**  
Contact ITE Canada [info@itecanada.org](mailto:info@itecanada.org)



ite CARSP+ACPSER  
**WINNIPEG 2023**  
Joint Conference



**ROAD SAFETY**  
*Creating Impact Through Diversity*



ITE Canada, CARSP, and the ITE Manitoba Section invite you to attend our 2023 Joint Conference in Winnipeg, the heart of Canada. CARSP is a national organization dedicated to enhancing road safety at home and abroad. CARSP supports Canada's road safety community by providing access to multi-disciplinary information, research and networking opportunities.

The conference will be held at the RBC Convention Centre and the official conference hotel is the adjoining Delta Hotel Winnipeg. Both are located in downtown Winnipeg, near beautiful and historic attractions such as The Forks and The Exchange District, and will be in close proximity to most planned tours and social events!

One unique tour we are planning as part of the Conference is Canadian National's (CN) state-of-the-art Claude Mongeau National Training Centre. This 100,000 sq. foot facility, which opened in 2014 at a cost of \$35 million, hosts more than 350 CN students a week from across Canada, providing hands-on training for jobs such as conductors, car mechanics, track supervisors and signal maintainers. Features of the tour include locomotive simulators, dispatch stations, crossing control equipment, detection equipment, and a pedestrian fall simulator.

Keep up-to-date with all conference-related news at our official website—[conference.itecanada.org](http://conference.itecanada.org)—and via the ITE Canada email list. You can also join the conversation on social media using [#ITECARSP2023](https://twitter.com/ITECARSP2023).

# CALL FOR ABSTRACTS DUE NOVEMBER 9

We invite you to share your ideas at the ITE Canada/CARSP 2023 Joint Conference happening June 4-7, 2023, in Winnipeg, MB. This event offers a unique forum for you to share your successes and learn how others in the transportation and road safety communities are planning for safe, sustainable, and equitable transportation solutions.

The conference will promote the exchange of the ITE Canada and CARSP communities' ideas and experiences. The conference theme, *Road Safety: Creating Impact Through Diversity*, was chosen to reflect the changes and adaptations we've seen in recent years and the many diverse ideas, creative solutions, and multidisciplinary approaches that have emerged.

See Call for Abstracts at [conference.itecanada.org](https://conference.itecanada.org)

## INVITING SPONSORS & EXHIBITORS

Our 2023 conference will be an unparalleled opportunity to connect with leading decision-makers and practicing professionals in both the *transportation* and *road safety* industries from across Canada. With options ranging from Diamond to Bronze sponsorships and a trade show planned for a large dedicated space, you're sure to find an opportunity that will showcase your company's unique strengths to ITE Canada/CARSP 2023 attendees.

Become a sponsor or exhibitor

## TRIVIA QUIZ ENTER TO WIN!

To help you gear up for the conference, the Winnipeg conference team is releasing a three-part trivia quiz, each with a unique theme highlighting road safety and transportation, our host city, and the conference theme.

Take the quiz

## Jenn and Jan Voss Travel Bursary for Women in Transportation Engineering

ITE Canada is pleased to again offer travel funding support for women in transportation engineering to attend the ITE Canada Annual Conference. Visit [itecanada.org](https://itecanada.org) to learn more. Applications are due February 1, 2023.



## How can I volunteer with ITE Canada?

From formal elected roles to bite-sized contributions, there are many ways for transportation professionals and students to get involved with ITE, ITE Canada, and our many Sections and Student Chapters! Here are just a few examples of how dedicated members have contributed and several current opportunities seeking volunteers.

### ITE Canada Board of Directors or Executive Committee

ITE Canada's operations are overseen by a Board with representation from each Canadian ITE Section. The Executive Committee is elected to operate ITE Canada's day-to-day activities.

- In-person & virtual
- 2 year commitment for the Board, 8+ year commitment for Executive
- Public roles

*"I've met so many great people and role models serving as a Board Member. It's a very welcoming environment despite being a large organization."*

**Jacqueline (Jackie) Prior**, *ISL Engineering*  
Board Member, Northern Alberta

### GOVERNANCE & OPERATIONS

### Student Chapter Leadership

Student Chapters offer post-secondary students an amazing opportunity to build their networks and develop skills.

- In-person
- Variable commitment
- Public + behind the scenes roles
- Opportunities for students!

*"Throughout my involvement with the UBC Student Chapter and the Student Leadership Summit, it's been rewarding to meet so many transportation leaders with ITE Canada."*

**Benajmin Corbett**, *University of British Columbia*  
Past ITE UBC Student Chapter President & 2022 Student Leadership Summit organizer

### Section Executive

Sections are the face of ITE at the local level and would not exist without the dedication of hundreds of Section Executive Committee volunteers who plan and run events, tours, awards programs, and more!

- In-person
- 4+ year commitment
- Public + behind the scenes roles

**Connect with your local Section** to find out what volunteer opportunities are available!  
*Contact info on page 53*

*"My role with the Atlantic Section has allowed me to form many friendships (...and drink many beers) with other transportation professionals who I previously considered clients, colleagues, or competitors!"*

**Mark Gunter**, *exp*  
President, ITE Canada Atlantic Provinces Section

### Student Chapter Advisors

Student Chapters are supported by Advisors, either a faculty member or interested professional

- In-person
- 1-2+ year commitment
- Public or behind-the-scenes roles

*"I interact with extremely passionate student leaders. Each year we have a new set of executive members with different skills that bring something unique to the club and build on past successes."*

**Kevin Gingerich**, *York University*  
Chapter Advisor, ITE York University Student

## COORDINATING & CONNECTING

### Training Committee

The **Training Committee** oversees and coordinates ITE Canada's training opportunities

- Monthly virtual + annual in-person meetings
- 1-year term, renewable up to 4 years
- Behind the scenes role

**Currently recruiting!** See page 15

*"Volunteering with ITE Canada has given me the opportunity to know and work with great professionals nationally and to give back to the transportation community."*

**Maryam Tabeshian, McElhanney**  
Chair, ITE Canada Training Committee

### Appointees to TAC Councils/Committees

Individuals appointed by ITE Canada to Transportation Association of Canada (TAC) technical councils and committees to help these two leading Canadian organizations stay connected.

- In-person + virtual semi-annual meetings
- 3-year term, renewable
- Public role

**Currently recruiting!**  
See page 17

*"Volunteering with ITE Canada has been pivotal to my career development. It helped me build up my network and knowledge of on-going innovation, beyond what I learned from my day job."*

**Marian Mithani, City of Toronto**  
ITE Canada Appointee & Chair,  
TAC's Active Transportation Integrated Committee (ATIC)

### Technical Liaison Committee (TLC)

The **TLC** is a coordinating body for ITE Canada's technical efforts and helps connect us to TAC and ITE International

- Monthly virtual + annual in-person meetings
- 2-year term, renewable up to 6 years
- Public + behind the scenes roles

**Currently recruiting!** See page 16

### ITE Council/Committee participant, Appointee, or leader

**Participation** in ITE Councils is open to any ITE member and you may join as many Councils as you like.

**Appointees** represent ITE Canada and are asked to bring our unique perspective to the work of ITE and share updates from their committees.

There's a wide range of ways to get involved in ITE Councils & Committees. [Learn more here.](#)

- Public or behind-the-scenes roles

- 3-year term, renewable
- in-person + virtual semi-annual meetings

**Currently recruiting!**  
See page 17

*"My association with ITE has helped me grow over the years. For that, I am grateful. I look for ways to give back to the organization."*

**Madhuri Seera, City of Calgary**  
Chair, ITE Urban Goods Movement Standing Committee

## WHERE DO I SIGN UP?

ITE Canada has a new centralized volunteer form where you can respond to active calls for volunteers for specific roles or express your general interest in volunteering.

Apply at  
[itecanada.org/volunteer](http://itecanada.org/volunteer)

More on next page...

## How can I volunteer with ITE Canada?

### Local Arrangements Committee

ITE Canada's annual conference is our flagship event and it could not happen without the dedicated efforts of many volunteers from the host Section who spend months planning a spectacular event for hundreds of transportation professionals.

- In-person + virtual
- 1-2 year commitments
- Public + behind the scenes roles

*Watch for calls for volunteers from your Section when the conference is coming to your area!*

*"As a young professional, volunteering for the upcoming ITE Canada conference has helped improve my teamwork skills while building relationships with local transportation professionals."*

**Karalee Klassen Townsend**, Province of Manitoba  
Facilities Co-Chair, ITE Canada/CARSP 2023 Joint Conference

### ANNUAL CONFERENCE

### Traffic Bowl Committee

Led by the Traffic Bowl Coordinator, this team recruits participating teams, coordinates the competition, and supplies the questions for the Collegiate Traffic Bowl held at the annual conference.

- In-person + virtual
- 1-2+ year commitments
- Behind-the-scenes role

### Moderating or on-site volunteering

We rely on many volunteers to keep our conference running, from being a central source of information at the Registration Desk to moderating sessions to supporting technical tours.

- In-person
- <1 week commitment
- Public + behind the scenes roles
- **Opportunities for students!**

*Watch for calls for volunteers from your Section or Student Chapter when the conference is coming to your area!*

### Awards Program Reviewers

Reviewers for ITE Canada's Annual Excellence in Transportation Awards and Scholarships program ensure continued quality

- Virtual
- <3 month commitment
- Behind-the-scenes role

## INTERESTED IN VOLUNTEERING?

The ITE Canada Volunteer Form allows you to express your interest in different areas of volunteering and pitch your own ideas.

Express your interest at  
[itecanada.org/volunteer](https://itecanada.org/volunteer)



## KNOWLEDGE SHARING

### Speaking at conferences or Student Chapter and Section events

Our Sections and Student Chapters are always on the lookout for speakers at their events. If you have an interesting topic or noteworthy project to share, please reach out to them!

- In-person or virtual
- <1 week commitment
- Public role

**Want to present at or have a session idea for our Annual Conference?** The ITE Canada/CARSP 2023 Call for Abstracts is open until November 9, 2022! Submit your idea at [conference.itecanada.org/call-for-abstracts](https://conference.itecanada.org/call-for-abstracts)

*"I love reaching out to ITE Sections and Student Chapters, even when I'm traveling. It's always a great opportunity to re-connect with former colleagues or classmates. It's mutually beneficial and helps us promote the profession and membership in ITE Canada."*

**Kate Whitfield**, *Alta Planning + Design Canada Inc.*  
Frequent volunteer speaker at Section & Student Chapter events

### Create your own volunteer opportunity!

We are always open to new ideas for volunteer-led initiatives! If you have a topic you're passionate about or the seed of a great idea, reach out using the [ITE Canada Volunteer Form](#) or contact [president@itecanada.org](mailto:president@itecanada.org).

#### What initiatives have come from volunteers like you?

##### Career Connect with Kate

- Hear directly from Kate about how this initiative came together in [Episode 8 of Career Connect](#)

##### Diversity, Equity & Inclusion (DEI) in Transportation

- Members Mariam Bello and Matt Davis came forward to lead ITE Canada's on-going efforts to foster diversity & inclusion in the transportation profession
- The result was an entire edition of *Transportation Talk* dedicated to the issue ([read it here](#)) and two sessions at our Vancouver 2022 Annual Conference - a listening session for BIPOC attendees and a primer/roundtable on diversity, equity, and inclusion

### Contributing to *Transportation Talk*, *ITE Journal*, and other ITE publications

Many articles in *Transportation Talk*, like the one [on page 19](#), are proposed by members and practitioners like you!

- Virtual
- <3-month commitment
- Public role

#### Got an idea that would make for a great article?

Pitch it to us at [communications@itecanada.org](mailto:communications@itecanada.org)

*"I've volunteered with ITE Canada since I was a student long, long ago. Whether contributing to *Transportation Talk* or chairing the 2014 Annual Conference, I've benefitted by making lasting relationships that have helped me both professionally and personally. The people and contacts I have made have helped me in my day to day work enormously. I have always found it rewarding, interesting, and worth my time."*

**Paula Sawicki**, *Region of Waterloo*

*Past contributor to and editor of *Transportation Talk*, Chair of CITE/OTC 2014 Annual Conference & many other roles*

### Career Connect with Kate

This initiative connects three job seekers with three people employed in Canada in a facilitated conversation to paint a picture of what a job in transportation is like and offer networking intel.

- Virtual
- <3-month commitment
- Public role

**Have an interesting topic/theme idea for an episode of Career Connect? Or want to sign up to participate?** Learn more about this initiative and find out how to share your idea and participate at [itecanada.org/career-connect-with-kate](https://itecanada.org/career-connect-with-kate).

## THANK YOU!

ITE Canada would not exist without the hundreds of volunteers who have contributed countless hours to strengthening the profession and fostering opportunities for transportation professionals across Canada. We also extend a special thank you to all the companies and public sector agencies that support and encourage the involvement of their employees in the ITE community at all levels!



## ITE Canada Training Committee seeks new Members

The ITE Canada Training Committee's goal is to increase the awareness and availability of training opportunities for Canadian transportation professionals by overseeing the development and delivery of training initiatives. Some recent training sessions coordinated by the Training Committee include sessions on Complete Streets, Traffic Calming, Bicycle Facilities Design, Canadian Capacity Guide, Protected Intersection Design, and Emerging Technologies and Data.

The Training Committee is comprised of ITE Canada members who are responsible for prioritizing, selecting, and organizing training opportunities for transportation professionals across Canada. Since the training committee is primarily a coordinating body tasked with providing opportunities for training to ITE Canada members, it typically does not get involved with the development of specific training materials or delivery of the actual training sessions.

We are seeking two new members to join the ITE Canada Training Committee beginning January 1, 2023. The term for the committee members is a maximum of four years.

If you are interested in joining our committee, please **complete the ITE Canada Volunteer Form at [itecanada.org/volunteer](https://itecanada.org/volunteer) by November 25, 2022** and check off *ITE Canada - Training Committee* in the list of opportunities.

More information, including the Committee's Terms of Reference, is available at [itecanada.org/training](https://itecanada.org/training).



# Call for Volunteers

## Technical Liaison Committee (TLC)

The ITE Canada Technical Liaison Committee (TLC) is looking to fill a position on its four member committee.

TLC members are appointed for two-year terms, renewable up to a maximum of six years. They are expected to attend at least one to two face-to-face meeting(s) per year (under normal conditions), attend a monthly conference call, and assist in the ongoing coordination of ITE and TAC appointees as well as technical projects that ITE Canada is involved in. Expenses are expected to be covered by the employer but may be partially subsidized by ITE Canada depending on budget availability and priorities.

Preference in choosing TLC members will be given to current ITE Canada Appointees on ITE Councils and Committees and ITE Canada members illustrating knowledge and involvement with ITE. Other interested ITE Canada members are also encouraged to apply.

If you are an ITE member who is interested in participating on the committee, please **complete the ITE Canada Volunteer Form at [itecanada.org/volunteer](https://itecanada.org/volunteer) by November 25, 2022**. On the form, check off *ITE Canada - Technical Liaison Committee* in the list of opportunities and provide:

- an expression of your interest and the skills you would bring to the committee,
- an indication of support from your employer, and
- a resume.

More information can be found in the Terms of Reference for the Technical Liaison Committee and on the ITE Canada website at [itecanada.org/about-ite-canada/technical-liason-committee](https://itecanada.org/about-ite-canada/technical-liason-committee).

If you have any questions about the volunteer position with TLC, please feel free to contact [Ryan Martinson](#). We look forward to hearing from you!

## Call for Appointees to TAC

The ITE Canada Technical Liaison Committee (TLC) is seeking five Appointees to TAC Councils & Committees (TAC Appointees) for the following positions:

- [Geometric Design Committee](#)
- [Mobility Management Committee](#)
- [Connected & Automated Vehicles Integrated Committee](#)
- [Traffic Operations & Management Committee](#)
- [Active Transportation Integrated Committee](#)

TAC Appointees are assigned for three year terms, renewable up to a maximum of two years. They are expected to attend the Fall TAC technical conference in person (under normal conditions) and the Spring conference virtually, representing ITE Canada. Expenses are expected to be covered by the employer but may be partially subsidized by ITE Canada depending on budget availability and priorities.

TAC Appointee candidates must be ITE members, demonstrating knowledge and involvement with ITE.

To apply, please **complete the ITE Canada Volunteer Form at [itecanada.org/volunteer](https://itecanada.org/volunteer) by November 18, 2022**. On the form, check off **TAC Council/Committee Appointee** and select the position(s) you are interested in. Please also provide the skills you would bring to the committee, an indication of support from your employer, and a resume.

If you have any questions about the volunteer position as a TAC Appointee, please feel free to contact [Ryan Martinson](#). We look forward to hearing from you!

## Call for Appointees to ITE International

The ITE Canada Technical Liaison Committee (TLC) is looking to fill one position as an Appointee to ITE International Councils & Committees (ITE Appointee) for the [Planning Council](#).

ITE Appointees are assigned for three year terms, renewable up to a maximum of two years. They are expected to attend the ITE Annual Meeting in person (under normal conditions), representing ITE Canada. Expenses are expected to be covered by the employer but may be partially subsidized by ITE Canada depending on budget availability and priorities.

ITE Appointee candidates must be members with ITE, illustrating knowledge and involvement with ITE.

To apply, please **complete the ITE Canada Volunteer Form at [itecanada.org/volunteer](https://itecanada.org/volunteer) by November 18, 2022**. On the form, check off **ITE International - Council/Committee Appointee** and select the position(s) you are interested in. Please also provide the skills you would bring to the committee, an indication of support from your employer, and a resume.

If you have any questions about the volunteer position as an ITE Appointee, please feel free to contact [Ryan Martinson](#). We look forward to hearing from you!

# TRAINING OPPORTUNITY

## EMERGING TECHNOLOGIES AND THEIR DATA HOW CAN THEY HELP?



### TRAINING FORMAT

Online course

This course will be delivered as a half-day virtual session



### FACILITATORS

True North Safety Group

This workshop is offered by the ITE Canada Training Committee and will be facilitated by Pedram Izadpanah, Ph.D., P.Eng., Alexandre Nolet, M.Eng., RSP1 P.Eng., and Josée Dumont, M.A.Sc., RSP2I, P.Eng. of True North Safety Group



### DATE & TIME OFFERED

- Friday, **November 4, 2022**
- 11 a.m. to 4 p.m. (Eastern Time) / 8 a.m. to 12 p.m. (Pacific Time)



### REGISTRATION FEES

- ITE Member: \$180
- Non-Member: \$220
- Student: \$150

**REGISTER AT**  
[ITECANADA.ORG/TRAINING](https://itecanada.org/training)

### TRAINING SUMMARY

With the advancements of telecommunications and image processing, new sources of data have emerged in the transportation field. These types of data can supplement or replace the traditional data sources which have been used for decades in the industry. The main purpose of this training is to introduce the emerging data sources/ technologies to the audience, identify the challenges associated with these data sources, and provide guidance on how they can be used to support decision making.

In this training, three specific technologies will be covered, including: video conflict analysis, connected vehicle data, and cellular activity data.

### LEARNING OUTCOMES

- Understand the potential applications of the emerging technologies in traffic engineering.
- Describe the capabilities and limitations of the technologies in transportation planning, traffic operations, and road safety projects.

#### QUESTIONS ABOUT THE TRAINING PROGRAM?

Contact the Training Committee [training@itecanada.org](mailto:training@itecanada.org)

#### QUESTIONS ABOUT REGISTRATION?

Contact ITE Canada [info@itecanada.org](mailto:info@itecanada.org)

# Constructive Collaboration in the Transportation Industry

Lessons from cross-sector partnerships in Metro  
Vancouver's RapidBus program development

By Brian Elery Phillips, Access Planning



Transportation is a uniquely qualitative and political segment of the engineering world. While there are hard technical constraints on how we design our transportation system, the most important decisions are often values-based tradeoffs. What's more, every level of government is deeply involved in the transportation sector, and most people interact with the transportation sector on a daily basis.

As transportation professionals, we are routinely called to navigate these values-based tradeoffs in a space with many interested parties and overlapping decision-making authority. To do so successfully requires not just technical skills but also a capacity for collaborative partnership. In these situations, our job as professionals is not only to perform our technical functions well, but to work with different people from different positions with their own pressures, needs, and perspectives.

Nowhere in my career have I been more challenged to find collaborative solutions than as a Senior Planner on TransLink's RapidBus program. This ongoing program required collaboration with a diverse array of governmental organizations to achieve its goals. In this article, I will articulate some of my key learnings from this project that I believe can be applied to any collaborative effort between teams.

## An example: the RapidBus Program

This article uses situations from the development of transit priority for the RapidBus network from 2017 to 2021. The project, led by TransLink, involved the creation of a fast, frequent, high-capacity bus service with enhanced passenger amenities. While TransLink had funding and mandate to create these

lines, it did not have the authority to unilaterally alter streetscapes to create transit priority or improve customer amenities.

The final approval authority lay with the road authority. In Phase 1, we worked with 15 different road authorities including municipalities, the BC Ministry of Transportation and Infrastructure, and the University of British Columbia, all of whom had final approval over street changes in their jurisdiction. Thus, our ability to deliver meaningful transit priority was dependent on our ability to successfully collaborate with those agencies.

A note on the specific examples used in this article: the situations discussed here are reflective of competent professionals trying to do their jobs as they understand them to the best of their ability. Some level of conflict is inevitable whenever people with different roles, perspectives, and priorities work together, and our collaborators worked through that conflict with professionalism. I do not believe that any of the examples below cast my colleagues in a negative light. However, I have anonymized the examples to avoid causing unexpected discomfort. No specific people, locations, or municipalities are named. While Metro Vancouver municipalities are variously known as cities, districts, townships, etc., I have used the word 'city' for all of them for the sake of simplicity and anonymity.

## Building a sense of partnership across different agencies

This article deals mainly with techniques for building a sense of partnership. All these techniques need to be built on a foundation of genuine curiosity and a commitment to understanding your colleagues' unique positions.

What pressures are they under? How does your project make their life harder? How does it fit into their organization's mandate and their mandate as an employee? What results would reflect well on them?

On the RapidBus project, we worked with planning and engineering staff whose organizations supported improved transit but needed to balance that goal against other objectives. While our team was laser-focused on faster travel times, city staff had a broader mandate to balance modes within their own organizations. Does our proposed bus lane preclude potential future cycling improvements? What other projects are coming to the corridor? Are city staff or councils likely to get an earful about impacts to general purpose traffic? These are all real considerations that our counterparts at the cities needed to deal with and therefore were our problems too. In my experience, most difficulty in collaboration arises from a poor mutual understanding of each other's perspectives.

When working with colleagues across teams and agencies, understanding the goals of your counterparts, and the pressures they are under is essential to reaching collaborative solutions that are sensitive to each party's position. I have found the following strategies extremely helpful in cultivating this approach to collaborative problem-solving.

## Separate people from the problem

This principle is borrowed from the seminal book on negotiation, *Getting to Yes* by Roger Fisher and William Ury.

When collaboration gets difficult, it is often easy to let frustration take over and assume that your collaborator is working in bad faith or sabotaging the process. This allows us to turn our frustration outward and view our lack of collective progress as someone else's fault. As comforting as it may be, this is poison to good collaboration. If we assume that our collaborators are working against us, how can we ever move forward?

In my experience, the best way to do this is by building rapport with your collaborators. If we feel we understand the people, we are less likely to incorrectly ascribe bad intentions. Different people build rapport differently. Common paths to rapport include standard small talk, discussion of other aspects of that person's work, or commiseration with difficult aspects of your shared work.

I was taught this lesson by one of my collaborators. It happened after a particularly frustrating design session. We were trying to design some terminus facilities, but none of



## Learn more about the RapidBus Program

Interested in more detail on how the RapidBus Program came together? Brian collaborated with Mars Otten-Andrew of WSP in 2019 on a project profile. Read it here.



the options we had come up with were acceptable to the city. We all became increasingly frustrated as we went over and over the designs, scouring our creativity for other options, finding none. I could feel the poisonous assumption of bad faith take over. Working like this led us nowhere, and we adjourned with no solutions.

After a day or two, one city staffer called me up. I thought they wanted to talk about the project, but they started asking me about unrelated things. After a while it dawned on me that this was the point of the call: to re-establish our rapport so we could get back to working collaboratively.

## Tell your story from the audience's perspective

This industry is full of passionate people. Many passionate people (myself included) have a tendency to assume that other people share our passion: we can wax poetic about the things we are excited about, and expect that other people will share in their excitement. However, successful collaboration usually means the opposite. It is far more productive to focus on what your audience cares about most.

This tactic served us well throughout the project, from start to finish, from mayors and city councilors to municipal staff. While no one was against faster buses, they often had other issues top of mind. Learning to spend more time addressing issues or looking for opportunities in those areas helped us build a sense of shared purpose. Some cities wanted to see more trees on corridors, improved safety, increased development potential, or they wanted to know that the project would be compatible with future plans for the corridor. We found the best success when we addressed those issues early, often, and in detail.

## You are always speaking to a representative

Working on cross-jurisdictional projects usually means working with staff who are representing the needs of their department, organization, and ultimately the public that they serve. Since no one individual is the authority on their agency's goals and strategies, that representative will always be an imperfect representative.

Sometimes, a staffer will tell you that a particular collaborative solution is unacceptable when, after further investigation and discussion, you will find that the solution can work for all parties. Other times, you will hear that your solutions are acceptable, only to hit a roadblock later by someone else in the organization. In both cases, your colleague is not incompetent or dealing in bad faith; they are simply trying to represent the needs of their agency to the best of their imperfect ability, based on their imperfect knowledge. Let's look at both cases with examples from the RapidBus project:

### When you hear 'no', but you can get to 'yes'

Early in the RapidBus project, we presented a particularly ambitious concept for transit priority infrastructure to city engineering staff. A senior staffer's first reaction was unequivocal: no way. While the design was unique, we believed that there was nothing technically wrong with it. When we asked why it was unacceptable, we heard two basic objections: that there were technical issues that made it infeasible, and that it would be politically unacceptable.

We set to work tackling those two objections. On the technical side, we continued to work with engineering staff to set objective criteria for

acceptability and find ways to make the concept fit within those criteria. On the political front, we worked with city councilors to get them excited about RapidBus and the benefits of transit priority. Faced with evidence that the concept was both technically and politically workable, staff changed their position to support the project.

The lesson I learned from this experience is that people representing their organization do so imperfectly. Each person has a specific perspective and sense of what is easy or possible or right, but no one person can dictate what is acceptable to the organization with perfect certainty. We often must politely decline to take no for an answer, at least not the first ‘no’ that we hear.

## When you hear ‘yes’, but there is a ‘no’ somewhere else

In several instances, we developed ambitious transit priority concepts with the enthusiastic support of city staff, only to meet resistance later in the project. The reasons varied: an engineer who was brought on late would find a flaw that no one had seen before, or the tradeoffs would be deemed unacceptable by someone who was not in the room when the initial decisions were being made, be it staff from another team, senior management, councils, or the public.

In many cases, this was a normal part of the social and technical process of road design; sometimes you must flesh out your idea before you know if it works, and you can’t invite everyone to every design review. In other cases, we heard ‘yes’ from the people we thought we needed to hear it from

and looked no further. This is the flip side of always speaking to a representative: sometimes you can’t take yes for an answer.

This experience taught us to become more proactive about looking for points of resistance. Prompting questions to our counterparts helped them inform us of the process, and to an extent helped to deputize them in guiding our proposals through their entire organization, not just their immediate area of



The RapidBus team at TransLink on the day of their project launch. Photo: TransLink.

responsibility. We asked questions like: who else needs to see this to sign off at this stage? Who will be reviewing this later, and can we show it to them now to check for major problems? How do we make sure that your council is supportive of this?

Just as in the previous section, staff represent their organization as best they can, but can't necessarily predict where problems or resistance may occur down the road. Managing these situations requires knowledge of the organizations you deal with and understanding that you are always speaking to a representative.

### Long-term dividends to respectful collaboration

These techniques are not just a matter of getting what you want. They are a way of building relationships. The transportation industry in Canada is very small. We will all wind up working repeatedly with the same people in many roles and capacities over the years. Done right, and with a genuine commitment to collaboration, we can cultivate relationships with our colleagues that will pay dividends over time.

We all know these people: people who are thoughtful and open in their approach to collaboration, who can say and hear the word no with grace and respect, who seek to understand and work together. I look forward to working with these people at every turn, and we should all aspire to be like them. 🍁



**Brian Elery Phillips**, MSc., P.Eng. (BC) is a transportation planner and engineer at Access Planning. He has experience in transit planning, street design, project management, and facility planning. Brian deftly navigates the intersection of engineering, planning, and communications in stakeholder-rich environments to negotiate solutions that advance the goals of multiple project partners.

**VOLUNTEER HIGHLIGHT** In addition to contributing articles to *Transportation Talk*, Brian has also shares his knowledge with the ITE community in other ways. He volunteered to present this topic to future transportation professionals at the 2022 Student Leadership Summit (SLS) hosted by the ITE UBC Student Chapter. Thank you, Brian!



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# Montgomery Main Streets

Where a street becomes a community

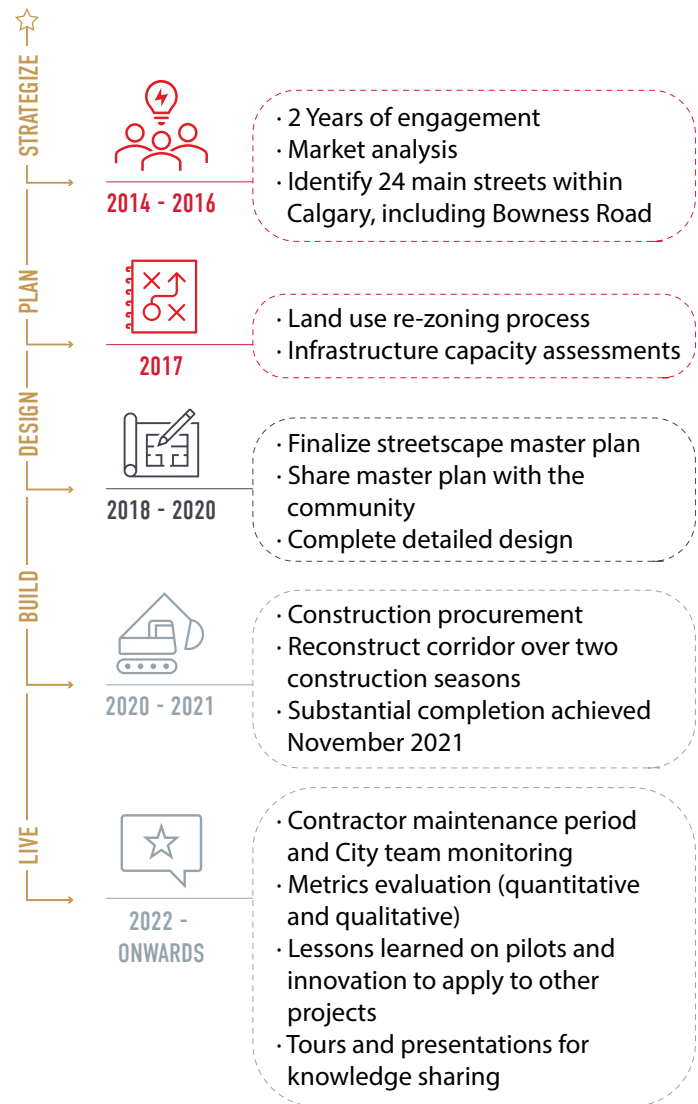
By Ervina Hendra, City of Calgary and Marcia Eng & Jonathan van Heyst, Urban Systems Ltd.

*The City of Calgary and Urban Systems were awarded the ITE International 2022 Transportation Achievement Award for Complete Streets for this project. The authors would like to thank ITE for the recognition and acknowledge the contributions of the project teams from the City of Calgary, Urban Systems Ltd., and ALSA Road Construction Ltd., in the successful planning, design and delivery of this project.*

The Montgomery Main Streets – Bowness Road project is one of the first of 24 Main Streets projects that moved forward to construction as part of the City of Calgary’s Main Street program. This program implements a comprehensive process to transform Calgary’s main streets into places where people want to live work and play, recognizing the need for both public and private investment to make the area more attractive to businesses and residents. Creating a high-quality streetscape in an established area requires that the design and construction are both innovative and collaborative.



All photos and graphics credit to Urban Systems Ltd



## Introduction

Bowness Road runs through the heart of the Montgomery community in Calgary, Alberta, and is fronted by a mix of residential housing, small businesses, and mixed-use buildings. It connects to recreation centers, schools, and large regional parks along the Bow River.

Land use planning and market analysis for redevelopment potential along the corridor occurred from 2014 to 2017. From 2017 to 2019, the City of Calgary worked with Urban Systems Ltd. to prepare the streetscape master plan and detailed design of the corridor. Public engagement for the project began in 2018 to gather input on people’s values and vision for the community and for Bowness Road and to identify local issues and opportunities. Along with site analysis and data collection, the engagement findings were used to develop the project vision and goals. The vision for Montgomery Main Street became: *“Where a street becomes a community”*, and included the following goals:

- **Social + Healthy Lifestyle:** Create a family-friendly and safe street environment that focuses on promoting a sense of community.
- **Mobility + Functionality:** Achieve a balance of multi-modal transportation options with a focus on pedestrian-friendly and inclusive design.
- **Character + Identity:** Create a street that establishes a unique sense of place and offers memorable experiences for both residents and visitors.
- **Economic:** Street improvements promote economic vitality by encouraging redevelopment opportunities and promoting investment.



Existing neighbourhood boulevard section



Existing narrow sidewalk



Existing sidewalk in winter

## Original Condition

Bowness Road is identified in the Calgary Transportation Plan as a key transportation corridor. The street is classified as an Arterial Street in the western portion of the project area, which also serves as a secondary route in the City's goods movement network. The eastern portion holds the Neighbourhood Boulevard classification, which is meant to give walking and cycling a higher priority under Calgary's Complete Streets Policy (2014).

Most of the original corridor accommodated two vehicle travel lanes with a parking lane on each side. At intersections, the wide travel lanes and parking lanes encouraged higher vehicle travel speeds and created longer crossing distances for people walking and cycling. Most intersections were also missing wheelchair ramps or had ramps that were poorly aligned with crosswalks. The traffic controls along Bowness Road were such that the main street primarily had right of way over the side street, with only two sets of traffic signals over a two-kilometre stretch. This led to a consistent stream of traffic with little to no gaps for people trying to cross the road. Infrequent streetlighting and concerns around perception of safety at night were also common themes from community engagement and represented a barrier to people feeling safe while walking along the street, particularly in the evenings.

For pedestrians, Bowness Road provided narrow, uneven sidewalks often with no established curb or separation from the roadway. This encouraged drivers to encroach into the sidewalk space when parking and squeezed pedestrians against overgrown vegetation and residential fences. This issue was further exacerbated during the winter months when windrows created by snowplows further narrowed the sidewalk. Bowness Road was not a desirable walking corridor, especially at intersections.

## Complete Streets – Designing for People

Montgomery Main Streets Bowness Road was a complex interdisciplinary project that involved comprehensive public and stakeholder consultation and engagement. A key aspect of the project approach was working closely with all interested parties to fully understand their needs and aspiration for the corridor. The community and businesses were engaged early on and throughout. The project team also worked extensively with key internal business units at The City to come up with innovative design solutions that balanced competing needs within the right-of-way on operation, maintenance, and lifecycle considerations.

The project team developed an innovative design that aimed to bring the community together by allowing people of all ages and abilities to travel safely and comfortably. To re-balance the street space between different travel modes, the design reduced the width of vehicle travel lanes and parking lanes, while still accommodating a bus rapid transit route through the community. The project team also completed parking studies and found that on-street parking was under-utilized along some parts of the corridor. Parking was reduced or removed in these areas, and the space reallocated to support some of the design interventions, such as landscaping elements. This reapportionment of right of way space was also utilized to construct new active transportation and public amenities.



FIGURE 1. Typical Neighbourhood Boulevard Cross-Section

- Travel Lane
- Parking Lane with Standard Curb
- Parking Door Zone / Bikeway Buffer
- Asphalt Bikeway
- Bikeway / Sidewalk Buffer
- Sidewalk



FIGURE 2. Typical Arterial Cross-Section

- Travel Lane with Standard Curb
- Roadway / Bikeway Buffer
- Asphalt Bikeway
- Bikeway / Sidewalk Buffer
- Sidewalk



Intersection treatment with raised uni-directional bikeway



Pathway continues through driveway

Some of the key design interventions and innovation for the project include:

- Installation of raised uni-directional bikeways with buffer and visual delineation from sidewalks, parking lane and travel way. The separation from motor vehicle traffic was key to making the street more desirable to walk and wheel along, while increasing safety by separating users by their travel speed.
- Implementation of the first protected intersection in Calgary at Bowness Road and Home Road NW, which connects the new bikeway along Bowness Road to the existing painted bicycle lanes along Home Road. The protected intersection allows people on bicycles to make right or left turns at the intersection with reduced conflict points, increasing the convenience and safety of transitioning between the two roadways.
- Adaptation of the cross-section along the corridor to maximize space for creating a more comfortable environment for people walking and bicycling to travel through with increased landscaping in curb extensions. Curb extensions on the main street and at side streets intersecting the corridor slowed motor vehicle speeds, reduced pedestrian crossing distance, and improved visibility of the crossings and of people at crossings. At a typical intersection, pedestrian crossing distance was reduced by over 50% when crossing parallel to Bowness Road and by 48% when walking or wheeling across Bowness Road. The crosswalks along the side street were also marked in addition to the main street.

## Protected Intersection, Before & After







- The accessibility, stormwater, and landscaping pilot treatments also provide lessons for other jurisdictions as our industry continues to evolve and work towards creating more inclusive and climate-resilient cities.
  - › Accessibility pilot treatments included custom tactile buffer treatment, tactile plate placement, and ramp design, which evolved over the course of the project and will continue to evolve through lessons learned following construction completion. During and following project completion, the City also engaged with an accessibility committee to include and trial different treatments. The City of Calgary is working internally to improve these treatments and construction methods through various projects around the City and with input from people with limited vision and other accessibility challenges.
  - › Stormwater and landscaping treatments included improving drainage and piloting low impact development (LID) stormwater features such as rain garden and bioretention areas, bioswales, custom trench drains, structural soils, and custom urban seed mixes. A number of landscape treatments will be monitored through an extended warranty period to evaluate the success of the pilot treatment for use on future projects. Custom stormwater trenches were built in place with accessible and bicycle-friendly grates. The grates have a non-slip surface and gaps that are narrow so that wheels do not get caught. The grates were also customized in size and weight to accommodate the maintenance needs of City business units.
- The focus on four-season maintenance and 24-hour visibility is also a key element in encouraging active transportation as a realistic and attractive travel choice.
  - › As a winter City, extra consideration is being taken on the maintenance of the bikeway and ramps over winter and in the spring. The corridor is prioritized for snow clearing within 24 hours of a snowfall event. Sections that were completed during the first construction season were monitored over the winter to consider better approaches for snow clearing and storage for the future.
  - › Installation of enhanced streetlighting along the entire corridor, including pedestrian scale lighting in the commercial core area and a higher level of lighting at intersections.
- Other improvements included reconstructing transit stops with expanded waiting areas and installing street furniture such as benches, custom bicycle racks, and garbage receptacles.

## Commercial Section, Before & After



## Achieving Success

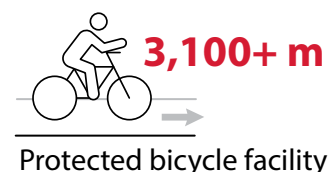
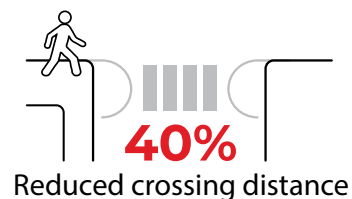
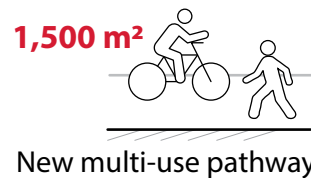
By taking extra care and effort from the outset of the project—from planning through to construction completion—the overall goals and vision of creating a street that welcomes everyone was successfully achieved. Reconstruction of the corridor was substantially completed and fully opened to the public in November 2021, ahead of schedule and under budget.

The objectives of the projects are also starting to be realized as described below, and will continue to be monitored:

- **Improved comfort and safety** for everyone along the corridor whether they are traveling through, visiting, or enjoying the street and surrounding amenities. This has been achieved through a people-first design that provides separation of spaces by travel mode and speed, more visibility between people at intersections, slower vehicle speeds, and better lighting.
- **Increased attractiveness** for people to walk or wheel along the corridor. The project team has already observed more individuals and families (with young children) walking, scootering and bicycling, even before the corridor reconstruction was fully complete.
- **Increased redevelopment** spurring the economic and social benefits of this project, which are just starting to be realized as the community continues to redevelop and densify. As more people and businesses move into this community, the environmental benefits of Bowness Road as a more efficient mobility corridor will be realized with more people travelling by active modes.

Part of the success of the project was also due to the comprehensive and proactive approach that was taken with the public and stakeholders, both

internal and external. A multi-phased approach was taken during the planning stage, key meetings, and discussions during each circulation of the design, response tracking of stakeholders' comments, and taking initiatives prior to construction to connect with residents directly impacted by the construction. Urban street reconstructions can also be very disruptive to communities. Recognizing this, the team worked carefully with businesses, residents and schools on project staging, detours, and pedestrian and cycling accommodations to ensure efficient completion of the work. Extra efforts for people walking and cycling included measures such as temporary walkways and ramps, custom signage, and temporary floating bus stops.



Over the next two years, the City of Calgary plans to undertake a metrics program to track success in meeting the project objectives. Some of these metrics, like increased sidewalk width and number of trees, have already been realized. Others, such as business satisfaction, air quality, and diversity of user groups, will be evaluated and compared to baseline data from before construction over the next several years.

We would like to take this opportunity to recognize the entire project team who worked so diligently together to complete this major infrastructure project ahead of schedule and under budget. The City team, consultant, and contractor were always at the table together as partners to discuss potential solutions to issues that came up. Each person on the project team had a sense of ownership, and so, worked together with the end goal in mind to deliver a project that would transform the community and become a showcase for how a street could provide physical, social, and economic benefits for Calgarians. 🍁

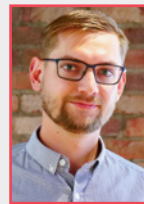


**Marcia Eng**, P.Eng. is a Senior Transportation Engineer with a diverse range of transportation planning and operations, urban design and construction, and project management experience spanning over 22 years. She aspires to improve mobility for all by planning and designing better integrated systems and accessible infrastructure.

**VOLUNTEER HIGHLIGHT** Marcia has long been involved with ITE locally and nationally. She served on ITE Southern Alberta Section executives from 2008 to 2014 and was the 2013 Section President. Since 2017, she has served as the ITE Canada representative on the TAC Geometric Design Committee. Thank you for your contributions, Marcia!



**Ervina Hendra**, P.Eng., PMP, LEED AP® is a Senior Transportation Engineer at The City of Calgary – Public Spaces Delivery. As a Senior Project Manager with over 17 years of experience in a wide variety of infrastructure projects from vertical builds to transportation corridors, her career includes both public and private sector. Ervina is inspired by how her engineering work touches the communities she lives in and visits.



**Jonathan van Heyst**, P.Eng. is a Civil Engineer with experience in construction management and contract administration on road and utility infrastructure projects for land development and municipalities. He has a particular interest in the development and retrofit of comprehensive streetscapes that provide accessibility for all modes.

**VOLUNTEER HIGHLIGHT** Jonathan has volunteered to present and share his knowledge at ITE Canada conferences.

### Celebrating 75 years of Engineering Excellence



Associated Engineering provides customized, strategic transportation planning and traffic engineering services. Complementing our technical expertise, our specialist team brings strong project management, consultation, and facilitation skills. Our approach is to work with the community and stakeholders to develop sustainable and resilient transportation solutions. Our services include:

- Transportation Master Plans
- Modelling & Model Interpretation
- Business Case Development
- Policy Studies & Development
- Functional Corridor Planning
- Intelligent Transportation Systems
- Safety Reviews & Audits
- Intersection & Network Analysis
- Traffic Operations Analysis
- Traffic Impact Assessments
- Traffic Accommodation Plans
- Traffic Signal Design



# Nathalie Baudais P.Eng.



## Current Employment

*City of Saskatoon, Senior Transportation Engineer*

**City of Residence:** *Thode, Saskatchewan*

**Education:** *University of Saskatchewan , B.Sc. Engineering, 2001*

## First job in transportation

*Engineer, Caltrans (Department of Transportation in California)*

## What roles have you taken on as a member of ITE?

- *Programs Manager, Secretary-Treasurer, Vice President, President, Past President for the ITE Saskatchewan Section*
- *Board Member for ITE Canada*

**Family:** *Married to Tod Baudais, one child, Liam, 14*

## Things I like to do

*Reading, camping, canoeing, skiing*

## ITE INVOLVEMENT

### What is your ITE involvement (past and present)?

Beyond the executive and board positions, I try to share updates on my projects/work with the ITE community by presenting at sessions or conferences and by contributing articles to *Transportation Talk*.

### What was the first ITE event you recall attending?

The first ITE event that I remember attending was a SK Section event at Wanuskewin. It was great! We had great presentations and held a tipi raising ceremony.

### What do you value most about your ITE membership?

ITE is uniquely suited to provide networking opportunities. I love connecting with peers from other municipalities/provinces! A few years ago, I came across an **ITE e-community** online discussion group question about traffic calming submitted by Jen Malzer from the City of Calgary. I offered a response

and we connected directly afterwards. That conversation led to an ongoing touchpoint for several western Canadian municipalities. The participants have changed but we still meet regularly to discuss ongoing hot topics like traffic calming, lowering speed limits, etc. We bounce ideas off of each other and learn so much!

## GETTING TO KNOW YOU

### What attracted you to the transportation profession? Did you have another career in mind?

I originally planned to become a teacher or psychologist but my then boyfriend (now husband) was in engineering and really enjoyed the program. I liked math and sciences so decided to give it a try. Once in university, I was drawn to the transportation classes. I was never really interested in the structural classes. I found them too prescriptive.

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

Hot air ballooning in Napa Valley? Skiing down a black diamond run on Marmotte Basin in Jasper? Climbing a scramble in Applebee campground in Bugaboo Provincial Park? Chasing a bear out of my campsite in Yosemite? Actually, it was probably moving to California with my husband as a fresh new university graduate. Moving to the San Francisco Bay area was such a change from Saskatchewan! I wasn't used to such a densely populated urban area and the City of Oakland (where I was working) had quite a reputation at the time.

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

I read so many books! Reading is one of my favourite things; I read every morning and every night. I really enjoy fantasy and science fiction books and recently finished the *Court of Thorns and Roses* series by Sarah J Mass.

What is your favourite mode of transportation?

I enjoy subways/metro/streetcar systems the most. We don't have any in Saskatoon so every time that I travel to a city that has one, I really enjoy using them.

## PROFESSIONAL ACHIEVEMENTS & PERSPECTIVES

How would you describe your job to someone you just met at a party?

I'm a transportation engineer for the City of Saskatoon and I'm responsible for all things traffic related, speed limits, pedestrian and cyclist safety, and more. As you can imagine, this often launches into quite a discussion about their experiences.

Tell us about a project you're proud to have worked on

I am very proud to have worked (in a small way) on the *Devil's Slide Bypass* in San Mateo, California. I am

also proud of being a part of the *Neighbourhood Traffic Review* program in Saskatoon. We recently completed the reviews for all developed neighbourhoods in the City.

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

I really love being involved in solutions that affect people's daily lives. Sometimes the smallest change can make a huge difference, for example, installing an *accessible pedestrian ramp*.

Who has had the greatest influence on your career?

There are so many people who have influenced my career over the years that it's difficult to narrow it down. I learned so much from people in my early career, particularly during my time at iTRANS Consulting (now part of HDR) from people like Tyrone Gan, Liza Sheppard, and Ray Bacquie. At the City, I learn continuously from everyone on our team. Such a high performance group!

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

I truly believe in leaving a place better than you found it so I hope that at the end of my career, I will have made changes in the Saskatoon transportation network to improve the experience of all road users. I also hope that I will have improved the work experience for my colleagues and provided coaching/mentoring to young professionals/new graduates.

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

I think that if I could change one thing, it would be to have more representation in the industry that reflects the community we serve.

What is the greatest opportunity you see for the field?

I dream of a future where safe transportation systems are equitable and accessible to everyone. 🍁

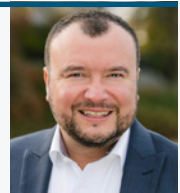


ITE Canada has a strong partnership with the Transportation Association of Canada (TAC). One of our key contributions to TAC's technical initiatives is participation on a number of TAC councils and committees through Appointees. In this edition of TAC Tidbits, our Appointees share updates from their committee meetings at the TAC 2022 Conference in Edmonton.

## WORKFORCE DEVELOPMENT COUNCIL

**Carlos Pérez, PMP, M.Sc., P.Eng**

Transportation Development Engineer, City of Calgary



The Workforce Development Council had a full agenda focusing on Education, Professional Development, Human Resources and developing Highly Qualified Professionals (HQP).

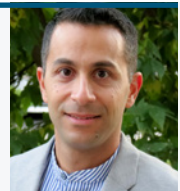
- The Council's Education effort focused on discovering opportunities to improve student engagement. There was a great discussion about the need to better interact with professors and department heads and about the benefits of integrating TAC's Academic Roundtable in the 2023 sessions.
- There was also opportunity to learn more about the TAC Foundation and its role in supporting post-secondary education and the Foundation Awards.
- Professional Development discussions focused on current affairs in labour market and on generating ideas for the upcoming Task Force on Developing HQP in Transportation Agencies.

Stay tuned to learn about the Task Force recommendations and other Council updates.

## Road Safety Committee

**Farhad Shahla, P.Eng.**

Construction Project Manager, City of Mississauga



The Road Safety Committee is excited to announce that the first five modules of the Road Safety Webinar are available now! This has been a huge effort over the last years and ITE Canada was co-chair for this project... check it out [here!](#) The meeting had some great guest presentations from the City of Edmonton on their successful Urban Street Labs program, Anders Swanson on winter biking safety (key takeaway: infrastructure!), MicroTraffic on novel right hook study using video based conflict analysis, and York Region presenting their work on Pedestrian and Cycling Intersection Safety Pilot. My biggest highlight was the great discussion on Truth and Reconciliation as it relates to transportation safety.

- Ryan Martinson on behalf of Farhad Shahla

## MOBILITY COUNCIL

**Ryan Martinson, M.Eng., P.Eng., RSP<sup>1</sup>**

Senior Engineer, Toole Design



The Mobility Council had another successful year and all four of the Committees were able to report on their progress. Key themes of the work and interests of the Council include equity, active transportation design (e.g. protected intersections), accessibility and street design, and resilient financing. If any one is interested in participating in these topics (especially the finance one!), please let us know.

The meeting had two guest presentations: one from Olga Messinis on the changing landscape of mobility in Edmonton and the other from Eric Miller on disruption in transportation and what the future may hold.

## Active Transportation Integrated Committee

**Marian Mithani, P.Eng.**

Project Manager, Area Transportation Planning, City of Toronto



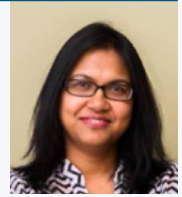
ATIC held its first in-person meeting with 47 people present.

- Considerations for design for people with sight loss, presented by Luis Greco of Canadian Institute for the Blind, incited many questions about the user experience. Nathan Smith from City of Edmonton presented Rapid Implementation of Bike Network earmarking \$170M for a 100km city-wide network within 4 years.
- Jurisdictional survey results are pending for the AT Snapshot project. Initiatives to request updates of TAC design guidance continue: cycle tracks at bus stops and AT around schools are topics actively under development. Two new topics pending: AT for rural communities, and AT network planning.
- ATIC follows 26 initiatives across TAC related to AT (16 design-related) and is investigating Synthesis of Practice as communication tool.

# TECHNOLOGY COUNCIL

**Bidoura Khondaker, PhD., P.Eng., PTOE**

Senior Transportation Engineer, Calgary Transit, City of Calgary



The Technology Council met in person on October 2, 2022 at Edmonton Convention Centre on the week of TAC conference. Key highlights are:

- A motion was approved for the volunteer project “Developing a Framework for the Harmonization of Road Authority data” and associated volunteers were selected.
- The 3 committees namely i) CAV Integrated Committee ii) Digital Application Committee iii) ITS committee provided their reports highlighting focus areas such digital twins, data analytics, cybersecurity, rural ITS, Next gen ITS etc.
- TAC is currently offering online training course on Road Safety in partnership with ITE Canada.
- Some suggested TAC learning programs were webinar on ITS and Active transportation, New ITS technology, Seminar on Rural ITS and online courses.

# Connected and Automated Vehicle Integrated Committee

**Steven D. Kemp, P. Eng.**

Manager - Traffic Engineering and Operations, Regional Municipality of Durham



The inaugural meeting of the TAC Connected and Automated Vehicle Integrated Committee was held in person in Edmonton on October 2, 2022. There continues to be a lot of CAV activity across the country including a number of active and planned pilot projects in multiple jurisdictions. Specific projects of note include:

- exploring opportunities for connectivity between vehicles, cyclists and pedestrians;
- public transit connectivity with infrastructure and other road users;
- exploring connectivity options at at-grade railway crossings;
- multiple automated shuttle deployments;
- micro-utility and delivery robot pilots; and
- many automated vehicle projects happening in other sectors including Mining, Logging, Agriculture and Marine

The next meeting of the committee will be held virtually in the Spring of 2023.



## Traffic Operations and Management Committee



**Russell Brownlee, M.A.Sc., FITE, RSP1, P. Eng.**

President and Transportation Safety Engineer, True North Safety



**Luis Escobar, P.Eng., PTOE**

Senior Associate & Discipline Lead, Stantec



**Jim Mallett, P.Eng., PTOE**

President & CEO, Paradigm Transportation Solutions Ltd



**Greg O'Brien, P.Eng.**

Atlantic Practice Manager, Traffic Engineering & Transportation Planning, WSP

Growth in e-bike/e-scooter use is having a major impact on transportation systems across North America. Municipalities are being faced with speed, infrastructure and safety management problems. Current projections suggest an \$11.2B industry by 2029, more than 90 times current size (\$120M). Power assist systems on e-bikes are seeing speeds in excess of 100 km/h. Enforcement of the 500W/32 KM/h legislated limits has proven difficult and is compounded by the ease of defeating speed limiters and that 1000W (up to 20KW) are readily available. The matter was referred to the Chief Engineers for consideration and possible action. Increased use of AT at signalized intersections and the role of new/different phasing and other needs was discussed. Kelowna is considering the use of the “Dutch Clearance Times.”

### VOLUNTEER OPPORTUNITY!

ITE Canada is seeking appointees to the following TAC Councils/Committees:

- Geometric Design Committee
- Mobility Management Committee
- Connected & Automated Vehicles Integrated Committee
- Traffic Operations & Management Committee
- Active Transportation Integrated Committee

See the Call for  
Volunteers on  
page 17

## ITE Canada extends a warm welcome to our newest members!

**Mohamed Hassan Abdi**, Lakehead University, Thunder Bay, ON

**Anastassia Alexeeva**, Crescent Point Energy, Calgary, AB

**Nour Alkhateb**, Lakehead University, Edmonton, AB

**Mutaz Arbab**, Mohawk College, Hamilton, ON

**Navid Armanfar**, York University, Toronto, ON

**Bradley Scott Arran**, Lakehead University, Thunder Bay, ON

**Hajar Baarabe**, Montreal, QC

**Feza Batotele**, Lakehead University, Thunder Bay, ON

**Luca Samuele Calabretta**, University of Toronto, Toronto, ON

**Cade John Caren**, Lakehead University, Thunder Bay, ON

**Ye Chen**, Concordia University, Montreal, QC

**Max Chisholm**, Lakehead University, Thunder Bay, ON

**Christopher Columb**, University of British Columbia, Vancouver, BC

**Becca Conrod**, RV Anderson Associates Ltd, Ottawa, ON

**Jennie Dann**, City of London, London, ON

**Laura Ahinee Deveer**, University of Victoria, Victoria, BC

**Domenic Di Flavio, C.Tech.**, City of Hamilton, Hamilton, ON

**William DiGiacinto**, University of New Brunswick, Fredericton, NB

**Colby Dodge, E.I.T.**, Saskatchewan Ministry of Highways and Infrastructure, Saskatoon, SK

**Jose Alejandro Dos Santos**, Western University, Oakville, ON

**Jordan Dyck**, University of Manitoba, Winnipeg, MB

**Dana Elfar**, Ministry of Transportation, London, ON

**Jaiden Mavrick Fairclough**, York University, Toronto, ON

**Frishta Firozi**, McMaster University, Hamilton, ON

**Nicole Fleury**, Manitoba Transportation & Infrastructure, Steinbach, MB

**Alexandrea Fox**, Lakehead University, Thunder Bay, ON

**Martin Fyfe**, R.F. Binnie & Associates, Langley, BC

**Yashesh Gandhi**, Lakehead University, Thunder Bay, ON

**Harshit Garg**, Lakehead University, Thunder Bay, ON

**Harvy Joriz Lacampuela Gloria**, Lakehead University, Thunder Bay, ON

**Justin Green**, Lakehead University, Stephenville, NL

**Zara Groening**, Lakehead University, Thunder Bay, ON

**Alex Harun**, Lakehead University, Thunder Bay, ON

**Mandana Hedayati Mobarakeh**, York University, North York, ON

**Diego Alejandro Hernandez Ospina**, York University, Toronto, ON

**Jill Hestbak, L.A.T.**, Strathcona County, Sherwood Park, AB

**Milan Kaur Hundal**, York University, Toronto, ON

**Lauren Mira Hutchinson**, University of Victoria, Victoria, BC

**Abdi Y. Idle**, University of Victoria, Victoria, BC

**Harris James**, Lakehead University, Thunder Bay, ON

**Joshua Andrew Jansen**, Lakehead University, Thunder Bay, ON

**Declan Jensen**, Lakehead University, Thunder Bay, ON

**Matthew Kennedy Jodoin**, University of Victoria, Victoria, BC

**Dalton Norman Johnson**, Lakehead University, Thunder Bay, ON

**Aomi Jokoji**, University of Victoria, Parksville, BC

**Janet Jorgensen**, ISL Engineering, Calgary, AB

**Farshad Kamran**, University of Alberta, Edmonton, AB

**Akam Kang**, Lakehead University, Edmonton, AB

**Garrett Melvin John Keays**, Lakehead University, Keswick, ON

**Caytlin Kopeck**, Watt Consulting Group, Vancouver, BC

**Nicole Sage Kovacic**, Lakehead University, Thunder Bay, ON

**Fatima Kulchikova**, University of Manitoba, Winnipeg, MB

**Eva Kwok**, WSP, Winnipeg, MB

**Malvinder Singh Lakhnpal**, York University, North York, ON

**Yohanes Eric Prawira Laksmo**, UBC Okanagan, Kelowna, BC

**Maziyar Layegh**, Concordia University, Montreal,

*Negar Layegh Ghadrdan*, York, Toronto, ON  
*Grace Li*, McElhanney, Calgary, AB  
*Yang Li*, City of New Westminster, New Westminster, BC  
*Cristina Lucca*, EAP Consulting Ltd, Toronto, ON  
*Gio Christian Maac*, Lakehead University, Mississauga, ON  
*Kevin MacDonald*, ISL Engineering, Calgary, AB  
*Johanna Olive Mag-uyon*, University of Manitoba, Winnipeg, MB  
*Joseiry Marrero Rivas*, York University, Toronto, ON  
*Sarah Mazur*, University of Victoria, Victoria, BC  
*Ryan McTaggart*, Lakehead University, Thunder Bay, ON  
*Zoe Catherine Alice Meth*, McMaster University, Union, ON  
*Joel Miller, E.I.T., PMP*, Strathcona County, Sherwood Park, AB  
*Kamal Mistry*, Lakehead University, Brampton, ON  
*Ryoto Miyake*, University of Waterloo, Waterloo, ON  
*Ei Thinzar Moe*, University of Victoria, Victoria, BC  
*Moshtagh Mohammadi*, Lakehead University, Burnaby, BC  
*Brian Garret Quidayan Montero*, Lakehead University, Thunder Bay, ON  
*Anders Murray-Hemphill*, University of Victoria, Victoria, BC  
*Brooke Ashley Nelson*, University of Alberta, Edmonton, AB  
*Spencer Ng*, University of British Columbia, Vancouver, BC  
*Pierce William O'Brien*, University of Victoria, Victoria, BC  
*Filemena Orsi*, Lakehead University, Thunder Bay, ON  
*Brandon Pearce*, Lakehead University, St. John's, NL  
*Carlos Pirela, P.Eng. MBA*, City of Calgary, Calgary, AB  
*Parmveer Randhawa*, York University, Brampton, ON  
*Arpitha Nagaraja Rao*, University of Waterloo, Waterloo, ON  
*Samantha Rimes*, Lakehead University, Thunder Bay, ON  
*Bradey Ross*, University of Victoria, Victoria, BC  
*Mustafa Salih*, Lakehead University, Thunder Bay, ON  
*Jacob Matthew Sgambelluri*, Lakehead University, Thunder Bay, ON  
*Qiangqiang Shangguan*, Tongji University, Waterloo, ON  
*Yashish Sharma*, University of Manitoba, Winnipeg, MB  
*Jason Skidmore*, University of Waterloo, Oakville, ON  
*Jonathan Solano*, Lakehead University, Toronto, ON  
*Nicole Anastasia Solovey*, York University, Toronto, ON  
*Elliot Philip Steed*, BCIT, Burnaby, BC  
*Vansh Sundan*, Lakehead University, Thunder Bay, ON  
*David Swanson, E.I.T.*, ISL Engineering, Lethbridge, AB  
*Isabel Tamayo Agudelo*, Lakehead University, Thunder Bay, ON  
*Madeleine J. ThorkeLsson*, University of Victoria, Victoria, BC  
*Noah John Marty Vanderaa*, Lakehead University, Thunder Bay, ON  
*Logan Vandevyvere*, Lakehead University, Thunder Bay, ON  
*Christopher Francis Veneruz*, Lakehead University, Thunder Bay, ON  
*Riley Vibert*, Lakehead University, Thunder Bay, ON  
*Dominique Christopher Wanandi*, York University, North York, ON  
*Paul Yanchuk*, City of London, London, ON  
*Pooja Shashikant Yeola*, BA Consulting Group, Toronto, ON  
*Yuzhe You*, University of Waterloo, Waterloo, ON  
*Lucas Young-Feitler*, Lakehead University, Thunder Bay, ON  
*Syeda Narmeen Zehra*, University of Alberta, Edmonton, AB  
*Samson Zeremariam, E.I.T.*, Saskatchewan Ministry of Highways and Infrastructure, Saskatoon, SK  
*Bo Han Zhang*, University of British Columbia, New Westminster, BC  
*Ce Zhang*, University of Waterloo, Waterloo, ON  
*Gengjun Zhang*, UBC, Vancouver, BC

## Northern Alberta Section

This July, the board of the ITE Northern Alberta Section held a productive virtual brainstorming session to develop our Section's plan for the 2022-2023 season on preparing various activities, such as in-person luncheons, tours and social events, and improving the connections between us and the ITE University of Alberta Student Chapter. During this session, we outlined the plan for the fall luncheons and kicked off the preparation for the section's year-end Annual General Meeting and Social Night, which was planned to be held in December 2022. We also discussed the details of preparing our section's 2022 Annual awards invitation and 2023 Sponsorship invitation. Last but not least, our board members used an online tool named MURAL to share plenty of new ideas for our section's future activities.



Student attendees and ITE University of Alberta Student Chapter's Past President at our September in-person Luncheon

The successful board brainstorming meeting in July laid the strong foundation for the section's first in-person luncheon on September 7th since the start of COVID. Our section's vice president Anika Muhammad was joined by her colleague from WSP Erin Toop and Pablo Orozco from the City of Edmonton to present the findings of the multi-modal policy-based approach to



ITE Northern Alberta's first in-person luncheon since the pandemic began

the City of Edmonton's Saskatchewan Drive Network Analysis. The presentation provoked a thoughtful discussion among more than 40 professionals and 5 students from the University of Alberta who were recommended by the university's ITE student chapter.

Lastly, on September 28th, we hosted an informal gathering for the local transportation community to enjoy the benefits of in-person conversations over food and board games.

Please follow us on [LinkedIn](#) and [Twitter](#) and join our [mailing list](#) to be up to date about the future plans and activities of our section.



Board Game Social Night

**ite**  
**eCommunity**  
community.ite.org

## Southern Alberta Section

For this quarter, the Southern Alberta Section (ITE SA) decided to deviate from our usual luncheons and focus on some face-to-face networking opportunities. In July, ITE SA hosted a bicycle tour through downtown Calgary. Blanka Bracic with the City of Calgary started the tour off by highlighting how quickly and effectively the City has expanded their bicycle network and touched on the City's commitment to continue to build the network and make it accessible for all ages and abilities. We stopped at various locations throughout the tour where those that worked on the project were able to provide additional background and lessons learned. Having scheduled the tour on a 30°C day, we ended the tour with some much-deserved ice cream.

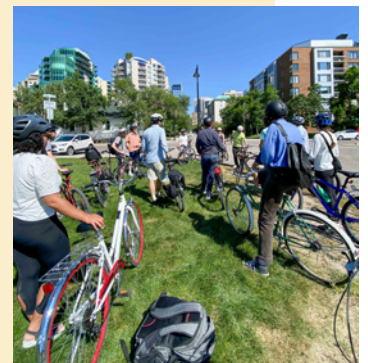
Most recently, in September, ITE SA organized a pub night at Kensington Pub where members were invited to enjoy some beverages and snacks, catch up on summer highlights, and discuss plans for the remaining year ahead. We had the pleasure of being joined by several ITE University of Calgary Student Chapter members and look forward to them joining us for future events.

For our upcoming October event, we have begun planning a workshop on equity and inclusion in

transportation with Mariam Bello, from the City of Calgary, and David Sutanto, from Steer in Vancouver. We look forward to hearing about current practices in embedding equity into transportation planning and engineering work!

We are currently in the process of electing our new Publicity Coordinator. We have two highly qualified candidates, Chun Man, from McElhanney, and Kenneth Lin, from the City of Calgary. Voting is now open and will close on October 29. If you are a ITE SA member and have not received an email to vote, please contact Anne Cataford ([anne.cataford@calgary.ca](mailto:anne.cataford@calgary.ca)).

At the end of November/ beginning of December, during our Annual General Meeting, we will announce the winning candidate.



Attendees at the September ITE SA social pub night

## Saskatchewan Section

In July, the ITE Saskatchewan Section co-hosted a Bike Tour with the City of Regina to showcase recently completed cycling facilities in Regina. Ian Cantello and Crystal Phillips from the City of Regina, led 14 participants through nearby cycling infrastructure, including bike lanes, protected bi-directional bike lanes, and newly implemented advisory bike lanes.



The Section also hosted its annual Fall Session and Annual General Meeting on September 13-14 in Saskatoon. The event had 55 people attend the day and a half session, which was followed by a Golf Tournament. Both days of the session included a variety of presentations and workshops with exciting topics, such as:



- Integrated Planning for Long Term Development in Saskatoon
- Cycling Tours in Rural Saskatchewan
- Arcola Avenue Corridor Study & Roundtable Discussion
- Saskatoon Detour Truck
- St. Andrews Lock and Dam Traffic Accommodation Modeling
- Kindersley Intersection Safety Improvements Design Project

We would like to thank all the presenters and participants for making the session a success and for their support of the Section's activities.

The ITE Saskatchewan Section also announced its new Board members for 2023 at the Annual General Meeting. The term of the new board will begin on January 1, 2023.

- **President:** Sheliza Kelts
- **Vice President:** Kelly Tang
- **Programs Director:** Ellen McLaughlin
- **Secretary/Treasurer:** Christine Hay
- **Communications/Membership Coordinator:** Kyle Evjen
- **Student Liaison:**  
Raye Tejero (Saskatoon)  
Hamed Rahimi (Regina)
- **Past President:** Destiny Piper

Watch your emails and check the Section's Facebook page [@ITEsaskatchewan](#) for details about upcoming events and activities.

## Manitoba Section

ITE Manitoba held a bike tour on September 14th to highlight and discuss some great bicycle infrastructure in Winnipeg. Around 20 participants met at The Forks in front of the Canadian Museum for Human Rights to start the tour. Chris Baker and Erik Dickson with the Active Transportation Branch at the City of Winnipeg led participants through the Wolseley to Downtown Walk Bike Project area, which includes new protected uni-directional and bi-directional bike lanes. Other stops included two Enhanced Summer Bike Routes that have 30 km/h speed limits and temporary traffic calming measures, on-street painted bike lanes on Harrow Street, and a 30 km/h neighbourhood greenway that is currently part of a pilot project. The tour concluded at The Forks where participants enjoyed a beverage outdoors at The Commons, overlooking the meeting of the Red and Assiniboine Rivers.

Later in October, ITE Manitoba looks forward to hosting our first in-person luncheon since the pandemic began. It will be great to get back to face-to-face gatherings and catch up after a long time meeting virtually.





## Toronto Section

After a quiet summer, the Toronto Section is looking forward to hosting more in-person and hybrid events this fall. We are excited to announce that our Christmas Luncheon and Annual General Meeting will be held on November 25 at the York University Student Centre. Further details including our speaker, ticket information, and our Annual Project of the Year Award will be revealed shortly.

We've also taken the past few months to review the roles and responsibilities of the ITE Toronto Executive, and a motion to restructure the Executive and establish Committees and Chairs was proposed and passed. Further details will be presented shortly.

Please continue to watch your emails or visit our website ([itetoronto.ca](http://itetoronto.ca)) and social media pages to find out more about our upcoming events and updates regarding our Section.

## University of Victoria Student Chapter

The University of Victoria Student Chapter was formed in May, promptly beginning activities. Three chapter members attended the CITE (now ITE Canada) Annual Conference in Vancouver, and were pleased to be able to view many fantastic presentations, partake in bicycle tours, as well as view the Traffic Bowl competition to cheer on our fellow student chapters. The summer also saw many planning meetings, student engagement events, a social bicycle trip from UVic to downtown Victoria, and a site tour of the BC Transit Handydart facilities, hosted by the Vancouver Island Section President, Bruce Beames.

In September, the Student Chapter continued recruitment through in-class presentations, club fairs, the Civil Engineering undergraduate orientation, and email notifications. We held elections for executive positions as well. We hosted two technical presentations, the first of which was by Dan Casey and Ming Xia of Urban Systems. Dan discussed ITE as an organization

and the benefits to student members, including access to webinars, mentorships and career advice. Ming spoke about her Traffic Management Strategy to accommodate construction efforts in the Comox Valley Regional District as well as her experiences in finding the traffic engineering profession. The following week, Brent McMurtry, also of Urban Systems, presented to our student chapter on the Agnes Street Greenway project in New Westminster, which is now in its construction phase. His presentation highlighted the process of moving from temporary to permanent design, all while incorporating community input and involvement to create a safer, more vibrant corridor.

We would like to thank our speakers and site tour guides and are excited for more events to come this year.

## University of Manitoba

The University of Manitoba student chapter is excited for another year of chapter activities! Our chapter held elections in March 2022 and our new executive team, which has both new and old faces, took over in September. Since the start of this term, we have participated in three successful recruitment events. This fall, we are looking forward to hosting in-person guest speaker events, a networking event, a middle school outreach event, a technical tour, social events, and fundraisers.

### ITE International Annual Meeting and Exhibition

Four members of our student chapter attended the ITE international conference in New Orleans, LA, from July 31 to August 3 to compete in the Collegiate Traffic Bowl Grand Championship. In addition to the technical sessions at the conference, it was great to meet the other students and hear about their chapters. We also enjoyed seeing and using the historic streetcar system in New Orleans.



Recruiting new members for the UofM Student Chapter



Above (L-R): Katie Wiebe, Cassidy Zroebe, and Jenna Duke.  
Below: The University of Manitoba Traffic Bowl team with ITE International Executive Committee members Alyssa Rodriguez, Beverly Kuhn, and Rosana Correa

### Technical Speaker

Björn Rådström, the Manager of Service Development at Winnipeg Transit, gave an insightful presentation to our chapter at the start of October. Björn spoke about transit planning as a civil engineering profession and of Winnipeg Transit overall, the Winnipeg Transit Master Plan, and the vision for transit in Winnipeg for the next 25 years. We would like to thank Björn for taking the time to share his knowledge with our chapter at our first fully in-person speaker event since February 2020!



### 2022/23 Executive Team



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Associate Professor



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Vishvam Thaker  
Undergraduate Student



**Vice-President**  
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**Treasurer**  
Cassidy Zrobek  
Master's Student



**Secretary**  
Tara Saeidi  
Ph.D. Student



**Technical Chair**  
Vidhi Modha  
Undergraduate Student



**Community Chair**  
John Shehata  
Undergraduate Student



**Social Fundraising Chair**  
Katie Wiebe  
Undergraduate Student

## York University

The ITE York University Student Chapter is excited to bring on our new executive team to plan and execute a year filled with educational, and fun opportunities for all. We have already held in-person and virtual seminars, social events, and two recruitment opportunities.

### Transportation Seminar

We held our first Academic and Professional Path Seminar on September 19th with Dr. Kevin Gingerich, the York Student Chapter Advisor, and Erik Nevland, the founding president of ITE York U and VP of ITE Toronto. On September 19th, students heard from both guest speakers about their experiences studying transportation at York and their journey after York. Both made some good recommendations on what to do while we are on the academic path and the professional path. [Watch the seminar here.](#)

### International Car Free Day

September 22nd was International Car Free Day, so our student chapter took this opportunity to encourage motorists to give up their vehicles for a day. We organized a critical mass with Regenesis Cycle York, and went on a Bike Tour near the university. [Click here to check out how the event went!](#)



Bike Tour on International Car Free Day

### Red Bull Flugtag Viewing

On September 24th, members headed to downtown Toronto to view the Red Bull Flugtag event. This event challenged wacky engineers and pilots to construct a flying machine. Our members had a blast watching the teams try to fly, and hopefully next year, ITE York U is able to participate. [Watch the event recap video here!](#)

### Monthly Meeting with General Members

On September 30th, we held our first general meeting. Our ITE York U members gathered together to review the month and its events, and learn about the events we have coming up.

### Annual Fall BBQ

We kicked off October with our Annual Fall Barbeque, where our members got the opportunity to meet other students and professors. The event gathered more than 45 people, where we promoted ITE and the York Chapter, over food and team building activities. [Check out how the event went here.](#)



ITE York U members at the Annual Fall BBQ

## Monthly Graduate Sports League

ITE York U was representing Lassonde School of Engineering at the Ultimate Frisbee Tournament as part of the Graduate Sports League. They will participate in the Soccer Tournament as well, in October.



## Geospatial Information Systems (GIS) Seminar

Dr. Mojgan Jadidi, a faculty member at Lassonde, spoke on October 7th about

Geospatial Visual Analytics (GeoVA): A driven engine toward the development of Digital Twins. She shared that the GeoVA team is bringing together all sorts of sensing data to turn them into smart data to create digital twins of spaces. This information is vital to public users and decision makers, as it provides a better understanding of how to prepare and optimize systems for extreme weather events, and safe transportation systems, among other benefits. Thank you Dr. Jadidi for sharing your insights on this useful upcoming technology.

## Upcoming Events

### ITE York U takes on Halloween Haunt

To get into the spooky Halloween season, ITE York U will be attending Halloween Haunt at Canada's Wonderland on October 21st. Our chapter is super excited to ride roller coasters, walk through scary mazes, and have a ghoulish old time with our members.

### Software Trainings: ArcGIS and Synchro

To ensure our members receive hands-on experiences, we have organized two different software trainings for this Fall semester. We will be having an ArcGIS training session on October 21st to learn how to make and analyze maps and its data. In November, from 28-29, ITE York U will be having their third synchro training since our chapter was formed in 2018. We will learn how to model traffic flow and optimize traffic signal timing.

### Other Events

In this Fall semester, the Annual General Meeting (AGM) for the Toronto Section will be held at York University, home of ITE York U.

### More Information

Please let us know if you would be interested in speaking at one of our seminars/events or if you are interested in sponsoring us. You can email us at [iteyorku@gmail.com](mailto:iteyorku@gmail.com) or visit us on one of our social media pages (@ite.yorku).



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