

# OT Magazine

A Quarterly Publication  
of The Ontario Traffic Conference

## NEW FUNDING FOR MUNICIPALITIES

Province Commits \$1.1 Billion  
to Infrastructure

## TRAFFIC ENGINEERING WORKSHOP

INSIDE THIS ISSUE:  
Program and Dates

## OTC'S 2008 ANNUAL GENERAL MEETING

Highlights and Photos from  
June's Meeting

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# OT Magazine

A Quarterly Publication  
of The Ontario Traffic Conference



OTC's 2008 AGM and Trade Show

For more on the AGM, see page 9

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The journal for members of  
"THE ONTARIO TRAFFIC CONFERENCE"  
An organization "To Develop and Promote  
Expertise Regarding Traffic Matters Affecting  
Ontario in Keeping with Current and  
Future Transportation, Social  
and Environmental Goals" through  
Engineering - Enforcement - Education

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## Message From The President



*Dear Friends and Colleagues,*

It was good to see many of you at the Annual Convention and AGM held June 1 – 3 in Oakville. We believe the event was a great success and on behalf of your Board of Directors, I would like to thank everyone that contributed.

Our special thanks to Adam Bell who led the Local Arrangements Committee and Marco D'Angelo who worked hard to ensure the event ran smoothly and was a positive experience for all who attended.

Your Board is already starting to work on the 2009 Annual Conference and we will be announcing details in the near future. To assist us in preparing for next year, we encourage feedback from you on what you liked about this year's event. Please advise us of any suggestions and any other comments you would like to share with us that will our work for 2009.

The Parking Committee wrapped up another successful workshop, held in Stratford over the days of September 14th-16th. The Traffic Engineering Committee's members are also very busy preparing for their upcoming workshop in Alliston on October 16th. Please register and take full advantage of this excellent workshop. Your attendance and participation validates all of the hard work that goes into these events.

I am pleased to announce the 2008/2009 Board of Directors and their assigned positions:

**Ron Hamilton** – *Vice President*  
**Vince Suppa** – *Past President*  
**Robyn Zutis** – *Secretary Treasurer*  
**Darcy Griffith** – *Director of Marketing*  
**Heide Schlegl** – *Director of Engineering*  
**Keith Haines** – *Director of Enforcement*  
**Jeff Smart** – *Director of Education*  
**Marco D'Angelo** – *Executive Director*

It is an absolute privilege and a pleasure to be given the opportunity to serve you in the capacity of President of the OTC for an additional year. It is also rewarding to know that I will have the benefit of working with a hard working, dedicated and committed Board of Directors on your behalf as we begin addressing the many priorities facing us in the coming year.

Wishing you and your loved ones a safe, healthy and enjoyable Fall.

Warmest regards,  
**John Crass**  
*OTC President*

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## Editor's Message



*Welcome to the new version of Ontario Traffic Magazine!*

We have been working very hard over the last year to bring the OTC membership the very best in information about the traffic industry in Ontario and latest work by your association.

The previous issue of our quarterly magazine was sent electronically. Based on the feedback we received from members, the trial was a success.

As part of our effort to reach a wider audience and get our magazine to you quickly, we will be producing future issues of OT Magazine in electronic format.

By switching to an e-magazine format, OT Magazine will reach nearly 2000 professionals in Ontario's traffic industry on a quarterly basis with past issues stored on the OTC website. There is not a more low-cost, high-impact way to get your message to our key audience.

Please take a few minutes and review the new OT Magazine. We look forward to hearing from you about the new style of OT Magazine.

**Darcy Griffith**  
Editor of OT Magazine

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## OTC Forges Cross-Border Partnership

Representatives from the Ontario Traffic Conference travelled to Buffalo, New York to meet with staff at the Niagara International Transportation Technology Coalition. NITTEC is an organization of fourteen agencies in Western New York and Southern Ontario whose goal is to improve regional and international transportation mobility, promote economic competitiveness and minimize adverse environmental effects related to the regional transportation system.

The Ontario-based partners include the Buffalo and Fort Erie Public Bridge Authority, Niagara Region, the City of Niagara Falls, the Town of Fort Erie the Niagara Parks Commission and MTO.

The OTC delegation was there to open discussions with NITTEC Traffic Operation Centre Director, Michael Smith with respect to learning about the work and role of NITTEC, enhancing communications between OTC and NITTEC, as well as exploring opportunities for future joint training programs.

The system includes four international border crossings between Canada and the United States. NITTEC was developed to help get you where you are going safely and efficiently. Less time spent in congested traffic means less energy consumption, less air pollution, and reliable travel times for personal and business decisions.



*From l to r: Vince Suppa (OTC Immediate Past President), Danny Budimirovic (City of Toronto), Michael Smith (NITTEC), Phil Masters (MTO), Rick Walshaw (Mohawk College)*



*OTC Executive Director Marco D'Angelo and NITTEC staff.*

### ONTARIO TRAFFIC CONFERENCE - Legislation & Enforcement Committee Workshop

The Countermeasures Conference is a provincial forum organized by the Ontario Community Council on Impaired Driving (OCCID) for experts and individuals committed to reducing the human carnage on our roads caused by impaired driving.

Countermeasures XVII will begin on the afternoon of Sunday, November 2nd at 1:30pm with a seminar for front-line police officers hosted by the Ontario Traffic Conference - Legislation & Enforcement Committee.

This special workshop is open to all police officers who register by indicating their interest on the registration form. The workshop will provide an informal forum for open discussion on many of the issues facing traffic officers today.

**When:** Sunday, November 2nd from 1:30 - 4:30p.m.

**Where:** Renaissance Toronto Airport Hotel , 801 Dixon Road, Toronto

**Cost:** **FREE** (with registration to the OCCID Countermeasures Conference)

**How to register:** Check the box on the Countermeasures Conference registration form or email [info@otc.org](mailto:info@otc.org) More information and the complete Countermeasures Conference program available at <http://www.occid.org/arrivealive/countermeasures-2008.pdf>



## Toronto Introduces “Pedestrian Priority Phase” Cross Walks

The City of Toronto is signalling a new direction in traffic management with a Pedestrian Priority Phase which was implemented at the intersection of Yonge and Dundas Streets on Thursday, August 28. With the introduction of this new initiative, the City of Toronto increased priority status to pedestrians by allowing walkers to cross in any direction, including diagonally.

“I am very proud of the City’s Transportation Services Division for advancing the interests of pedestrians in Toronto as part of the Sustainable Transportation Initiatives Plan,” said Councillor Kyle Rae (Ward 27, Chair of the Economic Development and Culture Committee). “This is a significant milestone for us because for the first time we are giving priority status to the pedestrian over every other mode of travel.”

“With plans for future growth, a safe, and sustainable transportation network that is friendly to pedestrians and the environment must take priority in Toronto,” said Gary Welsh, General Manager, Transportation Services Division. “This goal will be achieved through a combination of technical, behavioural and structural changes such as the Pedestrian Priority Phase.”

The Pedestrian Priority Phase has been implemented in a number of other jurisdictions and has reduced conflict between pedestrians and vehicles by separating the flow of traffic and the movement of pedestrians. During Phase A, pedestrians will have exclusive access to the intersection as the traffic lights will be red in all directions to motorists. To help ensure the smooth transition to a Pedestrian Priority Phase at Yonge and Dundas, the City’s Transportation Services Division will:



- adjust the timing of lights to allow pedestrians to safely clear the intersection
- enhance the Accessible Pedestrian Signals to assist the blind and visually impaired
- monitor the intersection to determine whether any adjustments need to be made
- provide traffic assistants initially to help pedestrians cross through the intersection.

A Pedestrian Priority Phase is a traffic signal phase that allows pedestrians to cross a signalized intersection in all directions while traffic is stopped. When a Pedestrian Priority Phase is in effect, a red signal is shown for all vehicles while the “walk” display is shown in all directions for pedestrians, including diagonally across the intersection.

The Pedestrian Priority Phase was one of the enhanced pedestrian features identified in Toronto’s Sustainable Transportation Initiatives Plan and is consistent with the policies and objectives contained in the City’s Official Plan and Climate Change Plan.

The Pedestrian Priority Phase is also called the “scramble phase,” “scramble light,” “scramble corners” and “Barnes Dance.” The latter was named after Henry Barnes, a prominent traffic engineer who was credited as the first to use this system of pedestrian crossings in such United States cities as Kansas City, KS; Vancouver, WA; Denver, Baltimore, and New York City. The terminology came from a newspaper article that stated “Barnes made the people so happy they’re dancing in the streets.”

Currently, several cities around the world use the Pedestrian Priority Phase, including Tokyo, San Francisco, Beverly Hills, Miami, and Denver. In addition, Auckland and New South Wales also use this technology and several other Australian cities use other types of Pedestrian Priority Phases.



City Councillors Kyle Rae and Glenn De Baeremaeker and, Gary Welsh of the Transportation Services Division

## Ontario Bike Helmet Law Saves Young Lives: *New Findings*

**F**ewer children in Ontario died of bike-related injuries after the introduction of a law requiring young cyclists to wear helmets, Canadian researchers have found.

Under a provincial statute passed in October 1995, parents of children under 16 can be fined \$80 if their child is not wearing a bike helmet, and 16- or 17-year-olds who fail to wear a helmet can be fined directly. The law does not apply to adults.

During the research period, from 1991 to 2002, there were 362 bicycle-related deaths in Ontario, 107 of which involved children aged 15 and younger.

The number of deaths per year decreased 52 per cent among the under-16 bicyclists after the law came into force, Dr. Patricia Parkin of Toronto's Hospital for Sick Children and her colleagues report in Tuesday's issue of the journal *Pediatrics*.

Before the law was introduced, there were an average of 13 deaths per year, compared with six deaths a year afterward.

The finding translates into a life saved roughly every two months, Parkin said.

There was no similar reduction in deaths among cyclists age 16 and over; in fact, death rates among those cyclists rose five per cent after the legislation came into effect.

"These findings provide support for extending the law to include adults," the researchers conclude. "The findings also argue for continued enforcement of the existing law as it applies to bicyclists less than 18 years of age."

Analyzing data from more than 2,000 children in the study, the researchers found kids were nine times more likely to be wearing a helmet when cycling with adults who donned their helmets.

The finding was expected, since adults are important role models for keeping kids healthy, active and safe, Parkin said.

Other changes such as bike-safety awareness programs might have also helped reduce deaths, the researchers note.

Commenting on the findings, Dr. Louis Hugo Francescutti of the department of public health sciences at the University of Alberta said it is worrying that researchers are not seeing similar improvements among older teens.

"You can interpret this study as saying that a well-crafted



*The number of deaths among young people decreased by 52 per cent after the law came into force.*

piece of legislation that's enforced will give us the results that we are expecting, which is a reduction in fatalities," Francescutti said.

"This is a wake-up call to other provinces and territories that don't have a law in place, and that law should be extended to all riders, not just kids."

Francescutti advised parents to:

- *Set an example by wearing helmets themselves when they bike.*
- *Be tough — don't allow children to get bikes if they aren't wearing a helmet.*
- *Call on police to enforce helmet laws.*
- *Check that helmets are fitted properly.*
- *Replace a helmet if it is involved in a collision. Damage to the helmet may not always be visible.*

At Bill Strickland's bicycle shop in Newfoundland, he said he's seen helmet use increase since the mid 1990s, when St. John's passed a municipal bylaw making them mandatory.

Law or no law, the decision to wear a helmet should be a no-brainer, Strickland said.

"You don't know when you are going to fall, and it's too late then to say, 'I've got head injuries,'" Strickland said.

## McGuinty Government Invests an Additional \$1.1 Billion in Municipal Infrastructure *Short Term Gain and Long Term Investment for all Municipalities in Ontario*

Source: Ontario Good Roads Association

Premier Dalton McGuinty's announcement of an additional \$1.1 billion to municipal infrastructure will benefit all municipalities in Ontario.

The investment, expected to create as many as 11,000 construction jobs in the short term and make Ontario's economy more competitive in the long term, was triggered by the release of the 2007-08 Public Accounts.

The increase in infrastructure funding is a result of the Investing in Ontario Act, 2008. Because of that act, the government's surplus above \$600 million for the 2007-2008 fiscal year was able to flow to municipalities to fund infrastructure projects.

OGRA President David Leckie welcomed the announcement and is thrilled that each municipality across Ontario will profit. "This announcement shows that the McGuinty government is working with municipalities across Ontario to improve roads and bridges, expand public transit and build other municipal projects. The provincial government is investing in and helping to create stronger communities."

Joseph Tiernay, Executive Director of OGRA said, "With today's announcement, the McGuinty government has invested a total of \$3.5 billion towards municipalities for infrastructure in 2007-08, which is helping to relieve Municipal infrastructure challenges."

The allocation is shared between municipalities primarily on a per-capita basis. In instances where there are two levels of municipal government (e.g., counties or regions), the upper-tier municipality will share this amount with its lower-tier municipalities.

The upper-tier municipality will receive its share of funding based on its total municipal capital investments over the 2001 to 2005 period.

The lower-tier municipalities will receive the remaining amount on a per-capita basis. While the funds are to be used for capital purposes, each municipality will have flexibility and discretion to spend its allocation on its own capital priorities such as improved roads and bridges, expanding transit or upgrading social housing.



Premier Dalton McGuinty, flanked by Ministers Dwight Duncan and Jim Watson.



Funding will benefit all municipalities in Ontario, including those in the GTA as well as the north.



## California Transportation Funding Bill Takes Aim at Urban Sprawl & Global Warming

California, known for its far-ranging suburbs and jam-packed traffic, is adopting a law intended to slow the increase in emissions of heat-trapping gases by encouraging housing close to job sites, rail lines and bus stops to shorten the time people spend in their cars.

The legislation, SB 375, would offer incentives to steer public funds away from sprawled development. The state spends about \$20 billion a year on transportation, and under the new law, projects that meet climate goals would get priority.

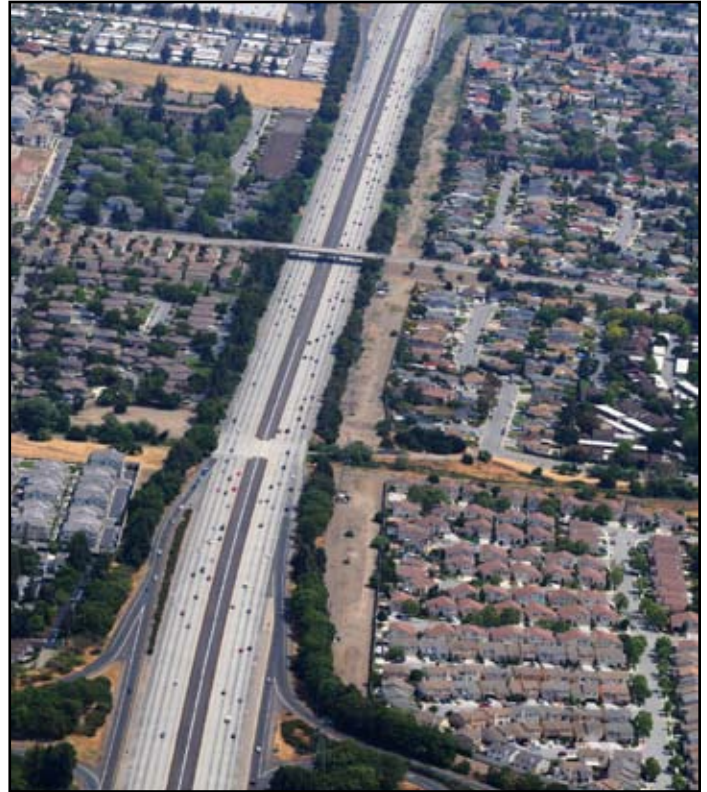
The number of miles driven in California has increased at a rate 50 percent faster than the rate of population growth for the past two decades. Passenger vehicles, which produce about 30 percent of the state's heat-trapping gases, are the single greatest source of such emissions.

Momentum for the legislation has grown as the state seeks to implement its landmark 2006 global warming law, which would slash California's greenhouse gas emissions to 1990 levels by 2020, a 30% cut from expected emissions. To accomplish that, state officials say, fuel-efficient cars and factories won't be enough. Subdivisions, commercial centers and highways must be planned so that Californians can live and work closer together, reducing the amount they drive.

A compromise 17,000-word bill was hammered out this month and endorsed by builders, environmentalists and local officials. It requires the state's 17 metropolitan planning organizations and its regional transportation plans to meet concrete targets to reduce global-warming emissions. The targets will be set by the state Air Resources Board. "California led the way into our culture of car dependence, so it is only appropriate that the state lead the way out," said David Goldberg, a spokesman for Smart Growth America.

"What California is doing for the first time," said Ed Manning, a lobbyist who represents the state's 25 largest homebuilding companies, "is planning for housing needs, transportation needs and climate-change needs all at the same time."

The legislation would lead to better-designed communities and save consumers on gas bills, advocates said. Thomas Adams, board president of the California League of Conservation Voters, called it the most important land-use bill in California since the Coastal Act in the 1970s. "It is also the first legislation to link transportation funding with climate policy," he said.



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## Ontario Traffic Conference 2008 Annual General Meeting

This year's Conference opened on Sunday June 1st with by the OTC President's Reception at the Holiday Inn Select Hotel - Oakville. The sessions got underway on the morning of Monday, June 2nd with opening speaker Brian Gaston, MTO's ADM of Provincial Highways and Bruce Krushelnicki, Chief Planning Advisor of the Ontario Growth Secretariat.

These senior provincial officials were on hand to provide an update on the work of the provincial government on traffic and road safety issues in the past year. Other sessions included a broad range of topics such issues surrounding disabled parking, targeted enforcement, legislative changes, transportation planning and many other issues.

Monday afternoon also featured a special session where delegates were able to make comments on the past year's work of the OTC and suggest new strategies for the coming year. On Monday evening, delegates visited Mohawk Downs for an engaging evening of supper and live horse racing!

Tuesday morning kicked off with the OTC Annual General Meeting and elections to the Board of Directors. There were more sessions during the morning and a tribute to the work and contribution of Bent Hudson at the closing lunch. Bent received the Bruce Weber Award in recognition of his over 30 years of service.

We look forward to seeing you at next year's Annual Conference in June 2009!



*Brian Gaston, ADM - Provincial Highways Management (MTO), John Crass – OTC President and Bruce Krushelnicki Chief Planning Advisor, Ontario Growth Secretariat (PIR).*



*Conference delegates en route to the social evening at Mohawk Downs.*

## Scenes from the OTC's 2008 Annual General Meeting



*Staff Sergeant Keith Haines – OTC Director of Enforcement (Toronto Police Service)*



*OTC President John Crass, outgoing OTC Treasurer James Delamere and OTC Director of Education Jeffrey Smart*



*Econolite's booth at the OTC AGM Suppliers Showcase*



*Lorenzo Mele, Town of Markham*



*2008-2009 OTC Board of Directors*



*Delegates watching presentation by Bruce Krushelnicki from the Ontario Growth Secretariat.*

## 42 Year OTC Veteran is Honoured with the Bruce Weber Award

**B**ent has had a long and illustrious relationship with the OTC, dating all the way back to 1966. Yes, that's right, 1966...before many of you who are reading this article were even born! Over that time, he has held positions as the Chairman of the Suppliers Committee, the Convention Committee, the Site Committee, and most recently the Engineering Committee. His crowning achievement came in 1983 when he held the title of President of the OTC. He retired from the Engineering Committee of OTC in 2008, and in so doing, created a void in the OTC that may never truly be filled.

Bent also served on the Joint Greater Electrical Contractors Toronto and Union Committee, and during his tenure was responsible for some important achievements, all of which are too important to list in just a sentence or two.

In 2006, Bent decided enough was enough and announced his retirement from Stacey Electric Co. Ltd. after 50 years of service. In that "short" amount of time, he was able to climb the corporate ladder and advance all the way to President of the company.

Despite retiring from full-time employment a couple of years ago, Bent still manages to find the time and energy to remain active as President in TACEL Ltd. His dedication to his work is truly inspiring, and those who have served with Bent over the years realize how much he has contributed. He may be small in stature, but his wealth of knowledge and "voice of reason" on a wide range of engineering and organizational issues make him a giant among men. Bent...we will miss you.



*At the closing lunch of the 58th Annual Convention, the OTC was honoured to add the name of Bent Hudson to the select few that have received the Bruce Weber Award.*

*The Bruce Weber Award, named after the OTC's first President was created to recognize the contribution of a select few who have a long history of working with OTC.*

## **Attention Past Presidents of the OTC!**

Past Presidents of the OTC are invited to meet with current President John Crass during the Engineering workshop. Please arrive at noon on October 16 and join us at the Nottawasaga Inn for lunch. A meeting of the Past Presidents Advisory Committee will follow.

*Please RSVP at [marco@otc.org](mailto:marco@otc.org) or call (647) 346-4050.*





## Municipal Law Enforcement Officer Training

### ***Who is OTC Municipal Law Enforcement Officer training course designed for?***

The target audience for the Parking Enforcement Officer Training Course are Parking Enforcement Officers throughout Ontario who are employed mainly by municipalities and are appointed to enforce parking by-laws.

### ***Why is MLEO Training important?***

Parking Enforcement Officers are one of the most assaulted professions according to recent statistics. They have the Provincial Offences Officer and/or Peace Officer status, without the benefit of much of the same training afforded to others that perform the same duties in other places.

### ***What topics will the OTC MLEO Training cover?***

This 3 day course will cover the following topics:

#### ***Legislative Authority***

This module will provide a detailed look at the legislation that governs the authority and processes involved in the enforcement of parking by-laws. This legislation will include the Provincial Offences Act, the Criminal Code and the Charter of Rights.

This module will provide an overview of what occurs in the processing of a parking ticket from the moment it is served on the windshield of a vehicle to when it is paid by the vehicle owner.

#### ***Courtroom Procedures and Decorum***

This module will provide a detailed look at how officers should prepare for court and how to conduct themselves when giving evidence in court. It will also include an overview of the legislation that governs court proceedings (ie. The Provincial Offences Act, rules of disclosure, etc.).

#### ***Officer Safety***

This module will cover the key skills an officer needs to possess when dealing with difficult or irate people. It will focus on how to avoid difficult confrontations, de-escalate situations that are becoming hostile and, finally, how to remove himself/herself from situations where the imminent threat of physical harm exists.

### ***What is the cost to attend an OTC Municipal Law Enforcement Officer training course?***

The cost to attend the 3-day MLEO course is \$499+GST for employees of organizations or members of the OTC.

### ***When and where is the next MLEO training course?***

The next session is scheduled for the offices of the town of Richmond Hill and will be held from October 29-31, 2008. Please contact Marco D'Angelo at 647-346-4050 or marco@otc.org

### ***How can I register for the next course and read more about the course?***

More information at: [http://www.otc.org/training\\_mleo.cfm](http://www.otc.org/training_mleo.cfm)



# ONTARIO TRAFFIC CONFERENCE

## 2008 OTC TRAFFIC ENGINEERING WORKSHOP

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### Workshop Agenda

#### WEDNESDAY, OCTOBER 15

2:30 p.m. **Arrival** @ Nottawasaga Resort Golf Pro Shop meet-up for those registered for the optional golf tournament (additional \$40.00 cost, taxes included)

3:00 to 5:30 p.m. **GOLF**

6:00 p.m. **Dinner** @ Nottawasaga Resort restaurant. Open to all delegates (additional \$40.00 cost, taxes included)

#### THURSDAY, OCTOBER 16

7:30 to 8:30 a.m. **Registration** (outside the Champagne Room) **and Continental Breakfast**

8:30 to 8:45 a.m. **Opening Remarks** (Workshop to be held in Champagne Room)

8:45 to 9:20 a.m. **Session 1: Off-Road Vehicles**

Presenter: Loren Polonsky, Senior Planner, MMM Group

In 2007, Loren led MMM Group in completing an *Ontario Strategy to Address the Conflicts Associated with Off Road Vehicles*— a study designed to assess the opportunities and challenges created by developing a provincial network of trails for off-road vehicles, especially all-terrain vehicles (ATVs). The presentation will provide an over view of the recommended framework to support a provincial trail system for non-motorized and motorized trails.



Above: Aerial view of Alliston

#### THURSDAY, OCTOBER 16 (cont.)

##### 9:25 to 10:00 a.m. **Session 2: Traffic Incident Management in Ottawa**

Presenter: Phil Landry, City of Ottawa

The Traffic Incident Management Group is comprised of representatives from all primary municipal, provincial and federal service delivery providers in the National Capital area. It was created to improve City's response to unforeseen incidents on freeways, major arterial roadways and inter-provincial bridges along with extreme weather events that result in widespread gridlock and delay. This presentation will focus on the tools and strategies the City uses to inform residents of the traffic impacts from major incidents and how the City and its partners coordinate their personnel and resources to effectively deal with unforeseen incidents.

##### 10:00 to 10:20 a.m. **Break**

##### 10:20 to 10:55 a.m. **Session 3: Removing PXO's — Town of Milton experience**

Presenter: Heide Schlegl, Town of Milton

Over the last 1 ½ years the Town of Milton has removed 5 PXO's. After a number of complaints from both pedestrians and motorists the Town of Milton conducted a number of studies to determine if Intersection Pedestrian Signals or Traffic Control Signals would be warranted at any of the locations. Hear about the process they went through and the challenges they faced while undertaking this project.

##### 11:00 to 11:35 a.m. **Session 4: Courtesy Crossing Project**

Presenter: Deanna Green, City of Kingston

Since it is not practical to install some form of vehicular control at all locations where pedestrians cross, it is a challenge for municipalities in Ontario to provide pedestrian crossings at locations with relatively low pedestrian volumes. In response to numerous requests for the City of Kingston to provide pedestrian crossings, the City installed two Courtesy Crossings as a Pilot Project. These crossings consist of oversized yellow fluorescent warning signs that state "COURTESY CROSSWALK" along with a large black X. The results of the before and after studies will be discussed in detail in the presentation along with guidelines and recommendations for the installation of Courtesy Crossings.

##### 11:40 to 12:15 p.m. **Session 5: Vehicle Detection**

Presenter: Jeffrey Smart, Tacel

We will review the different types of vehicle detection available in the past, present and future. Some of the technologies we will look at are inductive loops, video, radar and wireless magnetometers. A discussion will take place on what types of detection is forecasted for the future and how these technologies can fit into different ITS initiatives.

##### 12:15 to 1:30 p.m. **Lunch**

#### **Attention Past Presidents of the OTC!**

Past Presidents of the OTC are invited to meet with current President John Crass during the Engineering workshop. Please arrive at noon on October 16 and join us at the Nottawasaga Inn for lunch. A meeting of the Past Presidents Advisory Committee will follow. Please RSVP at marco@otc.org or call (647) 346-4050.





Above: Nottawasaga River

#### THURSDAY, OCTOBER 16 (cont.)

##### 1:30 to 2:05 p.m. **Session 6: Cold Case Files**

Presenter: Gerry Forbes, Intus Road Safety Engineering

Municipal and provincial road authorities are responsible for protecting the safety of the travelling public, and with that responsibility comes legal liability. At times, road authorities are drawn into the court system and are required to defend their actions and inactions against claims of negligence, and failure to maintain an adequate level of safety for a reasonable road user. Mr. Forbes will present a number of interesting cases that have been heard by the courts, outline the outcomes from these cases and draw lessons to be learned from the experience.

##### 2:10 to 2:45 p.m. **Session 7: Transit Basics**

Presenter: Steve MacRae, Mississauga Transit

Transit systems are growing courtesy of gas tax funding, higher oil prices, limited road capacity and a shift towards more sustainable transportation alternatives. The demand for improved transit service results in an increase in routes along with higher frequencies. From an engineering perspective we tend to focus on minimums, maximums and the all important standards.

##### 2:45 to 3:05 p.m. **Break**

##### 3:05 to 3:40 p.m. **Session 8: The Do's and Don'ts of Cycling & Pedestrian Design**

Presenter: Dave Richardson, MMM Group Limited

His presentation will focus on the "do's and don'ts" of pedestrian and bicycle design. This will cover not only physical features and control devices, but also the philosophy, effectiveness and need for good planning for these frequently overlooked modes of transportation. Dave has over 34 years of experience in the area of bicycle and pedestrian planning and design. He is an avid cyclist, and has substantial experience in developing bicycle policy guidelines, standards and a wide range of on-street bicycle facilities.

## WORKSHOP INFORMATION

October 16, 2008

Nottawasaga Inn

6015 Highway 89

Alliston, ON L9R 1A4

## HOTEL INFO

Nottawasaga Inn

(800) 669-5501 / (705) 435-5501

Group Room rate \$128.00 per night

Ask for "Group Reservations"

Office open from Mon-Fri between

8:00 am—5:00pm





**REGISTER ONLINE NOW**

<http://www.otc.org/>

**WORKSHOP FEES (TAX INCLUDED) \$\_\_\_\_.00**

- \$165.00 for OTC members
- \$215.00 for Non-members
- \$50.00 for students

**GOLF FEES (TAX INCLUDED) \$\_\_\_\_.00**

- \$40.00 for 9-hole informal golf round on October 15 at 3pm at the Nottawasaga Golf Course

**POST-GOLF DINNER (TAX INCLUDED) \$\_\_\_\_.00**

- \$40.00 for post-golf dinner on October 15 at 6pm at the Nottawasaga Inn (open to ALL delegates)

**PLEASE ENTER TOTAL \$\_\_\_\_.00**

## TRAFFIC ENGINEERING WORKSHOP REGISTRATION FORM

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Organization Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/Town: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Call, Mail or Fax your registration form to:**

**Cheque(s) payable to: Ontario Traffic Conference**  
 6355 Kennedy Road, Unit 2  
 Mississauga, Ontario M5B 2H5  
 Phone: 647-346-4050, Fax: 905-795-2660  
 E-mail: [info@otc.org](mailto:info@otc.org), Web site: [www.otc.org](http://www.otc.org)

VISA Card # \_\_\_\_\_ Expiry date \_\_\_\_\_

Name on Card \_\_\_\_\_ Signature \_\_\_\_\_





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