

OT Magazine

A Quarterly Publication
of The Ontario Traffic Council



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Fall 2010 Edition

OT Magazine

A Quarterly Publication
of The Ontario Traffic Council



OTC's 60th Annual Conference

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Ontario Traffic Council

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The journal for members of
"THE ONTARIO TRAFFIC COUNCIL"
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

Contributing Editors
Marco D'Angelo
Ron Hamilton

Advertising Sales
info@otc.org

The Ontario Traffic Council
160 Lesmill Road
Toronto, ON M3B 2T5
647-346-4050 Fax: 647-346-4060
info@otc.org
www.otc.org

<http://twitter.com/ontariotraffic>

President's Message

Dear Friends and Colleagues,

As the 2010-11 President of the OTC, it is with great pride that I continue this role for a second year and look forward to working with you in the coming months.

Our Board remains steady this year with Keith Haines from Toronto Police continuing as VP, Mike Pelzowski as Secretary-Treasurer and our Directors: Kim Rossi, Heide Schlegl, Jeff Smart and Robyn Zutis. John Crass will continue serving in the role of Past President.

The OTC community came together in June to recognize the 60 years of work that the OTC has undertaken since its founding. Bringing together our Past Presidents in Niagara Falls with Convention delegates made for a unique and memorable milestone event for our

organization.

Looking forward, the OTC has modernized its operations by focussing business through the www.otc.org website, developed research initiatives like Book 15 with new projects to come this fall as well as developing a broader array of training for traffic professionals.

We are also pleased to announce that as of September 1, the OTC's name has been changed to the Ontario Traffic Council, with a new logo to match. Please see the article on this topic in this issue of OT Magazine.

I invite you to visit the newly-updated website for our fall 2010 training schedule. Some highlights include the Annual Parking Workshop running from September 19-21 in Kitchener, a TIS workshop in Ottawa, the Traffic Engineering Workshop in Alliston and a new 2-day course in



Intersection Safety to be held in Markham on November 15 & 16.

I look forward to working with the Board, committees, staff and membership over the next year to make our 61st year an outstanding!

Ron Hamilton
OTC President

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OTC Gets New Name New Logo



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Over the last number of years, there has been confusion among some OTC members and the broader public that the “Ontario Traffic Conference” was an organization responsible for organizing a single event or ‘conference’. This issue was particularly acute when corporate membership invoices were issued to member organizations and some misunderstood the invoice to be related to a specific conference or workshop rather than an annual support of an Association.

Other OTC members who might attend only one workshop or conference in a given year may think that is the sole OTC event and constitutes the sum total of the “Ontario Traffic Conference.” It became clear to the Board of Directors that the name of our organization must be clarified to better convey that the OTC is a full-time industry association which organizes top-notch workshops and conferences, industry-leading traffic training courses, undertakes research on current traffic issues and provides opportunities for business members to showcase their products and services.

To gauge the view of the OTC membership, a question on the topic of changing the OTC’s name was included in the December 2009 Member Survey which was emailed to the main

contacts at each OTC member organization as well as members of the OTC’s Committees. The question was the following:

“Would you endorse considering a name change which could better convey that OTC undertakes a broader range of activities? An example would be OTC-Ontario Traffic Council?”

Yes: 76%, No: 10%, Don’t Know: 14%

This result empowered the OTC Board of Directors to begin considering a new name in early 2010.

The criteria used by the Board to consider the new name included the following:

- Same acronym: The desire to retain the OTC acronym since it is believed to be considered the strong element of the brand
- More than a ‘Conference’: Conveying that the OTC is a multi-dimensional industry association.
- Longevity: Having the potential for the new name to last for the next 60 years.

The name selected by the Board, “**Ontario Traffic Council**” is designed to represent the following elements:

ONTARIO: This is clear because our membership is within the province of Ontario and our primary focus is on working with the

provincial government on traffic issues and with municipalities and regions within the province on common traffic issues.

TRAFFIC: While “Transportation” was considered as a replacement word, it was determined that it was too broad and could encompass other modes such as air and marine, rather than focusing on surface transportation. Therefore since “traffic” can be defined as the movement of vehicles and people, in a particular place or for a particular purpose, it lends more precision to the OTC’s work than the word “transportation.”

COUNCIL: Council was deemed to be the most appropriate word to represent the “C” in OTC because the definition of the word ‘Council’ is: a type of committee that leads or governs. While the OTC does not govern, it certainly has led on traffic issues over the last 60 years. Other words beginning with “C” that were considered included “corporation” and “confederation”.

The decision of the Board of Directors to adopt the name was announced during the Annual General Meeting of the Ontario Traffic Conference on Tuesday, June 8, 2010 in Niagara Falls.

An application was made to the Ontario Ministry of Government Services to formally change the name of the “Ontario Traffic Conference” to the

New Name, New Look

continued . . .

“Ontario Traffic Council.” The name change application was approved in late June.

The OTC is worked on rolling-out of the new name over the summer with the new name fully introduced as of September 1, 2010.

With the name change, there was also a need to develop a new logo. The criteria for the development of the new logo included the following:

- A visual that projects the work and mandate of the OTC.
- **Longevity:** Developing a logo that will last into the future since the logo should not change often. The current OTC logo is over 30 years old.
- **Simpler:** The new logo should have a reduction in the number of colours. The current logo had 5 colours which made printing in colour difficult as well as having a 5-colour logo on promotional items.
- **Legibility:** The current logo contains “est. 1950” as well as “Engineering, Education, Enforcement” as well as the OTC’s full name. This made the logo hard to read in small sizes and had too much text.



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Ontario Traffic Council

Events Calendar

- Book 7 Training -- TORONTO
- 2010 OTC Parking Workshop
- Transportation Impact Study Workshop (Ottawa)
- OTC Traffic Engineering Workshop
- MLEO Course - Parking
- Intersection Safety Course

What's New?

2010 OTC Parking Workshop

September 19-21, 2010
Holiday Inn Kitchener
Kitchener, ON

- More Info: 2010 OTC Parking Workshop
- More Info: Download Draft Schedule (125 KB, PDF)
- More Info: Delegate Registration
- More Info: Supplier Registration (231 KB, PDF)

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The logo will have 2 versions. The horizontally-oriented version shown above is designed for uses where a squarer version would be useful. Examples: golf shirts, hats, jackets and mugs.

The vertically-oriented version below would be more appropriate for letterhead and other rectangular uses such as websites, messenger bags and business cards.



The new OTC will continue to strive to be a member-driven association organization working to enhance the role and visibility of the traffic industry and its professionals.

As the OTC embarks on its seventh decade, it is hoped that a new name and a new logo will represent an evolution in providing member services with the goal of improving the visibility and relevance of the Ontario Traffic Council in the minds of our members and the public.

Upcoming OTC Events this Fall . . .

Transportation Impact
Study Workshop
Ottawa – Oct 21

Annual Engineering
Workshop
Alliston – Oct 28

Parking MLEO Course
Peterborough – Nov 2 & 3

Intersection Safety Course
Markham – Nov 15 & 16

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www.otc.org

The Canadian Capacity Guide for Signalized Intersections

The Canadian Institute of Transportation Engineers has recently completed a major update to the Canadian Capacity Guide for Signalized Intersections (CCG). We have implemented a national committee of traffic engineering experts to support this initiative, and have recently received the endorsement of the Transportation Association of Canada, recognizing the CCG as a national reference guide.

This project has also involved development of the InterCalc software which replicates the Guide's procedures. InterCalc is a robust and comprehensive package, which also includes unsignalized intersection capacity analysis based on the Highway Capacity Manual method, as well as scenario and data management capabilities.

This article provides an outline of the new CCG, and context on why the CCG is a useful and valid method for traffic analysis in Canada.

The Origin of the CCG

Many Canadian jurisdictions rely on Highway Capacity Manual (HCM) procedures for the design of transportation facilities. However, signalized intersections constitute a special case. City structures, geometric design practices, and the behaviour of the users of these transportation facilities vary greatly across the continent, but show many similarities within urbanized areas across Canada and the United States.

Analytical and design methods for signalized intersections in Canada have a long tradition based in many aspects on British and Australian research and techniques. These factors, and the

critical importance of signalized intersections in urban networks, resulted in the concept of a methodology based on the Canadian experience. That was the genesis for the 1st (1984) and 2nd (1995) editions of the CCG.

The New Guide

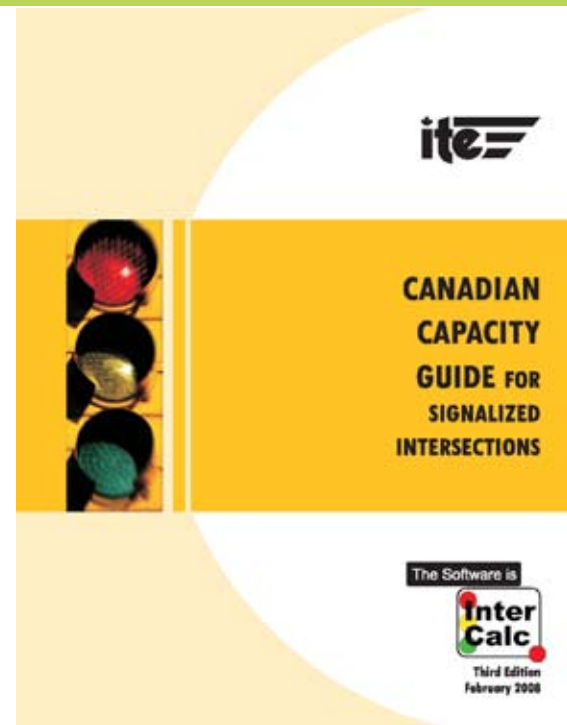
The third edition of the CCG represents one of the most detailed reference guides available on the topic of intersection capacity analysis. But it is more than "just another reference". At its core, the CCG contains a number of distinct methods for intersection analysis. Central to this is the procedure for calculating the level of service for left turns, the most complex manoeuvre a driver makes at a signalized intersection. The CCG differentiates the procedure based on the signal phasing utilized, the geometry of the intersection, "driver aggressiveness" in terms of saturation flow rates and left turns on intergreen, as well as other factors. It then calculates left turn capacity based on the available green time for both protected and permissive phases as appropriate.

What's new in the Guide

- New user-friendly layout
- Updated to reflect current topics of interest, including safety, transit priority and traffic responsive operation
- An expanded array of saturation flow data encompassing every region of the country
- Four worked examples, reflecting a broad range of conditions, to show how the method works.

Why use the CCG?

- This is a rigorous methodology, developed specifically for Canadian conditions, and



supported in Canada;

- It provides more accurate results than the Highway Capacity Manual methodology;
- It is a transparent and traceable method;
- CITE and TAC are committed to maintaining and enhancing the CCG. We are distributing it free to all academic institutions across the country to promote its use.

The CCG is available as a pdf at no cost, on the CITE website www.cite7.org

A free demo package of InterCalc is also available for download from www.InterCalc.ca

If you have any questions or comments on the Canadian Capacity Guide, please contact:

Jim Gough, P.Eng

at 905.882.7283 – GoughJ@mmm.ca or

Dave Richardson, P.Eng, PTOE

at 905.882.7302 – RichardsonD@mmm.ca

(a member and former Vice-Chair of the OTC Engineering Committee)

If you like more information or have questions on the InterCalc software, please contact:

Paul Sarjeant, P.Eng at 416.961.7110 ex.140
– Sarjeant@bagroup.com

Car-Share Parking . . .

Taking It To The Streets of Toronto

By: Ron Hamilton, *Manager of Traffic Operations Transportation Services, City of Toronto*

The first question might be what is car-sharing? By definition it's a program that offers (usually) fuel efficient cars for short-term rental to registered members of a car-share organization/company. The company locates cars geographically throughout the municipality that are rented to its members on an hourly basis. All costs (gas, maintenance, insurance, etc.) are included in the rental fee. Cars are assigned by the company to a specific location, checked out by the member for a specified time period, and returned to the same location at the end of the rental period.

Car-sharing has been established in Europe for many years but the first large-scale program in North America originated in Portland, Oregon in 1998. There are two basic car-sharing business models: for-profit; and non-profit, which includes co-operatives. Two car-share companies operate in Toronto at the present time. In combination, they have over 15,000 registered members and operate a fleet of nearly 700 fuel efficient/hybrid vehicles, distributed across the City. All were parked at approved locations on boulevards or in parking lots/garages until recently.

What are the benefits of car-sharing?

TRANSPORTATION COSTS - Fixed costs associated with owning a car are a major household expense, second only to housing itself. By comparison, the fixed costs associated with car-sharing are low. When someone owns a car, the initial investment and maintenance costs are considerable, promoting more frequent use of the car to get perceived "value" out of the investment. The costs of car-sharing are directly proportional to the amount of time the car is actually driven. Members have a strong financial incentive to drive less and report they

spend less time driving. Instead they use public transit, cycle or walk more frequently, reducing their annual transportation costs.

LESS DEPENDENCY ON VEHICLE OWNERSHIP

- The program has the potential to reduce dependency on private vehicle ownership. By providing convenient access to a car for occasional trips, a household might be able to forego ownership of a car or second car. A report from the (US) Transit Cooperative Research Program, Car-Sharing: Where and How It Succeeds (TCRP Report 108, 2005), indicates that on average, each car-share vehicle replaces about 15 vehicles in private ownership.

ENVIRONMENTAL - Based on a survey conducted in Portland, Oregon, members of a car-share company reported reducing the number of miles they traveled by car by over 50% annually. Fewer cars on the road mean fewer cars emitting harmful pollutants and potential environmental improvement. In Toronto, a reduction in air

pollution from vehicle emissions will contribute towards the City achieving the goals of the "Climate Change, Clean Air and Sustainable Energy Action Plan" approved by City Council.

Why designate on-street parking areas for car-share vehicle?

To realize the benefits of car-sharing cars must be highly visible, readily accessible and easily reachable by public transit, cycling or walking. Several cities in North America, including Washington DC, Vancouver, Portland, Philadelphia, Seattle, and Arlington VA, among others have car-share organizations operating in their municipality and provide on-street car-share vehicle parking areas. The number of on-street parking spaces provided ranges from about 20 in Seattle to over 80 in Washington DC.

Redevelopment of many downtown parking lots in Toronto is eliminating many high-visibility off-street parking areas currently used to house car-share vehicles. Toronto City Council



Taking It To The Streets *continued . . .*

has identified car-sharing as a sustainable transportation initiative and has directed its Transportation Services Division to designate “Car-share Vehicle Parking Areas” (CVPAs) on streets in the downtown core and undertake a one-year review as a pilot program.

Determining Factors

The challenge for Transportation Services was addressing the issue of competing curb lane demands in downtown Toronto. The impact of identifying CVPAs on other curb lane activity such as deliveries, public transit operations, taxicab stands, road maintenance, and general on-street parking had to be considered. Prospective CVPA locations had to satisfy the following criteria.

No existing on-street parking spaces are eliminated (restricted investigation to areas where parking was prohibited);

- Parking at each location is allowable on a 24/7 basis;
- Each parking area or “pod” provides between 2 and 6 parking spaces;
- The parking area does not adversely impact safe and efficient traffic movement;
- The parking area is located close to one or more public transit route; and
- Bicycle rings/racks are located nearby where members of a car-share organization can safely secure bicycles.

A total of 6 locations incorporating 20 parking spaces were identified as candidates for the pilot program. Parking had been prohibited at all times

Administration

The City already operated a highly successful residential permit parking system, so the logical progression was to establish a new class of “car-sharing” parking permit and make the program applicable to car-share organizations/companies as a class rather than to a specific company or companies.

Each specific “Car-share Vehicle Parking Area”

is identified with a unique area number, i.e.: CVPA- 1. The area number is indicated on the advisory and regulatory signs posted on the street to identify each parking pod. Each car authorized to park in a specific parking pod, has been issued with a windshield permit that indicates the CVPA number in which the car is authorized to park and its license plate number. The cost of each permit for the duration of the pilot program is \$200.00. The pilot program is intended to be revenue neutral, so the cost of the permit only covers the cost of installing signs and pavement markings at each parking pod. Future expansion of the program will likely see an escalating permit fee based on the market value of an on-street parking space in the specific area of the city where the space is delineated.

Road Maintenance

Car-share Vehicle Parking Areas will make cleaning operations more labour intensive, requiring manual cleaning in the vicinity of the parked vehicles. During winter months the CVPAs will prevent ploughing of snow to the curb when cars are parked. Although similar situations occur in many residential neighbourhoods in the central area of the City, there will be an adverse impact on road maintenance operations, which will be monitored over the evaluation period.

Implementation and Evaluation

Signs delineating the CVPAs were installed at the end of March. As with many new initiatives, there are some initial issues to be resolved. The major concern relates to non-authorized vehicles being parking in the designated area when the car-share vehicle is returned to its pod by the user and the parking space is not available. All municipalities with an on-street car-share vehicle parking program have experienced this problem.

Vehicles displaying accessibility/disability permits are the most frequent non-authorized users of the parking spaces. Parking enforcement and public awareness are keys to resolving this issue. The City has initiated a



program to enhance public awareness of the on-street car-share vehicle parking program. However, enforcement is limited at this time since we are awaiting approval of a specific \$60 set-fine for park/stand/stop an unauthorized vehicle in a CPVA.

Transportation Services, in consultation with the car-share companies will monitor vehicle usage and turnover of vehicles housed at each Car-share Vehicle Parking Area and report back to Council in Q2 of 2011 on the impact of the pilot program, with recommendations on its continuation or expansion into other areas of the City.



Econolite Team

MTO Minister
Kathleen Wynne

OTC 60th Annual Conference

This year's Conference opened on Sunday June 6th at the Sheraton Fallsview in Niagara Falls with the OTC President's Reception. This year's Convention welcomed over 100 delegates from across the province to celebrate the OTC's 60th anniversary.

The sessions got underway on the morning of Monday, June 7th with a unique opening session co-presented with the Canadian Association of Road Safety Professionals. Ontario Transportation Minister Kathleen Wynne and Niagara Falls Mayor Ted Salci

The Convention's keynote speaker, Tom Vanderbilt, author of "Traffic: Why We Drive the Way We Do (and What it Says About Us)." He discussed the psychology of driving and the many false impressions drivers use to operate their vehicles.

He also looked at other subjects potentially unconsidered by the average driver, such as traffic control centers and smart technology that improves driving decisions.

Gerry Chaput, MTO's Chief Engineer - Provincial Highways, led a block of MTO sessions with an update on the work of the provincial government on traffic and regional traffic issues in the past year. This was followed by a session about the widening of the QEW from four lanes to six lanes, from Highway 406 to the Garden City Skyway through the City of St. Catharines.

Other sessions included a broad range of topics such as issues as traffic calming in Kingston, Brampton's Pedestrian Safety Plan, curb lane demands in Toronto and developing a streetscaping manual.

Monday evening featured a special celebration recognizing the achievements of the Ontario Traffic Conference from 1950 to the present. All Past Presidents of the OTC were invited to participate in this anniversary celebration. Those who attended represented each decade from the 1970s through the 2000s and made the evening a memorable one.

Tuesday morning kicked off with the OTC Annual General Meeting and elections to the Board of Directors, including the election of Ron Hamilton for a 2nd year as President.

Tuesday's sessions included an update on the OTC-managed project "Ontario Traffic Manual Book 15 (Pedestrian Protection & Control)." The rest of the morning was devoted to traffic enforcement and safety issues. Brian Zimmerman from the Michigan Department of Transportation spoke about his initiatives to improve collision rates in workzones.

Our closing keynote speaker was Chief Superintendent Bill Grodzinski from the OPP who spoke about the development and implementation of effective traffic enforcement programs and how these provincial initiatives are adaptable at all levels and can support local traffic safety strategies

The 60th Annual Convention concluded with the Awards Lunch which recognized the work and contribution of OTC members. The OTC would like to thank all Past Presidents, delegates, suppliers, presenters and sponsors who contributed to the success of this year's event.

We look forward to seeing you at next year's Annual Conference which will be held from June 5-7, 2010 at a location that will be announced later this fall.

Ron Hamilton (right) and OTC
Life Member Harold Anders



OTC 60th Annual Conference

in Review

OTM Book 15 Update



The Ontario Traffic Manual, Book 15 is one in the series of traffic reference Manuals comprising the Ontario version of the Manual of Uniform Traffic Control Devices (MUTCD). Book 15 is specifically being developed with focus on pedestrian crossings. It is the first publication of its type in Ontario. The mandate in developing Book 15 is to provide a “toolbox” and guideline for the selection and application of treatment options for pedestrian crossings in the Province.

The trend towards increasing emphasis on active transportation in Ontario necessitates improved means of integrating walking facilities and activity generators. Managing conflicting movements between pedestrians and other traffic at crossing links are especially critical given that pedestrians are among the most vulnerable road users group. Furthermore it is recognized that at-grade crossings are where pedestrians are most at risk.

Book 15 addresses the need for a practice guide in Ontario that also promotes uniformity

of approach. The content recognizes practices and guidelines for pedestrian crossings covered in the existing OTM series, which includes OTM Book 5 – Regulatory Signs, Book 6 – Warning Signs, Book 11 – Pavement, Hazard, and Delineation Markings and Book 12 – Traffic Signals; and also emerging standard practices. In this regard, Book 15 serves to be a consolidated reference and a resource for tools to the most current accepted practices on pedestrian crossings.

The development of Book 15 has been ongoing and is scheduled for completion by the end of this year.

The OTM Book 15 currently has five sections organized as follows:

Section 1: General Information – This section provides an introduction to the Manual and sets up the reader to gain an understanding of the general context. This section provides a brief overview of underlying fundamental principles important to the basic understanding and decision-making process. Principles identified

include right-of-way conflict resolution, understanding of safety, factors influencing safety, and types of control devices.

Section 2: Legal Requirements – This section outlines the relevant legal requirements and interpretations as they pertain to pedestrian crossings and in differentiating the types of crossing that pedestrians have right-of-way and the types that pedestrians do not have right-of-way (in accordance to the Ontario Highway Traffic Act).

Section 3: Pedestrian Crossing Devices – This section provides guidelines and recommended practice for application of pedestrian crossing devices. This section includes:

- An overview of planning for pedestrian crossing facilities,
- References or application guidelines for the hierarchy of pedestrian devices (full traffic control signals, intersection pedestrian signals, midblock pedestrian signals, pedestrian crossover),
- Toolbox of supplementary aids for pedestrian crossings (pedestrian countdown signals, exclusive pedestrian phases, accessible pedestrian signals, pedestrian delineation and signing)
- Considerations for uncontrolled situations.

Section 4: Physically Separated Facilities – This section provides guidelines and recommended practice for the application of physically separated facilities.

Section 5: Accessibility – this section provides guidelines and recommended practice for www.otc.org



OTM Book 15 continued ...

accessibility consideration. This includes a review of legislative requirements, and reference guidelines on designing for accessibility (curb ramps, edge markings, slopes, APS).

Issues Facing Ontario

A challenging aspect in developing Book 15 is addressing the operational gap in the existing hierarchy of pedestrian devices, which lacks an available option for addressing pedestrian crossing needs at low traffic volume locations where devices such as traffic control signals, PXOs, MPS' and IPS' are not warranted. There is strong interest among practitioners in Ontario to introduce a device to meet these operational needs; and in parallel, a review of new additions to the current Act and Regulations. The Book 15 Technical Committee as a group

has initiated ground work for a new device as an extension of the ongoing development of Book 15. Legislative or regulatory changes will be necessary before a new crossing device can be incorporated as part of a standard practice. As such, while the current version of Book 15 is developed based on the existing context, Book 15 will be updated in the near future to include this new option.

A new option for crossing is also anticipated to impact treatment options of pedestrian crossings at roundabouts and right turn channels. At roundabouts, vehicles right-of-way is controlled by yield sign applications, but there is generally a lack of standard practice for dedicated pedestrian right-of-way. Similarly, urban application of right turn channels

generally does not have dedicated pedestrian right-of-way. Developing a new crossing device can potentially provide a more consistent approach for practitioners.

The essence of the forgoing discussion highlights the limitations in the existing options for pedestrian crossings. This limitation is recognized within the current context of Book 15. Meanwhile, steps have been taken in bridging the gaps today.

-Ray Bacquie, P.Eng., Vice-President with HDR | iTRANS and former President of OTC

- Henry Lo, P.Eng., Project Coordinator with HDR | iTRANS

The development of OTM Book 15 is led by OTC with technical direction from the Steering Committees consisted of the Ministry of Transportation Ontario, City of Brampton, City of Burlington, City of Hamilton, City of Kingston, City of London, City of Mississauga, Town of Milton, City of Ottawa, City of Toronto, City of Vaughan, Municipality of Chatham-Kent, Region of Durham, Region of Peel, Region of Waterloo, and Region of York.

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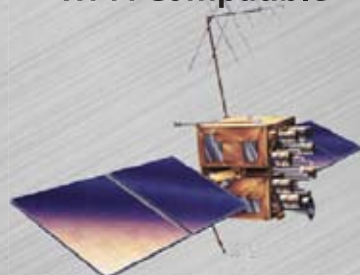


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