

OTC Traffic Engineering Workshop

Innovation for Tomorrow



October 17, 2019

**Nottawasaga Inn
Resort & Conference
Centre**

*6015 Highway 89
Alliston, ON*

**Register online at:
www.otc.org/events**





WORKSHOP PROGRAM

Thursday, October 17, 2019	
8:00–8:50 AM	Registration and Continental Breakfast
8:50–9:00 AM	Welcome/Opening Remarks
9:00–9:45 AM	<p>Automated Speed Enforcement (ASE) in Ontario <i>What you need to know about implementing ASE in your Municipality.</i></p> <p><u>Panelists:</u></p> <ul style="list-style-type: none">• Mike Barnet, City of Toronto• Geoff Wilkinson, Ontario Traffic Council <p>It is anticipated that Automated Speed Enforcement (ASE) will be launched in Ontario on December 1, 2019. The OTC has been leading this project alongside twenty-six interested municipalities and the MTO. This presentation will provide you an update on the development and implementation of ASE and how it will work.</p>
9:45–10:30 AM	<p>The Safer Road Strategy Jesse Hopkins, Safe Roads Engineering</p> <p>Ontario is a leading road authority in North America on the path towards MASH tested roadside safety hardware implementation. Many items, including steel beam guide rail, end treatments, high tension cable guide rail, and concrete barrier have already transitioned to MASH. Keeping pace with these changes can be difficult, and that is the basis of the Safer Road Strategy. The Safer Roads Strategy, from Safe Roads Engineering, is a collaboration of understanding new technology, methods of improved documentation to decrease liability, and understanding existing infrastructure capacity and limitations. Through communication of industry best practices, product updates, and education we can improve our road network for all users.</p>
10:30–10:45 AM	Coffee Break



10:45–12:15 PM

Traffic Calming–New Ideas to Solve Traffic Speeds

Panelists:

- Heide Schlegl, Town of Milton and Dave Richardson, WSP
– *Urban Shoulders*

The Town of Milton has recently installed urban shoulders on a 1.15 km stretch of a collector road that is parallel to a major arterial. Motorists are using this collector to avoid traffic control signals and congestion along the adjacent arterial. The collector has no traffic control devices along its entire length other than at the end points, making it desirable for short cutting and speeding. The Town has implemented urban shoulders, and this presentation will provide an interesting overview of actual vehicle speeds before and after the implementation.

The City of Markham implemented urban shoulders after numerous attempts by to slow traffic and reduce volumes on a wide collector road in Thornhill. The goal was also to encourage cycling, but at the same time retain on-street parking. A solution was developed that not only achieved these two goals, but also included an element of traffic calming. Urban shoulders were implemented which virtually eliminated cycling on sidewalks...much to the delight of pedestrians, and also provided a clearly designated parking area within the 2.0m wide "shoulder". This parking area is seldom used since every home that fronts onto this roadway has a two-car garage plus space for two cars to park in the driveway. Thus, cycling is enhanced through the provision of an informal "bike lane" in each direction that is supplemented with bicycle route signage along the entire length of the collector. In addition, the narrower driving lane reduces vehicle speeds and eliminates overtaking between the curb and centerline. Subsequent to the addition of urban shoulders, speed humps were implemented which further reduced speeding and short-cutting. Overall, the roadway configuration works well for occasional overflow visitor parking, the enhancement of pedestrian and cyclist comfort levels and the elimination of non-local traffic in the neighbourhood.

- Greg Kent, City of Ottawa -
Temporary Traffic Calming–What's working?

The City of Ottawa has been applying traffic calming measures for over 25 years with current guidelines developed in 2004 and modified in 2017 and 2019. Measures vary amongst several different approaches addressing both permanent and temporary needs. Our temporary measures have recently been assessed, which ones proved to be the most effective? We will review as part of the panel presentations and discussion.

- Joe Rocca, City of Greater Sudbury -
The Thing About Traffic Calming

While residents consistently have concerns with speeding on residential roads, gaining support for implementing traffic calming projects has been a challenge in the City of Greater Sudbury. This presentation will highlight the journey the traffic calming program has taken at the City of Greater Sudbury and the latest approach that is being taken.



12:15–1:15 PM	Lunch
1:15–2:00 PM	<p>The Future of our Industry and the Impact of Technology</p> <p>Over the last number of years there has been the introduction and evolution of a number of new technologies. These changes have the potential to have a long lasting and transformative impacts on our industry. This panel will ask a group of Young Professional their opinions and spark a discussion on these new technologies. What barriers to implementation do they see? In their opinion, what are the inherent safety concerns related to these advancements?, and What role do they see these new technologies playing in our transportation system?</p> <p>Panel Moderator: John Grieve, Town of Ajax <i>Chairperson, OTC Young Professionals Committee</i></p> <p>Panelists:</p> <ul style="list-style-type: none"> • Wes Lau, Ontario Ministry of Transportation (MTO) • Farah El-Moghrabi, Black & McDonald Limited • Jason Neudorf, WSP
2:00–2:15 PM	Coffee Break
2:15–2:45 PM	<p>Update from MTO</p> <p>Michael Pardo, Ontario Ministry of Transportation (MTO)</p>
2:45–4:00 PM	<p>The Impact of Autonomous Vehicles on the Future of TMPs (Transportation Master Plans)</p> <p>Panelists:</p> <ul style="list-style-type: none"> • Brett Sears, WSP - <i>How to Make Transportation Master Plans "Future Ready"</i> <p>Emerging technologies are rapidly changing the thinking on how people will travel in the future. Combined with the heightened awareness of transportation's role in climate change, it is likely that future travel behaviour will change from today. How can we prepare a long-range planning document like a transportation master plan in the face of uncertainty? This presentation will spark conversation on the role of emerging transportation technologies, auto ownership, road safety, and climate change in future travel behaviour. Session attendees will gain a sense of how to make their municipal transportation master plan "future ready."</p> <ul style="list-style-type: none"> • Lauren Crawford, Regional Municipality of York - <i>York Region Readiness for Transportation Technology Advancements</i>



	<p>Connected and Autonomous vehicles (CAV) are anticipated to have various wide-ranging impacts on land use, car ownership and travel modes.</p> <p>Policies and regulations governing the use of CAV may be necessary to limit the potential for negative impacts on congestion and pollution, while encouraging sustainable mobility options for travellers.</p> <p>York Region Council approved a coordinated action plan in April 2018, to ensure the Region's transportation planning and practices continue to adapt and appropriately integrate with technological advancements.</p> <p>This presentation will provide an overview of transportation technology advancements and York Region's readiness to support new transportation technologies, including the introduction of Connected and Autonomous vehicles (CAVs) on the Regional Transportation Network.</p>
4:00 PM	Closing Remarks



REGISTRATION FORM

Register online at www.otc.org/events, or,

Return completed form to traffic@otc.org

Member: \$220 + HST Non Member: \$320 + HST Students: \$60 + HST	
First Name	
Last Name	
Organization	
Position	
Business Address	
Telephone	
Email	

PAYMENT INFORMATION

Payment can be fulfilled in the following ways -

1. By Visa/MasterCard: Please fill your credit card information on the attached invoice and return it via email at traffic@otc.org
2. By Cheque: Payable to Ontario Traffic Council and mailed to 3100 Garden Street, PO Box 80030, RPO Rossland Garden, Whitby ON L1R 0H1 | T: 647-346-4050

VISA/MC #	
Exp. Date	
Name on Card	