

# OTC Traffic Engineering Symposium




*October 28, 2020*








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## VIRTUAL SYMPOSIUM PROGRAM

<b>SYMPOSIUM MC</b>	 <p>Deanna Green, MSc.P.Eng. <i>Senior Transportation Engineer</i> <i>BA Consulting Group Ltd.</i></p>
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Wednesday, October 28, 2020			
8:25–8:30 AM	Welcome/Opening Remarks		
8:30–9:15 AM	<p><b>Coming to an Intersection NEAR You: The Benefits and Challenges of Implementing Near-side Bicycle Signals</b></p> <table> <tr> <td>  <p>Shawn Smith <i>Senior Project Manager- Transportation Planning &amp; Advisory WSP</i></p> </td><td>  <p>Jason Neudorf <i>Project Manager- Transportation Planning &amp; Advisory WSP</i></p> </td></tr> </table> <p><i>While nearside bicycle traffic signals have a long history in Europe, they are only recently being implemented in North America. This presentation highlights some of the benefits and challenges associated with nearside bicycle traffic signals. Specific topics will include: applications where nearside signals should be considered; how nearside signals can contribute to improved traffic operations and vision zero goals; design details such as mounting height and pole placement; and lessons learned from case studies in Ontario.</i></p>	 <p>Shawn Smith <i>Senior Project Manager- Transportation Planning &amp; Advisory WSP</i></p>	 <p>Jason Neudorf <i>Project Manager- Transportation Planning &amp; Advisory WSP</i></p>
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9:15–10:00 AM	<p><b>Adaptive Traffic Signal System–Artificial Intelligence Signal Timing Project</b></p> <p>          Stuart Edison  <i>Program Manager, Traffic Engineering and Signal Operations City of Ottawa</i> </p> <p><i>This presentation will provide an overview of the City of Ottawa’s experience with a pilot project with Adaptive Traffic Signal Operations. The City has continually developed its Traffic Signal Control System to meet the growing needs of the community. This pilot is the next step in the systems development to by adding truly Adaptive Signal Timing in real time.</i></p>		



10:00–10:15 AM	Break
10:15–11:15 AM	<p><b>PANEL SESSION: Vision Zero</b></p> <p><u>Panel Moderator:</u></p> <div><p><b>Adam Bell</b> <i>Director of Transportation Services TMIG (The Municipal Infrastructure Group Ltd.), a T.Y. Lin International Company</i></p></div> <p><u>Panelists:</u></p> <div><p><b>Liliana Quintero</b> <i>Senior Transportation Engineer City of Vancouver</i></p></div> <div><p><b>Tony Churchill</b> <i>Sr. Traffic Engineer, Leader of Traffic Safety City of Calgary</i></p></div> <div><p><b>Sheyda Saneinejad</b> <i>Manager, Vision Zero Projects Project Design &amp; Management, Transportation Services City of Toronto</i></p></div>



<p>11:15 AM –12:00 PM</p>	<div data-bbox="418 453 604 693"> </div> <div data-bbox="630 457 1414 525"> <p><b>Speed Reduction Through Pavement Markings - Henderson Road</b></p> </div> <div data-bbox="630 562 889 667"> <p>Josip Kafadar <i>Traffic Technician Town of Milton</i></p> </div> <div data-bbox="418 709 1526 869"> <p><i>The Town of Milton has concluded a pilot project on Henderson Road to analyze the effectiveness of several types of pavement markings as traffic calming devices including Converging Chevrons, Dragon's Teeth, and Full-Lane Transverse Bars. This presentation reviews effectiveness of the markings as a speed reduction tool over a two-year period.</i></p> </div>
<p>12:00–12:30 PM</p>	<p>Lunch</p>
<p>12:30–1:00 PM</p>	<div data-bbox="418 999 615 1251"> </div> <div data-bbox="641 1010 1214 1045"> <p><b>Update on Revisions to OTM Books</b></p> </div> <div data-bbox="641 1050 1245 1152"> <p>Michael Pardo <i>Senior Traffic Engineer Ontario Ministry of Transportation (MTO)</i></p> </div> <div data-bbox="418 1276 1500 1402"> <p><i>The Ministry of Transportation and stakeholders across Ontario have been working on updates to many of the books in the Ontario Traffic Manual. A summary will be provided of recent and on-going updates to several OTM Books including:</i></p> </div> <div data-bbox="418 1407 1484 1631"> <p><i>OTM Book 3 – Ground-mounted Sign Support and Installation OTM Book 4 – Ground-mounted Sign and Support Inspection and Maintenance OTM Book 5 – Regulatory Signs OTM Book 6 – Warning Signs OTM Book 7 – Temporary Conditions OTM Book 11 – Pavement, Hazard and Delineation Markings OTM Book 18 – Cycling Facilities</i></p> </div>



<p>1:00–1:45 PM</p>	<div data-bbox="418 363 612 596"> </div> <div data-bbox="634 367 1510 436"> <p><b>Sharing the Road to Recovery: Optimizing Resources for Mobility</b></p> </div> <div data-bbox="634 470 870 575"> <p>Dennis Fletcher Associate Steer Group</p> </div> <div data-bbox="418 611 1524 999"> <p><i>As a result of the COVID-19 pandemic, transit agencies saw rapid declines to as little as 10 to 20 percent of normal ridership during the height of the lockdown, and most have not recovered past 50 percent as the economy re-opened. Larger systems have seen more significant and longer lasting impacts than smaller systems, but all have had to re-think how they provide service. In a post-COVID environment, our urban systems will need to continue to evolve towards a balanced approach to mobility – enhancing choice, optimizing use or resources – especially shared resources like road space. This presentation will examine the overall objectives of the transportation network, the role transit will play as a part of an integrated mobility systems, and the role of traffic engineers in supporting that balance and integration – with a focus on passengers and mobility.</i></p> </div>
<p>1:45–2:15 PM</p>	<div data-bbox="418 1037 612 1262"> </div> <div data-bbox="634 1041 1404 1110"> <p><b>The City of Calgary's Transportation COVID-19 Recovery Scenarios</b></p> </div> <div data-bbox="634 1144 997 1251"> <p>Eric MacNaughton Transportation Engineer City of Calgary</p> </div> <div data-bbox="418 1287 1524 1581"> <p><i>In April 2020, shortly after the onset of the pandemic, the City of Calgary Transportation Department initiated a COVID-19 Recovery Program. This included an analysis of any medium-to-long term impacts from the pandemic on the transportation system. The department used a scenario planning process to evaluate different potential future conditions for Calgary, identified several emerging trends that could have lasting impacts on travel demand, and developed a series of actions to proactively respond to these impacts. This presentation will provide an overview of the scenario planning process and how it was used to develop the recommendations.</i></p> </div>



<p>2:15–3:00 PM</p>	<p><b>PANEL SESSION: COVID-19 Impacts &amp; Opportunities</b></p> <p><u>Panel Moderator:</u></p> <div data-bbox="420 407 599 617"> </div> <p><b>Dave Richardson</b> <i>Manager-Transportation Planning &amp; Advisory Services WSP</i></p> <p><u>Panelists:</u></p> <div data-bbox="420 705 599 915"> </div> <p><b>Fred Sandoval</b> <i>Active Transportation Coordinator City of Mississauga</i></p> <p><i>Mississauga implemented 5 km of temporary bike/pedestrian lanes at 4 locations. The City is in the process of planning and implementing 20 km of accelerated interim bike lanes across 12 corridors, aiming for completion by the end of the year. The interim bike lanes are being done in advance of more permanent infrastructure to be installed within approx. 5 years, &amp; so also act as a pilot.</i></p> <div data-bbox="420 1108 599 1318"> </div> <p><b>Britney McGrath</b> <i>Traffic Management Construction Coordinator City of Ottawa</i></p> <p><i>Touching base on the traffic/construction piece (construction impacts and traffic volumes). Ottawa had removed peak hour restrictions for construction projects however PM peak restrictions have been reinstated now that volumes in a number of areas have returned to pre-COVID levels.</i></p> <div data-bbox="420 1499 599 1709"> </div> <p><b>David Monaghan</b> <i>Supervisor of Traffic Planning City of Brampton</i></p> <p><i>City of Brampton Extended Patios and Temporary Bike Lanes. Summary of patios on private property as well as Right-of-Way. Criteria for businesses to put patios in, as well as challenges in downtown to accommodate lane closures to accommodate patios. Some criteria for off-road patios.</i></p>
<p>3:00 PM</p>	<p>Workshop Wrap-up</p>