

OTC Traffic Engineering Symposium

18-19 October, 2021

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SYMPOSIUM MC		<p>Deanna Green, MSc.P.Eng. <i>Senior Transportation Engineer</i> <i>BA Consulting Group Ltd.</i></p>
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Monday, October 18, 2021

8:25–8:30 AM	Welcome/Opening Remarks					
8:30–9:15 AM	<p>Ontario Vision Zero Guide</p> <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">  </td> <td> <p>Ali Hadayeghi <i>Ph.D., P.Eng.</i> <i>CIMA+</i></p> </td> <td style="text-align: center;">  </td> <td> <p>Soroush Salek <i>Ph.D., P.Eng.</i> <i>CIMA+</i></p> </td> </tr> </table> <p><i>OTC has retained CIMA+ to develop a Vision Zero (VZ) guide to provide direction, information, and resources for Ontario municipalities to establish (or expand) and operate programs to improve road safety following the principles of VZ. The Guide and associated resource materials are being designed based on best practices in road safety to be used by municipalities of differing sizes and capabilities. The guide will be accompanied by a toolbox of supporting resources, a series of workshops / expert panel discussions, and technical safety calculation templates. In this presentation, CIMA+ will elaborate on the core principles of the road safety strategic planning and the expected elements of the guide and then will provide an update on the project progress, including the outcomes of the conducted literature review and jurisdictional scan.</i></p>			<p>Ali Hadayeghi <i>Ph.D., P.Eng.</i> <i>CIMA+</i></p>		<p>Soroush Salek <i>Ph.D., P.Eng.</i> <i>CIMA+</i></p>
	<p>Ali Hadayeghi <i>Ph.D., P.Eng.</i> <i>CIMA+</i></p>		<p>Soroush Salek <i>Ph.D., P.Eng.</i> <i>CIMA+</i></p>			



9:15–10:00 AM	 <p>Enabling E-Cargo Bikes in Ottawa</p> <p>Omar Choudhry <i>Project Lead, Transportation System Management City of Ottawa</i></p> <p><i>The Province of Ontario recently enacted regulation that allows for a five-year pilot program for power-assisted cargo bikes (or e-cargo bikes) pending municipal by-laws. This presentation will provide background on e-cargo bikes and discuss the approach being taken in Ottawa.</i></p>
10:00–10:15 AM	Break (15 mins)
10:15–10:45 AM (30 mins)	 <p>Automated Speed Enforcement in School Zones</p> <p>Andrew W Howard MD MSc FRCSC <i>Orthopaedic Surgeon at Sickkids, Professor at University of Toronto and Epidemiologist Studying Road Safety</i></p> <p><i>We present early results of an evaluation of the Automated Speed Enforcement program in community safety zones near Toronto elementary schools. 50 mobile cameras are used in this program, and they are installed for approximately 3 months each in community safety zones selected across Toronto. We recorded vehicle speeds prior to deployment of speed cameras (using pneumatic speed tubes), and during their deployment (from the cameras themselves). Vehicle speeds were significantly reduced in the presence of functioning automated speed enforcement cameras, compared with the no camera condition, or the presence of a camera without ticketing.</i></p>



<p>10:45 AM –11:30 AM</p>	 <p>CaféTO: On-Street Dining Guidelines</p> <p>Jodi Callan <i>Senior Project Manager-Transportation Services' Operational Policy & Innovation Unit City of Toronto</i></p> <p><i>The CaféTO program aims to provide space for expanded outdoor dining areas on the public right of way to assist restaurants and bars in Toronto that have been impacted by pandemic related restrictions. This presentation will detail the program guideline development process including critical requirements for safety and accessibility, offer insights to elements that have been functioning well and identify improvements to further increase safety, in particular for cafés located in the curb lane.</i></p>
<p>11:30 AM –12:15 PM</p>	<p>Crossrides at PXO's: Where Do We Go From Here</p> <p>James Schofield, P.Eng, RSP1 <i>Project Manager WSP</i></p>



Tuesday, October 19, 2021

8:35–8:45 AM	Welcome
8:45–9:30 AM	<p>Hostile Vehicle Mitigation</p> <div data-bbox="412 527 586 764"> </div> <div data-bbox="613 548 1130 709"> <p>PRESENTER 1 (15 Mins) Aldo E. McKay, PE, PMP <i>Managing Principal</i> <i>Protection Engineering Consultants</i></p> </div> <p><i>Many of today’s metropolitan areas are designed with recreational and large gathering areas intended to provide entertainment and leisure activities for its residents, tourists, and other visitors. Often, due to site constraints these areas are in close proximity to areas of heavy vehicular traffic and may be vulnerable to accidental impact. In addition, the high pedestrian traffic and number of occupants at these locations often makes them a target for malicious attacks. This webinar will discuss vehicle impact mitigation strategies that may be employed during planning and design of these heavily populated gathering and recreational spaces. The webinar will discuss potential threat vehicles that could be expected at the subject sites and site planning and design strategies to avoid direct approaches. Case studies showing the applications of these strategies will also be presented.</i></p> <p><i>Participants will learn about:</i></p> <ul style="list-style-type: none"> • <i>Planning strategies to mitigate the effects of hostile vehicle attaches</i> • <i>Applicable guidelines for the specification and certification of vehicle barriers</i> • <i>Advanced engineering options when geometry and site constraints may not allow the use of standard certified products</i> <div data-bbox="412 1440 586 1665"> </div> <div data-bbox="613 1476 1062 1629"> <p>PRESENTER 2 (15 Mins) Peter Whitford <i>Chief Executive Officer</i> <i>Meridian Rapid Defence Group</i></p> </div> <p><i>The presentation is to start a discussion on how to determine what guidelines need to be established to make people, communities and places safer. The presentation is not about a specific product but a discussion paper to determine what standards need to be established understanding that there are existing products and guidelines available which can be a great starting point.</i></p>



<p>9:30–10:15 AM</p>	 <p>Navigating the Glendale Diverging Diamond Interchange</p> <p>Eric Hakomaki, P.Eng. <i>Head of the Traffic Engineering Section-Central Region Transportation Infrastructure Management Division, MTO</i></p> <p><i>In 2017, MTO partnering with the Region of Niagara, initiated a Class Environmental Assessment and Preliminary Design Study to address the operational, safety, and geometric deficiencies at the QEW/Glendale Avenue interchange. The results of the Environmental Assessment indicated that a diverging diamond interchange is the recommended plan for this location. This presentation will provide an overview of the project and how to navigate the interchange as a motorist.</i></p>
<p>10:15–10:30 AM</p>	<p>Break (15 mins)</p>
<p>10:30–11:15 AM</p>	 <p>The Effect of Speed Reductions on Collisions: A Controlled Before-And-After Study on Provincial Roads in Québec</p> <p>Marie-Soleil Cloutier <i>Associate Professor, Director of the Pedestrian and Urban Space Laboratory (LAPS), Co-director of the Pedestrian Smart City Laboratory Institut National de la Recherche Scientifique</i></p> <p><i>The World Health Organization point out speed as a major risk factors for collisions and injury severity. Despite this well-known fact, recent studies on the impact of speed limit reductions on collisions are too often limited to one type of roads. The Quebec Ministry of Transportation (MTQ), who is responsible for 31,000 km of highways, national and regional roads, gave a research contract to INRS to evaluate the effect of enacted speed limit reduction on killed or seriously injured (KSI) collisions within an 8-year database of road segments experiencing a speed limit change. This presentation will show the main result of this project.</i></p>



11:15 AM
–12:00 PM
(45 mins)

Panel Session:
Traffic Calming Solutions

Panel Moderator:



Steve MacRae, CET
Traffic Management Lead, HuLRT Office
City of Mississauga

Panelists:

- Colin Patterson, City of Mississauga
- Mark Ridley, City of London
- Sam King, EXP Services Inc