

**Transportation Association of Canada
Spring 2011 Technical Meetings
Road Safety Standing Committee
Final Minutes (approved Fall 2011)**

**Sunday April 17 2011 - 0900 to 1700
Delta Ottawa City Centre
(formerly the Crowne Plaza Hotel)
Ottawa
International Ballroom B – Lower Level**

MORNING

1.0 Introductions

Roundtable introductions – member's list was circulated

1.1 Review and Approval of Agenda

Spring 2011 Agenda was approved
Steve Melton motioned to approve
Tony Churchill seconded

1.2 Review and Approval of Fall 2010 Meeting Minutes

Fall 2010 Minutes were approved
Jerry Brhelle motioned to approve
Ralph Ehlers seconded

2.0 RSSC Committee Business

2.1 Membership Update

Gerry Forbes was the RSSC chair the last time membership was discussed. There was some discussion regarding the quantity of projects that the SC is currently funding and how this may be reflected on the current membership and voting structure. During open discussion it was noted that there may be a disconnect between the consulting and public worlds as to what types of projects should be pursued. It was decided to defer the membership discussion until the Fall meeting and make sure background materials are provided to the members for review prior to the meeting. It was decided that the current membership structure is quite new and we should see how it works before we recommend changes. We may want to review it again after the completion of the CRaSH books.

Gerry Forbes motion end the membership review/debate
Geoffrey Ho seconded
All voted in favour

3.0 RSSC Project Updates

3.1 Applied Human Factors and Road Safety Engineering Susan Nichols

The project proposals were evaluated this spring and Intus was the winning bidder. The table of content within the proposal is very complementary to the CRaSH series. The first draft will be coming out in mid-June. This will be the 9th book in the CRaSH series.

The GDG scoping study identified human factors as one of the major areas that need to be completed. It's important to discuss this with the GDSC in order to avoid any potential overlap.

Cam will follow up with the TAC executive regarding the potential overlap. It will be brought up at the CEC meeting this evening.

3.2 Guidelines for Network Screening of Collision Prone Locations

Deborah DeGrasse

- January 2011 the study received support from 78% of the full membership of the Chief Engineers' Council
- Publication is Imminent
- Training survey was distributed last summer by NAVIGATS and findings compiled.

There was a discussion around the table regarding the development of training material to support this publication. It was determined that each organization is at a different level of knowledge and network assessment practices and the training that could be provided by TAC may be too generic for this purpose. Customizing training is important, there needs to be an understanding as to where an organization is at prior to developing training material. Some jurisdictions stated that they would like to have focused training session that the province, their municipalities and the consultants can all attend. Other jurisdictions expressed concerns that they are at different levels of screening than their municipalities. Some of the members also felt that the material in the publication needs to be "digested" prior to training needs identified. A suggestion was made that the consultant can create a primer/checklist, an internal scoping document as a tool for the jurisdiction to better determine how network screening fits into their business and subsequently better tailor their training requirements.

Geoffrey Ho motioned to allow TAC and the consultant to work outside of the RSSC to prepare training material if they feel it would be profitable to both.

Tony Churchill seconded

All in favour

One opposed (Paul Hunt)

GDSC Update Report (Item 6.1 of the Agenda)

Aziz Merai

Two Fall sessions:

Paper Session 1: Geometric Design - Conflicting Demands of accommodating Active Transportation

Paper Session 2: Geometric Design considerations to accommodate other transportation modes

Also sponsoring a panel session – case studies on Geometric Design Considerations- Accommodating multiple transportation modes and Active Transportation

Update on 2 major projects:

1. Update to GDG guide – scoping study identifies five sections (five year timeline and 1.5 million over 5 years). Some will come from the GDG reserve fund. It will be presented to the CEC today.
2. Geometric Design Guidelines for Special Roads – roads in remote areas and resource roads – still soliciting funding.

TAC Staff Report (Item 6.5 of the Agenda)

Sandra Majkic from the secretariat presented the semi annual report.

A question was raised on training and the TAC's philosophy on it; is the education council involved in these initiatives. There is new direction from the board that training can be provided only if profitable to TAC. In the future, for projects that the RSSC feels training may be beneficial to accompany the final publications, this can be scoped into the terms of reference, as a task under the consulting assignment. The education council was renewed in 2005/06, they have no impact or influence on training that TAC provides however if they need to, part of their mandate is

to do outreach to more than just the TAC members. For any additional promotion or marketing of publications, please contact Josée Bisson.

4.0 Future RSSC Potential Projects

4.1 Projects under-development Funding status of these projects

The chair presented the Membership Survey Results spreadsheet on potential projects of interest for discussion by the members. As well, a project was brought forward by the TOMSC – The development of a guideline (not a synthesis of practice) for Driver Distraction and Advertising Signs. Municipalities and governments have issues with roadside displays; they are wrestling with the fact that these signs are more prevalent and there is little guidance on how they are used, on and off premise. TOMSC deals with traffic control devices, this project deals with the private sector devices that impact on the operation of transpiration facilities. Possible co-sponsorship and co-chairing of this project with the TOMSC.

It was brought up that this may be the appropriate time to see how we will be initiating projects. It was stated that if public agencies are interested in certain projects then those are the ones that the RSSC should be funding since there is obviously a need. Consultants do not fund projects but they do see needs when working across jurisdictions or internationally.

Ralph Elhers motioned that we should be developing new projects that are the needed/raised by the public sector.

Gerry Forbes seconded

Motion was modified by Gerry Forbes to include volunteer projects.

Steve Otto seconded it

All in favour – 3 opposed

There were questions round the table if we should be adding new projects when the ones in development are still not getting the required funding? Do we need to define our mission and our linkages? That may clarify the projects we should be aiming our resources at. It was determined that we need to champion around the CRaSH series, as this should be our priority while addressing issues that may be immediately pressing to jurisdictions, such as the Driver Distraction and Advertising Signs.

Cam Nelson motioned to form a sub-committee for the Driver Distraction and Advertising Signs project.

Paul Hunt – motioned to amend this to a working group instead of a committee.

Cam agreed to the amendment

Steve Otto seconded

All in favour

Craig Walbaum will bring this forward to the TOMSC to seek members to the working group. The following members of the RSSC volunteered to participate in the working group: Sébastien Labonté, Craig Walbaum, Craig Lyon, Steve Otto, Deborah de Grasse.

TOMSC Update Report (Item 6.2 of the Agenda) Projects in Progress:

Mike Skene

Applications and Practices Sub-Committee Report

All Way Stop

Driver Comprehension Testing

Integrate Road Safety into the MUTCD

Review of Transport Canada report on Passing Sight Distances

Guidelines to Planning and Implementation of Transit Priority Measures in Urban Areas
Traffic Signal Spacing Requirements
Warrant for Adding Pedestrian Signals to Existing Signalized Intersections
Pedestrian Crossing Manual Update
Update to the Canadian Model Rules of the Road
Use of Wider Pavement Markings for Standard Applications
Guidelines for Pedestrian Walking Speeds at Signalized Intersections
Scoping Study for Potential Update to the Manual of Uniform Traffic Control Devices
Light Level Reduction & Power Efficiency Guide for Roadways & Walkways

Development and Devices Sub-Committee Report

Loading Zone Sign
Advance Yielding at Crosswalks
Redesign of Graphics of WC-8, WC-12, WC-17
Transit Priority Signal Sign
Signing for Non-Hospital Emergency Health Facilities
Advance Merge Warning Sign
End School Zone and End Playground Zone Signs
Review of Sign sheeting Considering the Aging Driver
Water Flooding the Roadway sign
Animal Warning Sign
Low Clearance Warning Sign
Permanent Grooved Pavement Warning sign
Multi-Use Trail Crossing Sign
Logging Trucks Warning Sign
Stop Sign Usage in Conjunction with Railway Crossing Sign
Review of Signing Colours for Off-Road Facilities

CITE Update Report /Decade of Action (Item 7.1 of the Agenda)

Mike Skene for Patrick Lalach

- Canadian Guide to neighbourhood traffic calming 1998, is a joint TAC/CITE product that CITE, through a volunteer project, has been considering updates to. I expect to be presenting a summary report this weekend at TOMSC, of the CITE findings and proposing a work plan for a joint effort to undertake the updates.
- CCG has now been adopted by TAC as a national guide. The joint TAC/ CITE working committee (under TOMSC) has made a motion that this guide be distributed to all TAC member road authorities in an effort for these road authorities to accept CCG as a guide/ practice for calculating capacity in their jurisdiction. This motion will be presented to TOMSC this weekend.
- Other CITE technical volunteer initiatives include:
 - VKT methodologies volunteer project – resulting in a common national methodology to establish VKT (vehicle kilometers traveled)
 - Safety Self assessment review – where muni's can see how they measure up to best practices
 - Roundabouts in Canada - a paper describing the activities in Canada relative to roundabouts including documentation on aadt, safety performance, design of modern roundabouts built in the past 10 years
- CITE activities with TAC
 - \$5000 and volunteer contribution – Transit signal priorities (TOMSC) - 2008
 - \$5000 and Volunteer contribution – Guidelines for transit priority (TOMSC)- 2009
 - \$5000 and volunteer contribution – Pedestrian crosswalk guide update (TOMSC)-2010
 - \$5000 and volunteer contribution – Human Factors in Road safety (RSSC) -2011

Cam stated that there will be no representation from the RSSC executive on the Decade of Action workshop at the CITE conference in Halifax in May. Someone from the RSSC was asked to attend the workshop. It was suggested to ask Kent Speiran, however he may be representing CCMTA. Cam will follow up with Russell Brownlee after speaking with Kent.

LUNCH BREAK

4.3 Open Discussion continued on the selection of two new topics of potential projects

There should be closer integration/collaboration with other committees for sponsoring projects. After discussing several project on the list it was determined that there is interest and a need for the Active Transportation project, specifically “Integrating Active Transportation Users and/or Vulnerable Road Users into the transportation system”.

City of Montreal (Nancy Badeau) and Geoff Ho would like to be in the working group for the active transportation and put together an initiation form. As this project moves forward, care must be taken that it does not overlap with the Active Transportation chapter that has come up as a priority from the GDG scoping study. This project needs to focus on safety and stay clear of geometric design. It was recommended that they contact the GDG scoping study chair, Eric Christiansen, in order to ensure no overlap.

Nancy Badeau motioned to put together a project working group for “Integrating Active Transportation Users and/or Vulnerable Road Users into the transportation system”
Geoffrey Ho seconded

5.0 RSSC Sub-Committee Update Reports

5.1 –CRaSH

Gerry Forbes

There are currently 9 books – in various stages of development

Most of the books are moving forward as volunteer efforts, so rather slowly. Gerry is currently looking into leveraging alternate ways of funding the Speed Management Guide. A new member Tony Churchill has joined the CRaSH team. Tony noted that the new project on distraction may be a good fit into the Urban book.

5.2 Work Zone Safety

Greg Junnor

The sub-group has worked itself out of a job. They produced a project initiation document and now it's up to the contributing agencies to work towards the finished document. Greg has communicated with Gilbert Morin, a gentleman from Northern Ontario who has forwarded a formal request that there be better consideration given to motorcycles when dealing with temporary facilities, such as work zones, example of issues when redirecting traffic onto gravel shoulders or roads.

5.3 Climate Change and Road Safety

Deborah de Grasse

So far \$47K has been raised, the objective is the raise \$65K. There was some discussion as to how relevant and practical this project is to road safety and the practitioners around the table. A few of the project supporters stated that this project is forward looking and precursory work to other research. Some jurisdictions (namely BC) are proactive in addressing climate change vulnerabilities in their design; decisions that are made now on infrastructure design and maintenance practices will very much affect what happens in the future. As well, collisions are a large portion of the benefit cost analysis/business plan, and this information will go a long way in helping to justify project that include climate change considerations. Bill Kenney also noted that when we achieve a 5 to 10% collision reduction, there is a significant saving in the transportation carbon footprint. This information would also be helpful for emergency preparedness plans. It was also noted that the CEC may be reluctant to take the project off the table since a quarter of their agenda is dedicated to Climate Change. Members felt that it is that important, the CEC needs to be more forthcoming with funding and that the deliverable of this project is not clear. Should we consider re-wording it? No action was taken.

5.4 Road Safety Engineering Award

Cam Nelson

In 2011, two (2) nominations were received for the Road Safety Engineering Award, as follows:

1. "**Les audits de la sécurité routières / Road Safety Audits**" Submitted by : Ministère des Transports du Québec
2. "**Réduction de la limite de vitesse à 40km/h dans les rues locales de la ville de Montréal /Reducing the Speed Limit to 40km/h on Local Streets Another Step Towards Sustainable Mobility in Montréal**" Submitted by : Ville de Montréal

The review panel formed of four (4) members of the Road Safety Standing Committee evaluated the submissions based on the following criteria:

- Enhancement, Benefit & Awareness of Road Safety
- Degree of innovation
- Research Support
- Organizational commitment
- Overall applicability to transportation

Number 2 (two) was chosen unanimously by the Evaluations Committee as the winning paper.

Cam Nelson motioned to accept the choice of the Evaluations Committee

Ed Miska seconded

6.0 TAC Committee Update Reports

6.1 GDSC Update Report (see above)

6.2 TOMSC Update Report (see above)

6.3 MCSC Update Report (no update)

6.4 CEC Update Report

Cam Nelson

Cam showed the CEC agenda and will circulate the minutes of their latest meeting

6.5 TAC Staff Report (see above)

7.0 Agency Update Reports (11:15 am -12:00 pm)

7.1 CITE Update Report/Decade of Action (see above)

7.2 CCMTA Update Report

Deborah de Grasse

A slide showing the web sites on the year of Road Safety, Decade of Action and the Road Safety Strategy was provided – attached.

7.3 PIARC Update Report

Deborah de Grasse

An update on the final deliverables – attached.

7.4 USA Implementation of the HSM, TZD etc. (no update)

8.0 Presentations and Q&A Session

Ontario Long Combination Vehicle (LCV) Pilot Program - attached

Greg Junnor

9.0 To support the Decade of Action there was a motion put forward by Gerry Forbes that:

RSSC recommends the CEC recognize the Global push for greater road safety that is known as the Decade of Action in road safety, and that the CEC request that the TAC board of directors make the theme of the 2015 and 2020 the annual conferences be road safety oriented; and that TAC consider including the Decade of Action promotional on their web site and all printed materials.

Tony Churchill seconded

Motion carried – all in favour

10.0 RSSC Sessions for the 2011 TAC Conference in Edmonton

Deborah de Grasse

Originally there were two sessions scheduled for the Fall conference:

1. Commercial Vehicles – Safety and Integration with other travel modes

2. Effective Methods for Identification of Potential Sites for Roadway Improvements
There was overwhelming response for papers for the second session, Effective Methods for Identification of Potential Sites for Roadway Improvements, therefore two were created, A and B.

The papers targeting the first session were not a good fit with the theme so a more general session title was created, "Application of Innovation to Improve Roadway Safety" that will suit the all the topics.

In all, two papers were rejected or re-directed to other steering committee sessions.

11.0 & 12.0 (No information was provided)

13.0 Other Business

TAC has created a French language training task force – Sebastien Labonte agreed to participate. He will contact the TAC secretariat directly.

Awards

Geoffrey Ho nominated Randolph Sanderson for Distinguished service Award, for many years of service and for starting up the RSSC

Gerry Forbes seconded

All in favour

14.0 Adjournment

Motion to adjourn Paul Hunt

Susan Nichol seconded