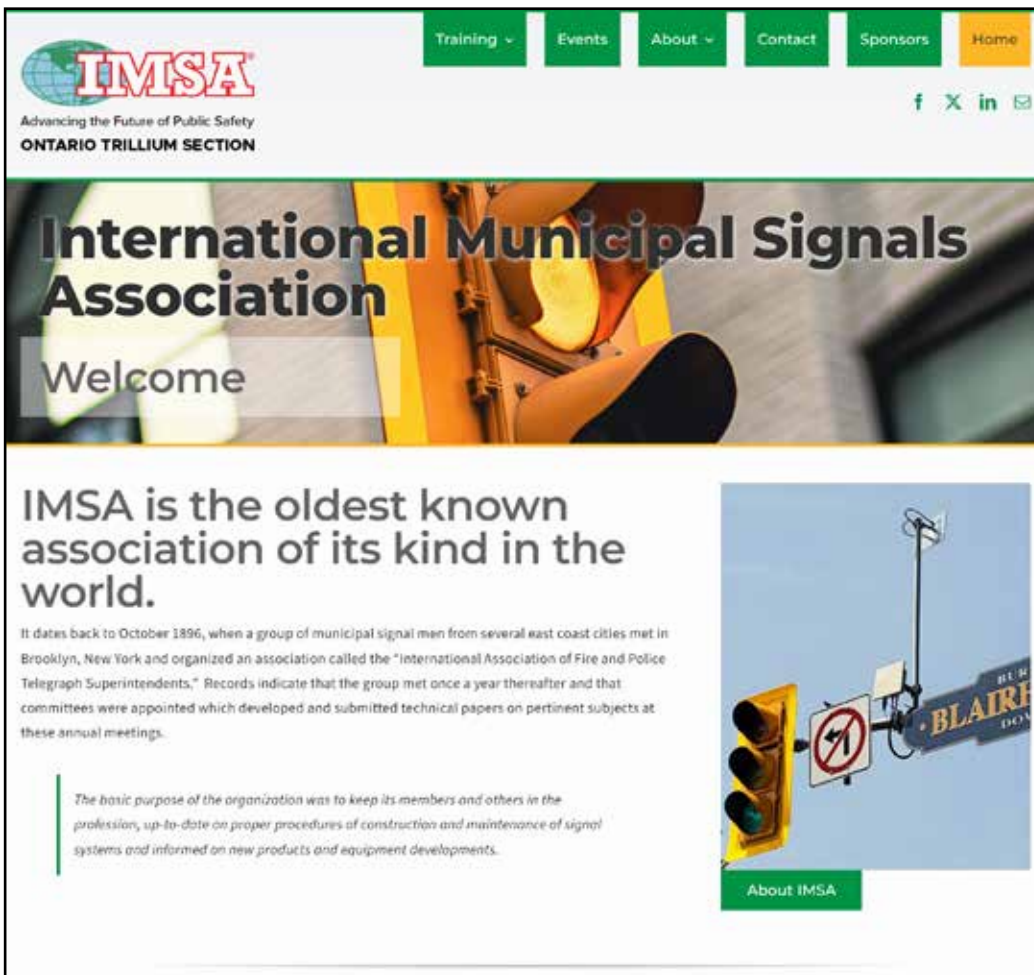


# Ontario Trillium Section NEWSLETTER



The screenshot shows the website header with navigation links: Training, Events, About, Contact, Sponsors, and Home. Below the header is the IMSA logo and the text "Advancing the Future of Public Safety" and "ONTARIO TRILLIUM SECTION". The main content area features a large image of a traffic light with the text "International Municipal Signals Association" and "Welcome". Below this is a paragraph stating "IMSA is the oldest known association of its kind in the world." followed by a historical note about the organization's founding in 1896. A small image of a traffic light and a street sign for "BLAIRE" is also visible.

CHECK OUT OUR UPDATED WEBSITE AT

**[www.imsaontario.com](http://www.imsaontario.com)**

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**International Delegate.....Frank Rao**

**Alternate Delegate.....Shawna Boakes**

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**Moderators & Programs.....Joe Hendrix**

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\*Limited to one publication per advertiser plus the yearly advertising subscription fee plus H.S.T.

**CONTACT: Jeffrey Smart •**  
Email: imsaonp2325@gmail.com

## PRESIDENT'S MESSAGE

### **Dear Members:**

I hope everyone had an opportunity to visit with family and friends this holiday season and a very Happy New Year! I had the pleasure of spending time with family on Christmas Eve this year, until we were escorted out of the home by my 8 year old nephew because the Santa Tracker had indicated he was getting close to North America and we should all go home to bed! I adore the innocence of children!

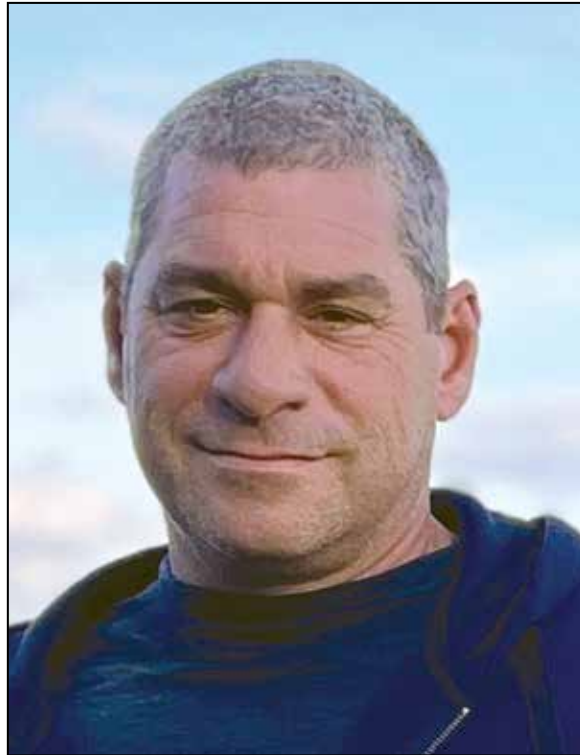
Your Executive have been very busy organizing our Annual School which will be held in conjunction with the IMSA Traffic Expo on March 24 & 25, 2026 at the Holiday Inn Burlington Hotel & Conference Centre, 3063 South Service Road, Burlington, Ontario L7N 3E9.

Please take a moment to look at the website to register for courses that may interest you and remember we have special accommodation pricing for this event.

This year, our Annual General Membership Meeting will be held on March 25, 2026 in conjunction with the Annual School.

I look forward to seeing as many of you as possible at our events in March and hopefully we will have an opportunity to chat!

Sincerely,  
**Gary Wimmer**



**PRESIDENT GARY WIMMER**

# IMSA Ontario Trillium Section

## UPCOMING EVENTS

### **OTM Traffic Signal Design Course**

The OTM Traffic Signal Design Course will be held on **March 12th and 13th**. This two (2) day course will cover typical traffic signal design practices and standards used in The Province of Ontario including signs and pavement markings. It will also touch on aspects of pedestrian crossover design and traffic signal phasing and operation. Location for these events is the Holiday Inn, Burlington Hotel & Conference Centre, 3063 South Service Road, Burlington, ON L7N 3E9. **See page 11 for more information.**

### **2026 Annual School**

Our annual school is being held on March 25th and 26th. Please note, The Practical Guide to OTM Signs & Markings – Intro will be held on **March 12th and 13th**. Location for these events is the Holiday Inn, Burlington Hotel & Conference Centre, 3063 South Service Road, Burlington, ON L7N 3E9 – **See pages 9 and 10 for more information.**

### **2026 Trade Show and Expo**

Our Trade Show and Expo will be held on **March 25th and 26th**. The time for the Trade Show and Expo on **March 25th** is from **4 PM to 7 PM**, and on **March 26th**, the time is from **8 AM to 3 PM**. A light lunch will be provided on March 26th. The location for this event is the Holiday Inn, Burlington Hotel & Conference Centre, 3063 South Service Road, Burlington, ON L7N 3E9. You must register for this event.

**For registration information, please see our website, [www.imsaontario.com](http://www.imsaontario.com)**

### **2026 Annual General Meeting (AGM)**

Our Annual General Meeting (AGM) will be held during lunch on **March 26th**. Election results and 2025 financial information will be presented along with additional items required from our By-Laws. You must be a member in good standing to register for the AGM. The location for this event is the Holiday Inn, Burlington Hotel & Conference Centre, 3063 South Service Road, Burlington, ON L7N 3E9.

Additional information will be forthcoming regarding positions and processes. If you like to apply for a Board position, you must be a member in good standing and be nominated by another member in good standing in your district. If more than one person is nominated for the area, a vote by members in that area will be conducted and the results will be announced at the AGM. **For more information on Board positions are listed on our website on the “About” tab, under “Job Descriptions”.**

**For AGM registration information, please see our website, [www.imsaontario.com](http://www.imsaontario.com)**

## NEWS FLASH!

# Congratulations

TO OUR NEWEST LIFE TIME MEMBER

**ROB DECLEIR**

Rob became an IMSA member in 1983. He obtained his first Traffic Signal Level I Certification in 1989. He first served as a Director on the Ontario Section Executive Board starting in 1992 and has continued in various positions since then. From 1994 to 1996 he served as the first two term President. Between 1998 and 2008 Rob was the co-editor of the Ontario Section Newsletter. From 2008 to 2013 he served as a Director on the Executive Board. In 1999 he was responsible for organization of the General Sessions presentations at the 1999 IMSA International Conference held in Hamilton, Ontario. From 2015 to 2017 Rob served as the Treasurer of the Ontario Section. Rob currently serves as the Certification Chairman which he has performed since 2021. Rob has been a Moderator for the Traffic Signal Certification programs for over 15 years.



Rob is a graduate of Mohawk College (1981) and started his career at the Region of Peel before moving to the Region of Durham in 1982, Metro Toronto in 1988, City of Toronto in 2000 and the City of Hamilton in 2013. His career has been spent in the Traffic Operations field – Traffic Studies, Signs, Pavement Markings, Traffic signals and Traffic systems, Red Light Cameras and some time in Roadway Lighting.



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# CERTIFICATION CORNER

## Membership Renewal versus Certification Renewal

From time to time, there is some confusion regarding these two renewal processes. These renewals are independent of each other. The following are applicable:

- **Renewing your IMSA Membership does not renew your Certification**
- **Renewing your Certification does not renew your IMSA Membership**

### MEMBERSHIP

Many of our members believe they have renewed their IMSA membership, however, in fact, that is not the case. In order to verify your IMSA membership, you can access this information by going to [www.imsasafety.org](http://www.imsasafety.org). Click on the “**IMSA Login**” Screen, you will be prompted to enter your **IMSA Membership number and password**. If you are not sure if you have an account use “**Find My IMSA ID**” which is in the upper right hand corner of the “**Login**” screen. Enter your first and last name, and click on “**Find**”. You might encounter several members with the same name, so ensure you have selected your name which will in turn take you to the “**Sign In**” page where you may be prompted to enter your username and password, click on “**Sign In**”. This screen displays your personal information. Click on “**My Membership**” in order to reveal pertinent information, such as your membership status, when you joined and validity of your membership. You can also print a membership card from this screen, if desired.

As an Ontario Trillium Section member, you should be receiving the quarterly Ontario Trillium Section Newsletter and the IMSA International Journal. If you are not receiving these publications, you are not a current paid member. Membership is paid on an annual basis, due January 1st and is paid directly to IMSA International in **US funds**.

### CERTIFICATION

Certification(s) are valid for a three (3) year period of time. After that period, Certification(s) must be renewed in order for them to be valid. Once you are logged into your membership page, you can see the status of your certification(s) under “**My Certification Record**” tab. This tab will display all current and past Certification(s). A fee is required to obtain and renew your Certification(s). A Certification(s) will only be renewed if the proper Certification(s) renewal paperwork has been submitted to IMSA International by the person holding the Certification(s) – Certification(s) renewal does not occur automatically. To keep your Certification(s) valid, renewal forms must be submitted within twelve (12) months of the Certification(s) expiring.

# 2026 IMSA ONTARIO TRILLIUM SECTION Annual School

The Annual School will be held in conjunction with the IMSA Ontario Trillium Section Traffic Expo and Annual General Membership Meeting on March 24 & 25, 2026 at the Holiday Inn Burlington Hotel & Conference Centre, 3063 South Service Road, Burlington, Ontario L7N 3E9.

Registration fees include student program guides, parking, continental breakfast, coffee breaks and buffet lunch. Dinner is not included in the registration fee however, finger foods and a complimentary drink will be served during the opening evening of the Traffic Expo on March 24th.

All school programs run concurrently and are two days in length and commence at 8:30 am and run until 4 pm each day.

A block of rooms have been reserved until March 10, 2026 for students and other attendees at a cost of \$155.00 per night plus taxes at the Holiday Inn. Students are to arrange their own accommodation with the hotel. When calling the Holiday Inn, please identify yourself as a member of IMSA Ontario Trillium Section when making the reservation.

Course date has changed for Practical Guide to OTM Signs & Markings – Intro **This program will now be held March 12 & 13, 2026. Please note cut off date for registration and payment is Feb. 19, 2026.**

All other programs listed below will be held **March 24 & 25, 2026**

**A Practical Guide to OTM Signs & Markings – Advanced**

**Roadway Lighting Technician I Certification**

**Traffic Signal Technician I Certification**

**Traffic Signal Field Technician II Certification**

# 2026 IMSA ONTARIO TRILLIUM SECTION Annual School

The Registration fee for a Certification Renewal is \$530.00 plus HST. The Renewal Registration fee does not include Certification Renewal fees. The Certification Renewal fee will need to be paid directly by the student to IMSA International. No manuals will be provided with a Renewal Registration.

All Certification exams will be completed online. Students will need to have access to a laptop or tablet with a working camera in order to complete the exams. Exams will be available for a 12-hour period after the class ends. Students will have 3 hours to complete the on-line exam. All exams are closed book and the student is not to be distracted or confer with others during the exam.

**For Level I programs**, the prerequisite is a Work Zone program and one year of experience. For Work Zone only the IHSA Traffic Control for Temporary Work Zones or the OTC OTM Book 7 programs are recognized. No other Work Zone programs are currently accepted.

**For Level II programs**, 2 years of experience and a Level I Certification are the prerequisites.

---

## REGISTRATION AND PAYMENT

School Registration will close on **March 5, 2026**.

To register for certification programs please contact the Certifications Chair at **certifications@imsasafetyon.org**. To register for the Practical Guide to OTM Signs & Markings – Intro and Advanced, please register on the website at **www.imsaontario.com**

**All Registration fees are to be paid by March 10, 2026 –  
no exceptions.**

# OTM TRAFFIC SIGNAL DESIGN COURSE

**Cost: \$625.00 +HST**

**Date: March 12 & 13, 2026**

**Registration cut off is February 19, 2026**

**This design course is based on the following Ontario Traffic Manuals:**

- OTM Book 12 - Traffic Signals
- OTM Book 12A - Bicycle Traffic Signals
- OTM Book 15 - Pedestrian Crossing Treatments
- OTM Book 18 – Cycling Facilities

**Topics covered will include:**

- Legal Requirements
- Design Requirements
- Design Practice

This two (2) day course will cover typical traffic signal design practices and standards used in The Province of Ontario including signs and pavement markings. It will also touch on aspects of pedestrian crossover design and traffic signal phasing and operation.

There will be a hands-on practical design session where students will design a traffic signalized intersection utilizing a base plan which will be provided. Students will also be encouraged to bring design samples to the class for group review and discussion during this session.

Students will receive a certificate upon successfully completing a 50 question multiple choice exam.

Please note this is not an IMSA Certification course. It is a made-in-Ontario course created to provide students with the information they require to design traffic signals in the Province of Ontario.

This course is geared towards both novice and experienced professionals designing traffic signals. It will also allow the opportunity to seek clarification and provide a better understanding of the components of good traffic signal design in the Province of Ontario.

# DIRECTOR'S SPOTLIGHT

## AARON SWARTZ

### Regional Director, West – IMSA Ontario Trillium Section

Hello ALL! HI! I'm Aaron Swartz and I am honoured to serve you as a Director with the IMSA Ontario Trillium Section, representing the WEST Region of this Great Province.

During the day, I am the Supervisor of Signals and Facilities for the County of Essex. My duties include everything having to do with traffic signals, from design to maintenance and everything in between. The two most enjoyable parts of my job are testing and trialing new technologies, and training and sharing knowledge with staff and IMSA members across the province.



I first became involved with the IMSA Ontario Trillium Section in 2008 when I attended Level I & II Signals programs. I have been involved in just about every Signal and Street light program, first as a participant, then a moderator up until 2020. I've served on the Executive in various roles, off and on for the last number of years and most recently as Director West Region. In this role as Director I am tasked with attending Board Meetings, contributing to the governance and running of the organization along with bringing important issues and items of importance to the table to represent members in our Area. IMSA Ontario Trillium Section provides in person and online certification courses for its members for professional development. We also offer the opportunity for members to attend Expos as well as providing support for its members employed in and around the traffic industry. For those members in the WEST, please reach out to me via email or telephone should you have any questions or suggestions to better YOUR membership in the organization. We are open to bettering YOUR membership and look forward to hearing from you! The front pages of our quarterly magazine lists the Regional Directors representing you!

The IMSA organization provides its members a volunteer opportunity to get involved in the field in which you are interested and perhaps employed. Get involved, you won't be disappointed!!



## LARRY SHARPE

### Regional Director, North – IMSA Ontario Trillium Section

Hello there! My name is Larry Sharpe and I am pleased to represent the IMSA Ontario Trillium Section as the Director for the Northern Area.

I retired from MTO 16 years ago after having held the position of Electrical Coordinator for the Northeast Region. After retiring from MTO, I continued to work with MTO maintenance contractors for 9 years supervising electrical departments. Additionally, I consulted in contract administration for 2 years on a part-time basis. I began my career working on signals and lighting in 1974 in the GTA prior to transferring to the Northeast Region in 1989.

I became involved with the IMSA Ontario Trillium Section in 1985. I have been involved in various roles and enjoyed a variety of responsibilities, off and on, for the last number of years.

I have held the position as Director for the Northern area for approximately 15 years. In my role as a Director, I am tasked with attending Board meetings, contributing to the governance and running of the organization along with bringing issues and items of importance to the table to represent members in the Northern area.

IMSA Ontario Trillium Section provides in-person and online certification courses for its members for professional development. We also offer the opportunity for members to attend Expos as well as providing support for its members involved in the traffic industry in any number of capacities. For those members in the Northern area, please reach out to me via email or telephone should you have any questions or suggestions to better YOUR membership in the organization. We are open to bettering YOUR membership and look forward to hearing from you. The front pages of our quarterly magazine lists the Regional Directors representing you!

The IMSA organization provides its members with volunteer opportunities to get involved in the field in which you are interested and perhaps employed.

Get involved, you won't be disappointed!!

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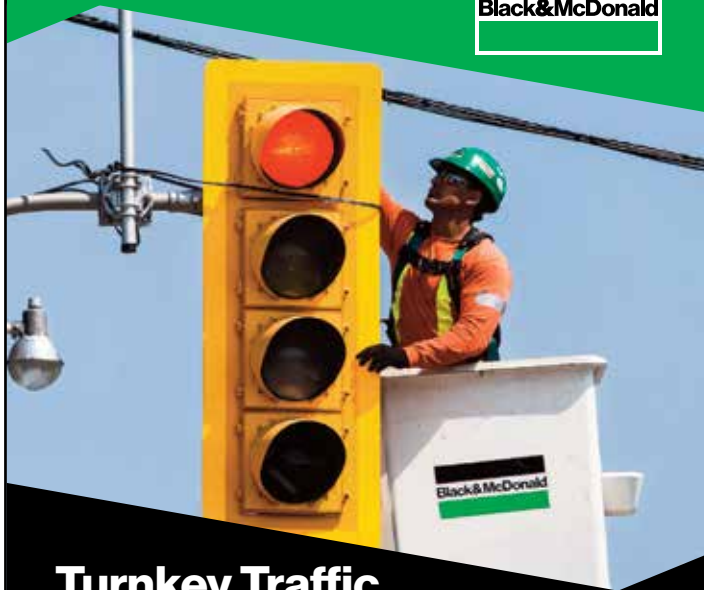
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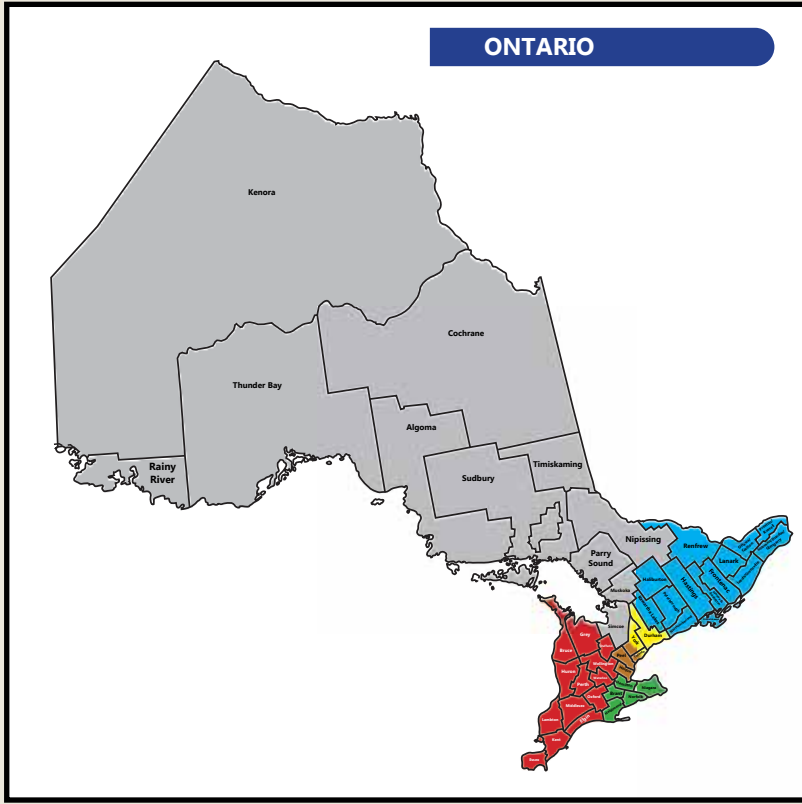
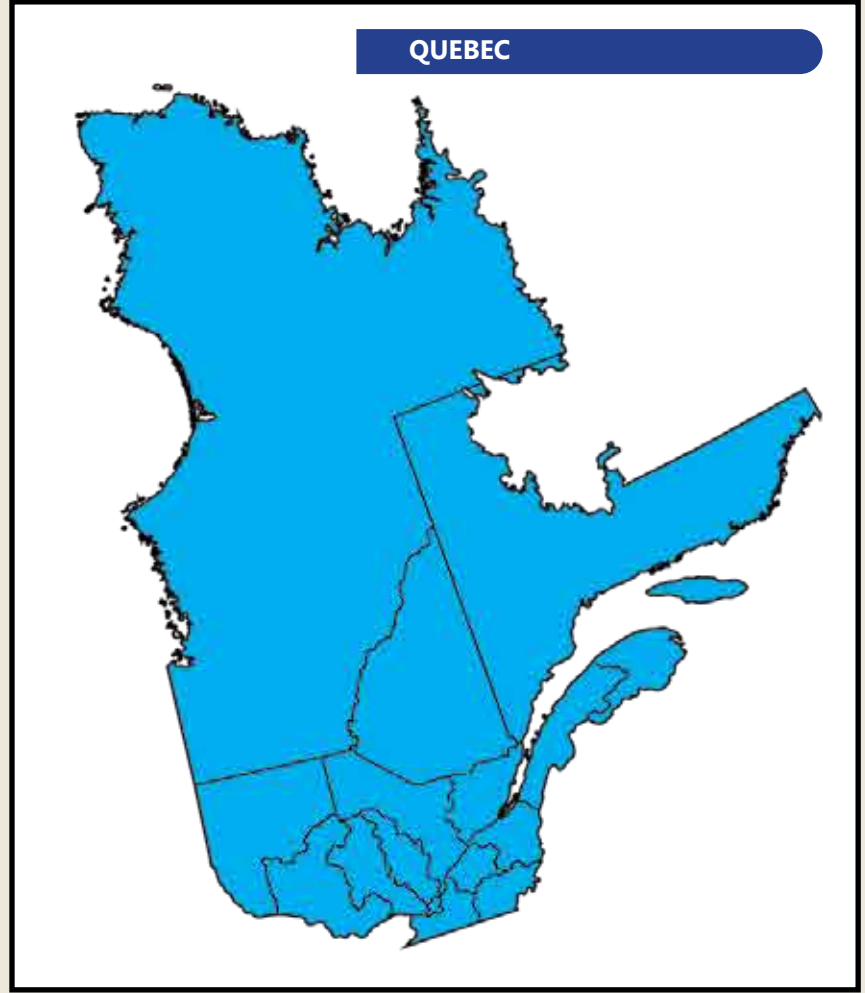
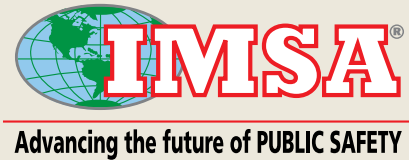
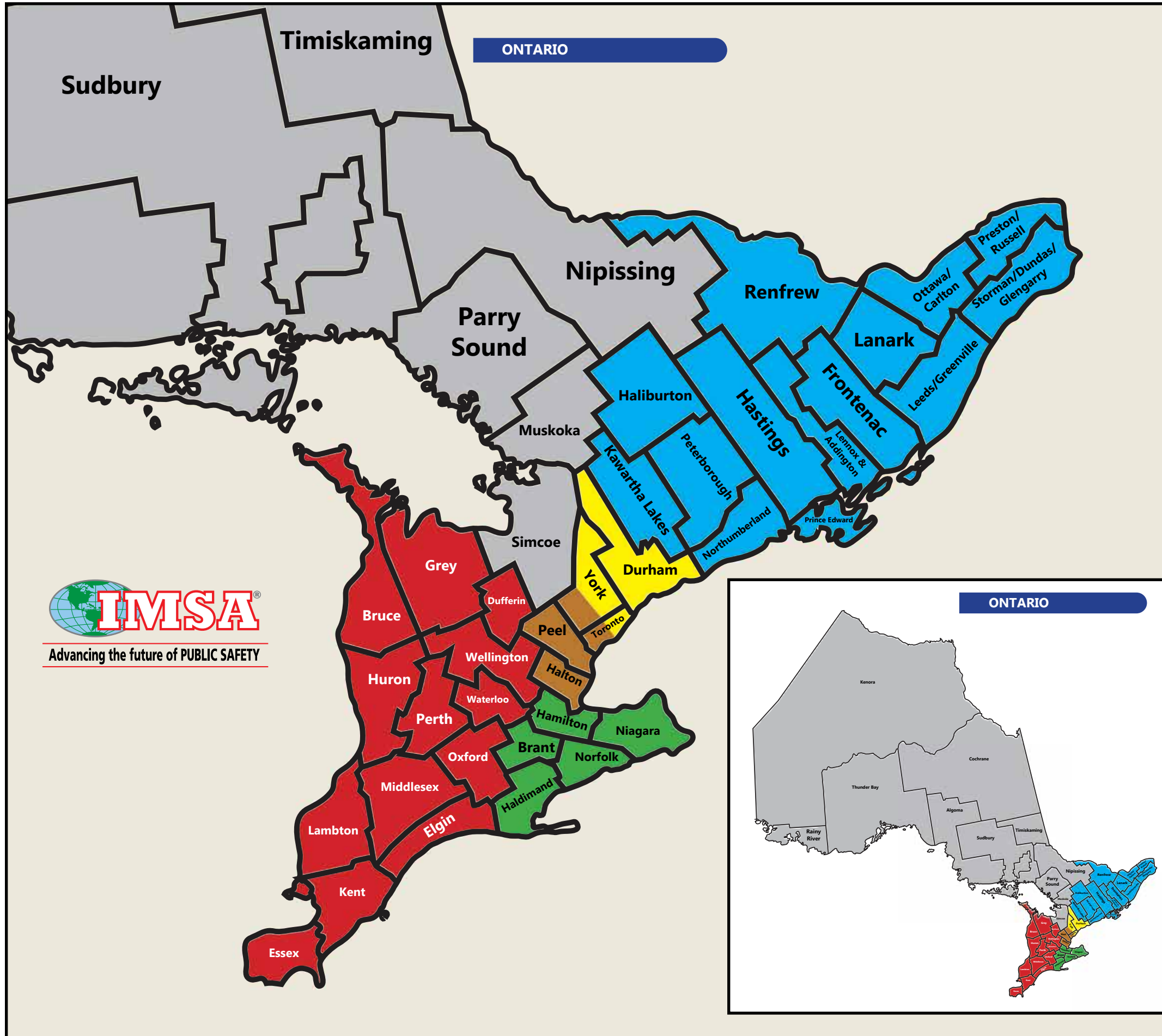


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**IMSA Ontario Trillium Section Regional Boundaries Dated January 2026**

- **East Region** — the counties of Kawartha Lakes; Haliburton; Peterborough; Northumberland; Hastings; Prince Edward; Renfrew; Lennox and Addington; Frontenac; Lanark; Leeds and Grenville; Ottawa; Stormont, Dundas and Glengarry; Prescott and Russell, and the Province of Quebec. **Regional Director - Matt Wood**
- **GTA East (east of Yonge Street)** — the counties of Toronto; York and Durham. **Regional Director - Joe Hendrix**
- **GTA West (west of Yonge Street)** — the counties of Toronto; York; Peel and Halton. **Regional Director - Sheila Maye**
- **North Region** — the counties of Kenora; Rainy River; Thunder Bay; Cochrane; Algoma; Manitoulin; Sudbury; Timiskaming; Nipissing; Parry Sound; Muskoka and Simcoe. **Regional Director - Larry Sharpe**
- **South Region** — the counties of Hamilton; Niagara; Brant; Haldimand and Norfolk. **Regional Director - David Thompson**
- **West Region** — the counties of Essex; Lambton; Chatham/Kent; Elgin; Middlesex; Huron; Bruce; Perth; Oxford; Grey; Waterloo Wellington and Dufferin. **Regional Director - Aaron Swartz**



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# TRAFFIC SIGNAL CONTROL DEVICE STANDARDS

## - A look under-the-hood

[Note: The comments and views expressed herein are not necessarily those of IMSA Ontario Trillium Section]

### **Part 1: What are standards?**

Product standards are the backbone of modern manufacturing and global trade. They ensure that the things we buy, use, and rely on every day are safe, consistent, and high-quality. Think of them as a shared rulebook that manufacturers follow so customers know exactly what they're getting.

We in the traffic signal industry are accustomed to working with a framework that provides consistency of devices to ensure they function as desired.

We have a range of 'rules' or 'procedures' that check our work in traffic control and management. Some examples are...

#### **Guidelines**

"A guideline aims to streamline processes according to a set routine or sound practice. Following a guideline is never mandatory. Guidelines are not binding and are not enforced." [Wikipedia]

#### **Recommended Practices**

Recommended Practices are "best practices" for methods, materials, or practices to give guidance to the user. [NISO, the National Information Standards Organization]

#### **Standards**

Standards are published documents that establish specifications and procedures designed to ensure the reliability of the materials, products, methods, and/or services people use every day. Products are 'approved' to the standard by certified testing facilities.

#### **Highway Traffic Act**

A bill which has passed through the various legislative steps required for it and which has become law.

Standards, as shown above, are rated high on the 'rules' list!

#### **What is a Standard?**

The International Standards Organization (ISO) says "An ISO standard is developed by a panel of experts, within a technical committee. Once the need for a standard has been established, these experts meet to discuss and negotiate a draft standard. As soon as a draft has been developed it is shared with ISO's members who are asked to comment and vote on it. If a consensus is reached the draft becomes an ISO standard, if not it goes back to the technical committee for further edits."

# TRAFFIC SIGNAL CONTROL DEVICE STANDARDS

## - A look under-the-hood

This process is used in most standard-development methodology.

### Types of Product Standards

Standards can be categorized into the following groups:

1. Performance standards
  - a. Define how a product should be designed, built, function, or tested.
2. Safety standards
  - a. Ensure products don't pose risks to users.
3. Quality standards
  - a. Set expectations for durability, performance, and reliability.
4. Environmental standards
  - a. Address sustainability, emissions, and eco-friendly practices.
5. Compatibility/interoperability standards
  - a. Ensure products from different manufacturers work together (like USB ports).

Items 1 and 5 are the foundation of our traffic signal control device standards.

### Who Creates Product Standards?

A standards organization, standards body, standards developing organization (SDO), or standards setting organization (SSO) is an organization whose primary activities are developing, coordinating, promulgating, revising, amending, reissuing, interpreting, or otherwise producing technical standards that are intended to address the needs of a group of affected adopters. [Wikipedia]

Standards setting bodies that we are familiar with in the traffic signal industry include...

- Underwriters Laboratories (UL)
- Canadian Standards Association (CSA)
- Society of Automotive Engineers (SAE)
- International Electrical Electronic Engineers (IEEE)
- National Electrical Manufacturers Association (NEMA)

These groups collaborate to create standards that reflect scientific research, industry needs, and consumer safety.

### National Electrical Manufacturers Association (NEMA)

NEMA is the organization that we are most familiar with in the traffic signal industry. A little of NEMA's background:

- NEMA was created in 1926 by the merger of the Electric Power Club and the Associated Manufacturers of Electrical Supplies, it provides a forum for the standardization of electrical equipment, enabling consumers to select from a range of safe, effective, and compatible electrical products.
- NEMA is a federation of over 50 diverse product sections, traffic signals being one, that are grouped into eight divisions.

# TRAFFIC SIGNAL CONTROL DEVICE STANDARDS

## - A look under-the-hood

- NEMA's 400+ member companies manufacture products with a wide range of electrical products.
- The Traffic Control Section was formed in early 1950; however, it was not very active.

### A little interesting history

- In 1969, the US Apollo space program (National Aeronautics and Space Administration- NASA) landed two (2) men on the moon – the culmination of a decade-long endeavor started by President Kennedy.
- Post the Apollo program, many engineers and scientists were out of work - no new projects.
- Aerospace companies were looking for new work to fill the void.
- The traffic signal industry, which had started using transistors in its devices, was expanding and offered opportunities for their skills.
- Consequently, the traditional suppliers of traffic control equipment suppliers, Automatic Signal, Eagle Signal, Econolite, were now facing strong competition from new companies such as Honeywell, Traconex, Sperry Systems, Singer, Multisonics, to name a few.
- At this point in time, there were no industry standards – every company did its own thing.
- The traditional suppliers wanted to make it difficult for these 'upstarts' so they activated the NEMA Traffic Control Section; created a new standard we know as "NEMA TS-1 1976".
- New York State, Caltrans, and Metro-Dade County did not like the manufacture-driven standard (functional) developed by NEMA, so they created a user-driven standard (hardware) called Type 170. MTO, Quebec City, Victoria BC and others joined with them.

The rest, as they say, is history!

*[A brief story: In early 1970s, Don Grills, a long-time traffic manager at Canadian General Electric, tells the story of an aerospace engineer who came to visit him. He proposed this reflection; to reduce intersection delay, he could eliminate the yellow clearance if no traffic demand existed!]*

### NEMA's Transportation Management Systems & Associated Control Devices

From NEMA's website: "Transportation management systems and associated control devices encompass the hardware, software, firmware, and integration services that enable intelligent transportation systems (ITS).

The components, subsystems, and services used to design, install, operate, and maintain ITS include:

- Dynamic message signs (DMS).
- Portable traffic signal systems.
- Intersection (and other roadside device) controller hardware and software.
- NTCIP<sup>1</sup> Communications interface devices.
- Traffic controllers and subassemblies, as well as associated software.
- Traffic cabinets, enclosures, load switches, and field terminals.
- Stationary and mobile traffic management centers.
- Transportation systems that sense vehicles (loops, video, and other technologies).
- Environmental sensor systems.

# TRAFFIC SIGNAL CONTROL DEVICE STANDARDS

## - A look under-the-hood

NTCIP, as a standard, has become very important to the traffic signal industry. "It is a family of standards designed to achieve interoperability and interchangeability between computers and electronic traffic control equipment from different manufacturers."

The main standard is NTCIP 1202 Object Definitions for Actuated Traffic Signal Controller (ASC) Units [A Joint Standard of AASHTO, ITE, and NEMA]<sup>2</sup>. It defines the core functions of a modern traffic signal controller; from timings to signal output and more.

An example of the 1202 standard - in this case a phase minimum green parameter:

```
Phase Minimum Green Parameter phaseMinimumGreen
OBJECT-TYPE SYNTAX INTEGER (0..255)
ACCESS read-write
STATUS optional
```

DESCRIPTION "<Definition> Phase Minimum Green Parameter in seconds (NEMA TS 2 range: 1 255 sec). The first timed portion of the Green interval which may be set in consideration of the storage of vehicles between the zone of detection for the approach vehicle detector(s) and the stop line.

### Summary

Currently, the key NEMA standards are shown below.

- NTCIP Infrastructure Standard Security Implementation (ISSI) (in progress)
- NTCIP 1202 v04 Actuated Signal Control (ASC)
- NTCIP 1213 v03 Electrical Lighting & Management Systems (ELMS) (Published Feb 2023)
- NTCIP 1218 v01 Object Definitions for Roadside Units (RSUs)
- NTCIP 1218 v01A-SE-01, Object Definitions for Roadside Units (RSUs) TPG-Enabled
- NTCIP 1204 v04.26b, Environmental Sensor Station (ESS) Interface Protocol

Below is a full listing of NEMA standards developed over the years.

- **List of Published NTCIP Standards (managed by NEMA) - <https://www.ntcip.org/document-numbers-and-status/>**

In the next issue, we will explore the traffic signal controller standard; from the beginning-to-now and the future.

Be safe!

*By Ron Whitelock*

Comments/suggestions are most welcome.  
Ron can be reached at [ron@TransportationSmart.com](mailto:ron@TransportationSmart.com)

<sup>1</sup> National Transportation Communications for Intelligent Transportation System Protocol

<sup>2</sup> This standard, and others, can be purchased online from NEMA

[<https://www.nema.org/standards/about-standards/how-to-purchase-a-nema-standard>]

# THE PRESIDENT'S STORY

About 23 years ago, I completed my electrical apprenticeship and I was busy wiring commercial buildings, some in the fine city of Kingston and some out of town. Around this time, I got engaged, married and purchased a home. I wasn't wasting time but, the commercial jobs out of town were out weighing the commercial jobs in town. Now, with a baby on the way and soon to be a proud father decisions had to be made.

A job opportunity became available with Utilities Kingston as a Traffic Signal Technician. So, I eagerly applied and after an intimidating interview process with a panel of interviewers, I was hired. So, here I was hired as a Traffic Signal Technician with zero knowledge of traffic signals, however, that was about to change! After about a year I was off to school again and enrolled in work zone safety and level 1 courses with an organization named IMSA. For the record, I had believed I was done with the schooling part of my life. Boy, was I wrong! After several years of practical experience and certification courses, I successfully completed all of my certification levels for my position at Utilities Kingston. I was definitely done with schooling this time!

After five or six years of being a Traffic Signal Technician with Utilities Kingston another job opportunity became available. This time, a management position for the Traffic Signal Department. I spoke with my wife and decided to apply and again I was successful. Guess what? Back to school I went. The position required me to achieve my Master Electrical License as I was going to become a manager of the department. After a few courses and hours of studying I wrote the Provincial Exam and was now a Master Electrician. Yay no more school!

Now, after many years managing a small department of six to seven Traffic Signal Technicians, I can't help reflecting on a daily basis the opportunities the group has gained from being members of IMSA Ontario Trillium Section.

I think about the late nights while attending an IMSA Ontario Trillium Section training course or trade show; chatting with other Traffic Signal Technicians and vendors about what is new in their region or the availability of a new product. Most importantly, it's the camaraderie and friendships I've made with folks in the industry. For me personally, these real life conversations are knowledge that is not obtained from a text book or video.

Sincerely,

**Gary Wimmer**



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