



# BC Transportation Report

Canadian Institute of Transportation Engineers

British Columbia, Canada

Greater Vancouver Section ❖ Vancouver Island Section ❖ BC Interior Chapter

VISIT US AT [www.citebc.ca](http://www.citebc.ca)

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**A Happy  
New  
Year!**

## 2004 Greater Vancouver ITE Award Winners

Ms. Mimi Sukhdeo, previous past president of Greater Vancouver ITE, section handed out the annual 2004 Greater Vancouver ITE awards at the November 2004 Greater Vancouver ITE dinner meeting. The award recipients are shown in the next page.



### 2004 - 2005 EXECUTIVES

#### GREATER VANCOUVER SECTION

President: Jo Fung  
Past President: Steve Brown  
Vice President: Jane Farquharson  
Secretary/ Treasurer: Borg Chan

#### VANCOUVER ISLAND SECTION

President: Richard James  
Past President: George King  
V.P. (Programs): Ed Miska  
V.P. (Membership): John Coombs  
Secretary: Todd Litman  
Treasurer: Nadine King

#### BC INTERIOR CHAPTER

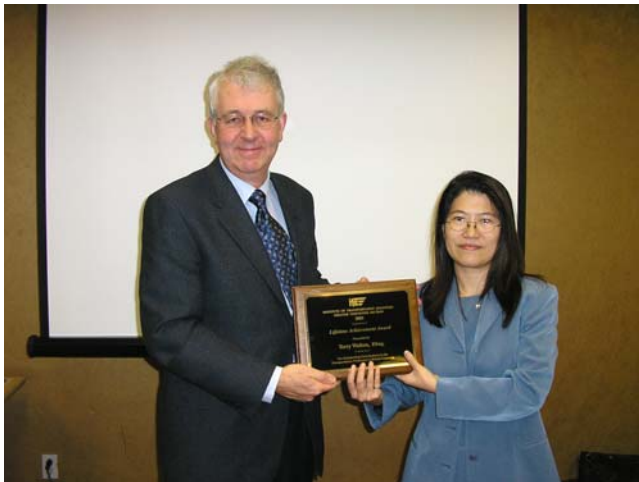
President: Dave Cullen  
Past President: Ken Gauthier  
Director: Andrew Ambrozy  
Secretary/Treasurer: Vacant

## 2004 Greater Vancouver ITE Award Winners



### Mr. Jan Voss, 2004 Professional of the Year

- President and Founder of CTS (Creative Transportation Solutions Ltd.)
- Past presidents for the Vancouver Section of ITE and the only Canadian ITE District Past President from BC
- Volunteered his time / presented at previous PTOE seminars
- Initiated the "Technical Review of the Pedestrian Signals in Canada" and Volunteered his time as chair, and even donated CTS staff time for the review.



### Mr. Terry Walton, Lifetime Achievement Award

- In mid 1990 Terry became a project manager and was assigned to the Barnet Hastings People Moving Project, one of the 1<sup>st</sup> arterial HOV projects in North America.
- Terry's next project was the first successful Design/Build project in BC, the South Surrey Interchange. A project with innovative solutions that would provide excellent service to the public while making best use of adjacent surplus lands.
- Terry was awarded the ITE Professional of the Year in 1997.
- Three of the projects he managed had won the W.H. Curtis Awards.



### U-Pass, BILL CURTIS TECHNICAL

#### ACHIEVEMENT AWARD (Project of the Year)

- First transit related project to win this award
- Provides UBC and SFU students with unlimited access to bus, Seabus and Skytrain services; and discounted fares on the West Coast Express at an affordable price.
- Provides students with affordable access to public transit and reducing vehicle trips to universities.
- Both UBC and SFU have adopted the U-Pass program in 2003.
- Student ridership has increased by 39% for SFU riders and 53% for UBC riders since Sept 2003

From left to right: Carole Jolly (GVRD), Phil Orchard (UBC Alma Mater Student Society), Gordon Lovegrove (UBC Administration), Leanne Dalton (Simon Fraser Student Society and Administration), Bill Lambert (Translink), Mimi Sukhdeo

# Getting Signs Right!

By Richard James, P. Eng, PTOE

Traffic signs are the primary means of communicating to drivers' critical information that is not apparent from the roadscape. It is essential that the message conveyed by signs be unambiguous and consistent. To this end we have Sign Standards that are derived in part from legislation (regulatory signs), and partly based on sound engineering and accepted "Best Practices".

Since we have a multiplicity of jurisdictions in BC we need to take special care to ensure consistency, which means all road authorities must follow the BC Motor Vehicle Act Regulations that are explained more fully in the BC Ministry of Transportation Sign Manual that clearly indicates....

## 1.5 Standardization of Application

*Similar situations must always be signed in the same manner in order to ensure correct driver response. Therefore, to maintain signing integrity, standards for the application of traffic signs must be upheld. Signs should be used only where they are warranted. Excessive use of signs detracts from their effectiveness.*

As an example of a common problem in BC let us look at two regulatory signs. These have been chosen as an example of one of many instances where the Regulations are not being followed. As these are regulatory signs it is most important that drivers receive the correct message that is consistent and unambiguous. If this does not happen, drivers get used to doing "the wrong thing", then one day someone will ignore them and become involved in a collision, and liability will conceivably end up with the Road Authority because the signage was legally wrong. Just a bad thing though, where they are used correctly, they will be ignored because drivers have become used to the wrong application of the signs.

Again quoting the BC Manual...

R-16L



(60X60)

TURN CONTROL signs may be used at intersections or accesses to mandate (green signs, at left) or prohibit (red signs) the movement(s) of **all traffic on an approach** as specified on the sign.

*TURN CONTROL signs should not be confused with LANE USE signs which are used to regulate the use of specific lanes and are mounted in advance of the intersection.*

R-18



(60X60)

LANE USE signs (black signs at right) are used to indicate to the motorist the **use of a specific lane on an approach to an intersection**.

LANE USE signs regulate the lane assignment on approach to intersections and should be used where the movement is contrary to driver expectation or to the normal rules of the road.

*LANE USE signs should not be confused with TURN CONTROL signs. Turn control signs are used to control all traffic in all lanes at an intersection.*

R-81



(75X75)

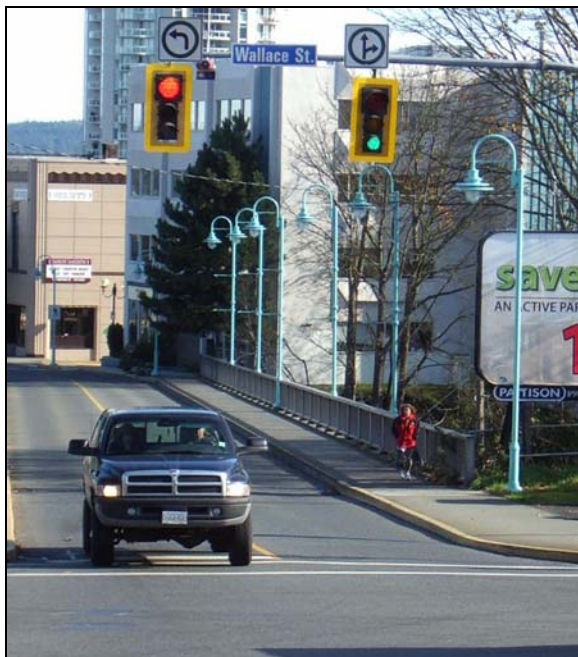
R-82L



(75X75)

It should be clear from this that only one of the green (permissive) Turn Control signs or a combination of red, (prohibition) signs can be used on any one intersection approach as that sign applies to all traffic. If two permissive signs (for example left turn only permitted and through only permitted (both green)) are used, there is a conflict that essentially says no one can move and comply with the signage! The correct signage in this case is to use the Lane Use signs (black) over each lane.

In the first two of the following photographs these signs are being used incorrectly. In the top photo, the red turn prohibition sign (left foreground) is correct, however the green sign (at the end of the right lane) is incorrect, it should be the black Lane Use sign, mounted prior to the end of the lane (side mounted or overhead, where the text sign is). The use of turn control signs to indicate lane usage at this signal (bottom left photo) literally means an approaching driver can legally (regulatory sign) not move through the intersection as the signs conflict, one says you can only go straight ahead or turn right, the other one says you can only turn left... Again, the signage should be the black lane control signs, preferably mounted prior to the signal mast arm. The bottom right photo shows the correct sign application, black lane control signs mounted over each lane prior to the intersection. If necessary for further clarity, arrow signal heads should be used.



Signs, of whatever type, must always be designed and placed so that they are clearly visible and legible, are placed so that they can be read, understood and acted upon safely to enable the driver to make and execute the correct maneuvers in a timely and safe manner under the prevailing traffic and roadway conditions. This means that sign and lettering sizes must be adjusted for vehicle speeds, and positioning must recognize the probability of signs being obscured by traffic in adjacent lanes on multi-lane facilities.

# French Demonstrate Segway Vision to Connect Commuters and Bridge the Last Mile

*"Station Oxygène®" Opens Offering Zero-Emission Transportation Solutions to Commuters in Lille*

LILLE, FRANCE - Dec. 3, 2004 - Today the City of Lille, France and Keolis Group inaugurated a first-of-its-kind transportation network - the "Oxygen Network". The Oxygen Network is made up of an Oxygen Station and an Oxygen Boutique that rent zero-emission transportation devices like Segway® Human Transporters (HTs) and electric bikes to the public. This is the first implementation of the Segway HT as a last-mile solution in a larger transportation system consisting of buses, trains and automobiles.



"When we began developing the Segway Human Transporter, we envisioned it as an essential part of the transportation continuum - a link that would transport people for the first and last miles of their daily trips. The Oxygen Network is the embodiment of that vision," said Dean Kamen, the chairman and founder of Segway LLC and the visionary behind the Segway HT. "We are grateful to Keolis, Transpole and the City of Lille and the regional transportation authorities for taking a progressive approach to urban transportation and proving that it can be convenient, efficient and eco-friendly."

## The Oxygen Network

The Oxygen Station is located on the Champ de Mars, just Northwest of Lille near a large parking lot. The Oxygen Boutique is located in the center of the city at the Lille Flandres railway station. A total of 16 Segway HTs and 25 electric bikes will be available for rent by the half-hour, half-day, day, weekend or month. There is a 10 percent discount on rentals to anyone with a public transportation ticket.



# CITE Scholarships and Awards 2005

The following scholarship and award application / nomination forms are now available. Please note the deadlines and requirements as noted below. Click on the item name to download the information packages.

Award/Scholarship	Criteria	Application Deadline
<a href="#">H.R. Burton</a> Distinguished Service Award	Any past or present member of CITE who has over a period of time, continually contributed to the technological or academic advancement of the transportation industry	25 <sup>th</sup> March 2005
<a href="#">Dr. Michael Van Aerde</a> Memorial Transportation Scholarship	Applicants must be enrolled in a doctoral program in a Canadian University.	25 <sup>th</sup> March 2005
<a href="#">John Vardon</a> Memorial Transportation Scholarship	Applicants must be enrolled in a post-graduate transportation education program at a Canadian University and be an ITE member.	25 <sup>th</sup> March 2005
<a href="#">Student Paper</a> Competition	Students enrolled in an accredited Transportation program at a Canadian University/College	International - 15 <sup>th</sup> March 2005 Canada Only - 1 <sup>st</sup> May 2005

Nominations for the HR Burton Award are made by members who feel that the proposed recipient is worthy of the award. The proposed awardee should not be aware of the nomination.

**For more information please visit [www.cite7.org](http://www.cite7.org)**

## Upcoming Events and Conferences



### ITE 2005 Technical Conference and Exhibit

held in cooperation with the  
Federal Highway Administration

#### **‘Mobility Now!’ Get Moving with Transportation Management and Operations**

February 27-March 2, 2005  
Flamingo Las Vegas Hotel | Las Vegas,  
Nevada, USA

Please visit <http://www.ite.org/conference/>

### **BUILDING**

#### **INSIDE THE BOX**

*Innovative transportation ideas  
for a constrained reality*



### 2005 ITE Quad/WCTA Regional Conference

The Greater Vancouver Section of the CITE invites you to come to Vancouver, BC for the annual ITE Quad Conference on:

**April 7<sup>th</sup> to 9<sup>th</sup> 2005**  
**Hyatt Regency Hotel,**  
**Vancouver, BC, Canada**

Check them out at <http://citebc.ca/Quad2005/>

### 2005 CITE Conference

**The theme of the 2005 conference is  
“A Green Light for Growth, Safety and  
Innovation”**



From June 5-8, 2005, the Canadian Institute of Transportation Engineers (CITE) Saskatchewan Section will be hosting the annual CITE Conference in Saskatoon, Saskatchewan.

Check them out at  
<http://www.cite7.org/saskatoon/>



### ITE 2005 Annual Meeting and Exhibit

August 7-10, 2005

Melbourne Exhibition and Convention Centre  
Melbourne, Victoria, Australia

Please visit <http://www.ite.org/annualmeeting/>

In addition to the 2005 Quad conference, there will be two training courses happening before and after the conference.



## PTOE Refresher Course

**Date:** Sunday April 10<sup>th</sup>, 2005

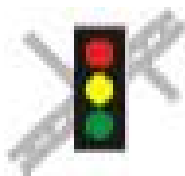
**Location:** Hyatt Regency Vancouver.

**Presenter:** Dan Havercroft, P. Eng., PTOE, Professor of Transportation Engineering Technology, Mohawk College, Hamilton Ontario. Dan instructs courses in Transportation Planning, Transportation Design, Traffic Engineering, and Public Transit Operation. Instruction has been given in a college setting and in the form of seminars to municipal, provincial and consulting engineering employees from a number of different provinces across Canada.

The **PTOE Refresher Course** reviews key items in the ITE Publication "Professional Traffic Operations Engineers Certification Program Refresher Course" which provides an overview of topics, key references and a brief independent study guide by topic for practicing engineers who intend to take the PTOE certification examination, but is not keyed specifically to the examination questions.

A copy of the book is included in the course fees.

Course Cost: Cdn \$230; Register through the 2005 Quad Conference website at <http://citebc.ca/Quad2005/>.



## VISSIM Training Course

**Date:** Wednesday & Thursday April 6<sup>th</sup> & 7<sup>th</sup> 2005

**Location:** Hyatt Regency Vancouver.

### VISSIM Course

This course covers the basics of VISSIM at the Introductory Level and introduces users to VISSIM 4.0 for traffic engineering applications. Please see the [course outline](#) for details.

**Instructors:** the course will be presented by Tony Woody of PTV America.

The registration fee includes a course workbook with course materials, lunch and refreshment breaks. Registration fees are as follows:

Early Registration (prior to March 17).....\$US 850 incl. GST

Late Registration (after March 17).....\$US 950 incl. GST

There will be a 10% discount for ITE Members attending the conference for this course.

Registration will be on a first registered basis (maximum 12 people). Confirmation of registration will be acknowledged via email. Please go to [PTVAmerica's Training](#) site after February 1<sup>st</sup> for the registration form.

For additional details, please send an [E-Mail](#) to the Seminar coordinator at [training@ptvamerica.com](mailto:training@ptvamerica.com)

# ITE UPCOMING

## *Greater Vancouver Section Meeting*

**Date:** THURSDAY, January 27, 2005  
**Time:** 7:30-9:30 am (Breakfast Meeting)  
**Location:** Holiday Inn Metrotown  
**Topic:** "Why All Your Traffic Projections Are Wrong: A Fresh Look at Transportation Modelling"  
**Speaker:** Stuart Ramsey, P. Eng., City of Burnaby  
**Cost:** \$25 members, \$30 non-members, \$15 students  
**To Register:** Please confirm your attendance with Borg Chan via email at [bchan@gdhamilton.com](mailto:bchan@gdhamilton.com)

## *Vancouver Island Section Meeting*

**DATE:** WEDNESDAY January 26<sup>th</sup>, 2005  
**Time:** 11:45am - 3:30pm Lunch served at 12 noon sharp!  
**Location:** Langford City Hall, 2nd Fl, 877 Goldstream Ave  
**Topic:** What's Happening on the West Shore"  
**Speaker:** David Reay, Colwood; Michael Baxter, Langford; Garry Smirfitt, Sooke, Les Bjola, Bear Mtn, and Tim Stevens, Consultant. We will have presentations from a variety of speakers identifying their organization's experiences and expectations with the current surge in development on the West Shore.  
**Cost:** Soup/Sandwich format, cost \$13 for Members and \$16 for non-members.  
**To Register:** Register by calling: Richard James at 250-721-5897 or (preferably) E-mail to [raj@rjassociates.ca](mailto:raj@rjassociates.ca) by Friday Jan 21, 2005

## *BC Interior Chapter*

The Chapter is back, please contact Mike Baker at [mike.baker@ch2m.com](mailto:mike.baker@ch2m.com) in Kamloops for information and to be added to their mailing list.



*UBC Student Chapter*

Please check the UBC Student Chapter website for meeting time and location.

[www.civil.ubc.ca/research/ite](http://www.civil.ubc.ca/research/ite)

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