

TAC Educational Achievement Award Nomination

ROY SYMONS

TRANSPORTATION PLANNING WEBSITE

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ABSTRACT

The initiative is my personal website www.transportation-planning.com. In our day to day life we come across all sorts of information useful to our work and the end goal of promoting sustainable transportation. From reading books, to visiting other places, I felt there was benefit in sharing this with the public. I started the website at the very end of 2014, and in that short space of time feel I have shared some valuable content.

The contribution comes in the form of blog posts sharing whatever is relevant at that moment. For example, I prepared a write-up of some key takeaways from the CITE Vancouver conference earlier this year. I shared my presentation 'Travelling Safely into the Future' from the 2015 TAC Conference. I have visited a number of great cities and written up a review of their transportation systems providing examples of how they do things, these cities have included Portland, San Francisco, Barcelona and Amsterdam. A lecture on climate change really struck home how big the problem is, I wrote up my thoughts on how transportation planning can play its part. In each post I try to draw out the relevance to transportation planning with a focus on the promotion of sustainable transportation. The other key component of my website is the examples page. I often find myself talking with clients about a range of solutions for a particular problem, the examples page provides a resource to easily show them what others are doing.

My goal is to create a database of transportation infrastructure components that can be used as examples by anybody across the country or the world. The content to date is just the start, what I have gathered in the past year. Regular updates will grow the knowledge-base and hopefully become a leading resource for Transportation Planners and Engineers everywhere.

The main goal with the website is to provide inspiration that may spark different and more sustainable ideas in our Canadian communities, a way to learn from others around the world. Solutions may require some adaption to implement here but the goal is to think differently and learn from others.

Content is shared via Newsletter LinkedIn and Twitter in the hope of reaching contacts, clients and other likeminded people and of course available to anyone that comes across it through an internet search.

INTRODUCTION AND OVERVIEW

This submission for the Educational Achievement Award is for my personal but industry focussed website www.transportation-planning.com which I started at the end of 2014.

My early career was very much focussed on pure traffic modelling and finding ways to optimise the efficiency of intersections, interchanges and road networks. While that still forms a part of my day-to-day activities, over time my role has developed and must now encompass a much broader range of tasks and perspectives. At the same time the industry and trends within it are changing rapidly and transportation planning is becoming much more than just traffic planning.

When I joined ISL Engineering and Land Services in the role of Manager of Transportation Planning in British Columbia, I was encouraged to take charge and shape my own career, encouraged to attend industry events and be part of the wider transportation community.

That first year and a half or so I went about my daily work tasks, and often whilst researching something for a project, reading something out of personal interest or attending an industry related event there would be takeaways that I felt should not be lost, or should be shared with others to help spread knowledge. This is where I decided a website would provide such a tool. I began to put the pieces together one by one, it has taken many iterations to get to where it is today.

While the website is related to my role as a Transportation Planner, and while my activities are supported by my employer, ISL Engineering and Land Services Ltd. (ISL), the content is entirely my own, my opinions are my own, and do not represent those of ISL. The effort required to maintain and update the website, create blog posts, collect photographs, visit other places to experience their transportation system is undertaken in my own time. I am grateful that ISL give me the freedom to pursue this personal but work related challenge.

DESCRIPTION OF ACHIEVEMENT

In simple terms the achievement is a website I have worked on since December 2014 dedicated primarily to Transportation Planning. It also touches on wider transportation topics and some urban and land use planning areas of interest. There are a few main sections which can be selected through the header row including Blog, Resources, Examples, Twitter, About, and Subscribe. An overview of each is provided below.

Current Website Content

The Blog page is the main source of content and material for the website and acts as the home page. Article frequency depends entirely on many things, the type of work I'm doing, research I may come across, events I have attended, books I have read.

The Resources page provides a place to store useful links in an organised fashion and to make it available no matter which computer I am on. It is also available for others to use as necessary.

The Examples page is one of the main reasons behind the website. There have been numerous occasions while sitting down with a colleague or client whilst brainstorming potential solutions and I've wanted to say, hey, I saw something that would be perfect on this street in this place. The goal for this page is to build an image library of different pieces of transportation infrastructure. There have been several occasions since I've started this that I've used it to suggest solutions to problems on our projects, for example protected bike lanes in Amsterdam and Downtown Vancouver to Slow down pavement markings used in North Vancouver.

The Twitter page provides a live feed of my actual Twitter page. Twitter is a useful tool for reaching a wider audience and for sharing quick pieces of information. I also find it invaluable for keeping up to speed with latest trends and innovations. By following those leaders in the industry, you very quickly grasp the direction that planning is and must take. This page on my website allows you to see what I am sharing via twitter without leaving the website.

The About page provides a short biography of myself, my contact details and a chronological list of all my blog posts.

The Subscribe page provides an example newsletter and very short subscribe form, email address only.

The content is entirely of my own creation, including the layout, graphics, and text. It has been an interesting and creative process, one that went through many iterations in the first few months until I settled on a very simple and clean interface.

Website Metrics

On occasions there can be a flurry of articles, at other times, article frequency can reduce. In the first full year I made 40 blog posts, an average of 3.3 per month.

Reach of my content can be analysed by a few different metrics. Through Twitter (@roytheplanner), content is shared via 189 twitter followers. Analytical data is available for the past three months which shows my tweets earned 28,200 impressions, 77 link clicks, 28 retweets, 64 likes and 34 replies.

Through LinkedIn, tracking of content shared is not kept in history. However, blog posts have been shared to my 310 connections, which then become visible to others if liked. From memory, most posts receive in the region of 100 impressions and several likes before disappearing.

Google Analytics provides tracking information for my website. Since launch, it has received 1,520 unique visitors from 566 cities around the world, representing 76 countries. The most popular countries have been US, Canada, Brazil, UK, Italy, India, Australia, China, Mexico, Portugal, Spain, Germany and Russia.

Future Website Content

I have a few other pages that I am working on in the background, these are not currently available on-line but will be in due course. Those new pages will titled Arguments and Considerations. The idea being to distill what I learn through the course of my work, research and related activities into some key thoughts that may be quickly referenced and applied at a later date.

The Arguments page will set out a range of arguments both for and against various pieces of transportation infrastructure or service provision such that when somebody come to plan for such a thing, they can quickly look at this page and tick off a number of reasons why and why you might not apply that solution. Hopefully it will lead to a more considered option evaluation process. For example with a simple bike lane, Arguments for may include, separate physical space for cyclists, slight increase in cycling mode share. Arguments against might include: doesn't provide physical separation, not 8-80 or AAA compliant, limited increase in ridership compared to separated lane.

The considerations is an extension of that also. In this case, if you come to implement a piece of infrastructure or service, the website will give you a list of things to consider when doing so. For example with the bike lane, have you considered: road width, gradient, parked cars, driveways, connectivity with neighbouring routes, etc. The hope would be that these lists become the go-to place when you think of planning any potential transportation improvements.

CONTRIBUTION MADE TO EDUCATION/TRAINING

Again, in simple terms, I believe my contribution to Education and Training is my ability to spread the word about trends in the industry, highlight progressive approaches to problems and inspire their use in other locations. To highlight this, I have drawn on three blog posts from the last year, abridged to meet page limit requirements, which I think tell a story and highlight the range and type of content I have been sharing with the wider transportation and global community. The full posts with images, and other content can be viewed at www.transportation-planning.com.

Book Review: Walkable City by Jeff Speck

This is a great book by Jeff Speck that not only explains some of the things that contribute to good urban design and great cities, but also provides examples of things that don't work and explains why. While many of the topics are becoming common in newer guideline documents, the book helped reinforce the need for these features within the city and why we need them. Some key things I took from it include:

- Where do people want to live: increasingly in compact communities with many social opportunities, they want to live, work, eat, drink, recreate without the need to travel
- Buildings: consolidating service such as schools is a bad idea, it means less people can walk. Frontages should be welcoming and bring people in from the street. Building types and costs should be mixed, different classes of society use the street at different times and more people on the street creates greater vibrancy.
- Land Use: the car has allowed us to sprawl and create remoteness, this was fine initially but the freedom it once gave is now replaced by long commutes and self-imposed congestion. What once provided benefit to the few, now has left a legacy of sprawl that negatively restricts the mobility of many. Cities bring the uses together providing opportunities without the need for a car for those that live there. A whole city does not have to be walkable, a vibrant downtown core of even just a few blocks can reflect positively on the whole city attracting people and business.
- Pedestrians: Small blocks are important, they provide route choice, more building frontage and interest, they provide friction to vehicles to slow them down, wide streets are harder to cross, road diets can help but face political challenges. What makes a sidewalk safe is protection from moving vehicles via either street trees or parked cars, ideally both. Front access to buildings should not be provided whether there is a suitable rear entrance to limit conflict points. Where possible four-way stops are a better pedestrian solution than traffic lights with push buttons.
- Cycling: climate plays a very small role in the rate of cycling, policy should be based on encouraging cycling for all, not just the few, design for the less experienced cyclist, the cost of cycling infrastructure is significantly less than automobile infrastructure, bikeways also increase the value of property and therefore tax revenue, as with so many things almost paying for themselves. Dedicated space is a must, marked routes will not attract new cyclists.
- Transit: neighbourhoods should be built around transit nodes and parking requirements removed or relaxed, transit typically works best in neighbourhoods that were originally built around rail, for transit to work there must be walkable destinations at each end of the trip, good transit also increase real estate value, transit may not be feasible in some cities where

driving is easy and cheap. Transit will not reduce vehicle use based on principle of induced demand, it will increase mobility.

- Traffic, induced demand is very real problem, more roads leads to more traffic, only way to reduce traffic is less road space or road pricing. The challenge in doing anything to reduce demand is primarily political. One-way streets were originally implemented to speed up travel to and from the suburbs, today they cause confusion and reduce friction which is a concern to safety. Lane widths in cities need be no more than 10ft (3m), narrow lane help slow traffic down.
- Parking: While parking may be free to the car driver, everybody pays for it in the form of the price paid at the restaurant, shop or cinema, pedestrians, cyclists and transit users are subsidizing car drivers. Parking in the downtown should be paid for to control demand and increase turnover, residential parking should be permit based. Parking requirements should not dictate a change in land use, this may just lead to empty buildings and is of no value to the city. In-lieu fee's are a good solution and allows for shared-use parking. All parking should be controlled by the city. don't provide parking on the main streets, it creates a "missing teeth" effect, always locate it to the rear or consolidate parking in one location
- Environment: while cities may seem polluting, per person they are less polluting than the suburbs, people drive less and typically live in smaller homes.
- Greenspace: should be provided in limited for in the city and encourage activity, i.e. small pocket parks and playgrounds, street trees provide many benefits, they also increase property prices, reduce heat island effects, capture CO2 before it reaches the atmosphere and absorb significant volumes of rainwater, reducing drainage requirements.
- Health: living in the suburbs result in driving almost everywhere, people are becoming obese and this is at least partly related to our previously planned land use patterns. Living in a city encourages people to walk as a mode of transportation and thus get there exercise without even trying.
- The economic benefits of a walkable city are massive, they attract people, which attract companies, the features that make a city walkable increase property prices, which in turns raises property tax revenue for the city

Euro Trip Part 2: Amsterdam

On our first evening as we walk around the corner from our apartment in the De Pijp neighbourhood to get some dinner, my first experience of urban life is somewhat surreal. It's almost a cross between the perfect scripted lives in the Truman Show, or one of those alien invasion movies where the aliens impersonate humans but they do so a little too perfectly. Now what I mean by this is that life that first night seems too perfect as barely a car passes by, and everybody that is moving, is doing so on foot or by bicycle and it all looks too normal (compared to my experience in any other city). There are no fights with cars, no lycra, no helmets, no congestion, no traffic at all really, it's just the way of life.

Pedestrians: The idyllic scenario above is shattered the next morning as I foolishly believed I had priority at the zebra style marked crosswalk. Woooosh! A cyclist speeds past me as I step out, luckily cutting my stride short and narrowly avoiding a collision. Locals know this, but a heads up for tourists, pedestrians in Amsterdam are second class citizens. Cyclists come first! I recall one saying "if you hear a bell, run like hell" there were a couple more I don't recall relating to the conflicts with cyclists. Even where there is a signalized crossing and you have the green man walk symbol, there will be a few cyclists that disregard it and weave through the pedestrians as they cross.

Pedestrian provision varies considerably, sidewalks can be quite narrow when taken over by bicycles, but in this example below, a residential street in the De Pijp neighbourhood, there are not a significant number of pedestrians and it is not really an issue.

Many of the streets around the canals, provide little dedicated space for pedestrians, but traffic is light and I found myself sharing the one-way roadways and jumping onto the narrow sidewalk if a car or cyclist did come by. On the whole walking around is a pleasant experience with lots of interesting things to look at, if cyclists would obey the rules it would be better yet!

Cyclists: So onto cycling, the main reason for wanting to visit Amsterdam, often seen as the leader in cycling infrastructure around the world. As you may infer from the above paragraphs, it almost seems as if Amsterdam was too successful (if that's possible) and forgot that cyclists should obey the rules of the road also. Perhaps I've been in North America too long and worry about such rules more than is necessary. Perhaps it's the famous ability of the dutch to turn a blind eye to something if it's not really causing a problem and it provides positive overall benefits.

The real truth is that there isn't anything particularly unique about the cycling provision in Amsterdam, it's just that there is a lot of it, and it's mostly segregated. Essentially they have achieved what most other cities around the world are striving for and it's working.

It's not all perfect, the occasional street, even main arterials do not always have accommodation for cyclists. Often the bike lanes will be blocked by service vehicles but unfortunately there is little alternative than to service businesses from the curb. Not all businesses are bike friendly, I seen a bunch of these signs or similar outside various establishments.

Now onto the actual cycling provision. I didn't see a single Sharrow in my time there. The first step up from nothing is the regular bike lane, no different than you would see in any other city. They are coloured differently and stand out a little better than a simple painted line however.

After the bike lane, we then get into different levels of segregation. I wasn't too keen on the bike lane that sits lower than the roadway, although it clearly marks out separate space for cyclists and segregates it from vehicles by way of a very low curb, the fact that the bike lane is lower than the vehicle lane makes it seem somewhat easier for a vehicle to enter v's a raised curb. A step up from that is the bike lane separated by a raised curb. The next step up from that is the larger raised curb separating this two way bike path from other traffic.

Following that we have another bike path, this time separated from vehicles by a row of parked cars and street trees, essentially shared with pedestrians but separate areas identifiable by the different surface treatment. Shared roads/paths through parks and along the canals felt very safe also, even with the odd vehicle passing by.

Roundabouts are an interesting topic, and often present challenges for cyclists. In Amsterdam they have their own segregated lane around the outside of the traffic lane. Cars leaving the roundabout are required to check and yield to cyclists.

Bike signals are common place at major intersections although not always adhered to.

The compact scale of the city undoubtedly helps as trips are relatively short, but this is no different from most small towns and cities in North America. The topography of the land is

undoubtedly a big factor. The country is very flat, flatter perhaps than Saskatchewan and this makes cycling on comfortable city bikes easy and enjoyable.

The city bikes really make a difference to your attitude cycling I find. Where in North America you would be head down trying to keep up with traffic, the experience seems much more relaxed when you sit upright and ride at your own pace. We see people cycling in suits, taking their kids somewhere, talking on cell phones, maybe this one isn't recommended but the attitude to cycling seems to be that it is no different from walking. Think what it would take to make cycling as normal as walking in your community. I.e., something that everyone can and does do. I acknowledge in some places, it is a challenge to even see walking as a normal mode of transportation.

Cycle parking is a huge challenge in Amsterdam because of the sheers number of bicycles. The streets are literally lined with bicycles. This is because most residents don't have apartments with underground bike storage like we do in North America. It is also difficult to store them within an apartment as the stairs are so narrow and steep, while the bikes are very heavy in comparison to a regular road or mountain bike. Some streets almost look like a scrap yards with so many bikes parked. By the train station, there is a multi-level bike parking facility, like a multi-level car park but on a smaller scale. The on-street racks often offset the heights of the front wheels so that handlebars don't interfere and bikes can be stacked closer. As I understand it bike theft is still a big problem in Amsterdam.

Transit: We only used the tram once in Amsterdam as it was more interesting to walk and the distances were not so great. It was relatively expensive for a single ticket, 2.90 Euro's for what was a very short journey of about 10 minutes. Interestingly, I understand that if you have a day ticket, you are required to tap-on and tap-off, somewhat like TransLink were trying to achieve for the bus services in Metro Vancouver. I didn't see how this performed at peak locations but it would have been interesting. On some streets the trams share the roadway with pedestrians, often having to toot their horn to tell pedestrians to get out of the way. I wonder if there are many collisions with pedestrians.

Another comparison with TransLink is the seabus style service which runs between Amsterdam and North Amsterdam. They use smaller vehicles than the North Vancouver seabus, but they are free! There are several boats and they run back and forward all day every few minutes. The crossing takes only about five. While the crossing from North Vancouver takes longer I wonder what impact free travel would have on ridership and the potential to reduce bridge traffic.

Private Vehicles: With regard to private vehicles, I'll start with scooters again, but unlike the benefits I felt they offered in Barcelona, the feeling was not the same in Amsterdam. Scooters are permitted to use the bike paths which is a ridiculous idea in my mind. Why you would put a motorized form of transport in the same lane and sometimes on the same surface as pedestrians and cyclists? I have no idea! I came close to being knocked off by some form of cargo scooter at one point which took up just about the whole width of the bike path. It seems they are also not required to wear helmets.

I don't have much to say about cars in Amsterdam, I rarely saw them other than parked at the side of the street or canal. Parking spaces were often not wide enough for larger SUV's. I did see several spaces with electrical outlets and a number of Tesla's or other electric vehicles

"refueling". On that note, there was also a line up of three Tesla Taxi's waiting at the airport as we arrived, unfortunately I had pre-booked other transportation to our apartment!

In summary, Amsterdam is not perfect, but it's pretty damn close and far ahead of most other cities! It is a prime example that shows that making it easy to cycle makes people cycle. Not everywhere has the benefit of the flat topography but we can certainly do better than we are now in North America. If they could get scooters out of the bike lanes and start enforcing the rules of the road for cyclists it would be better, but maybe that's just too North American!

SFU Dialogue with Tim Flannery on Climate Change

I attended a lecture hosted by SFU Dialogues on climate change by Tim Flannery. Tim is someone worth listening to, he has published over 140 peer-reviewed scientific papers, has published 32 books including the award-winning *The Future Eaters* and *The Weather Makers*. In 2007 he co-founded and was appointed Chair of the Copenhagen Climate Council. In 2011 he became Australia's Chief Climate Commissioner, and in 2013 he founded and currently heads the Australian Climate Council. His most recent book is *Atmosphere of Hope: Searching for Solutions to the Climate Crisis*, released at the event and will set the stage for the upcoming climate change talks to be held in Paris in December this year. Read on for the key things I took from this lecture and a transportation perspective on what needs to be done to combat climate change from a transportation planning perspective.

Tim started with the bad news, trying to put the scale of the problem into terms we could understand. Essentially we require a revolution if we are to stay within the 2 degrees of warming this century. The level of change required is at the Gigatonne level of reduction in CO₂. For reference humans released approximately 40 Gigatonnes of CO₂ into the atmosphere in 2014.

For my own benefit, I have looked at this in transportation terms, and these are my own calculations, the average SUV that does 20,000km per year, will produce approximately 5 tonnes of CO_{2e} per annum, we would have to remove 200 Million vehicles from the earth (or at least stop driving them) to remove 1 Gigatonne. A quick web search shows that there are about 1.2 Billion vehicles on the road today, so we would have to stop approximately 17% of the world vehicles from driving for ever and build no more. A similar percentage reduction in emissions could also achieve a similar result, could we make cars 17% more efficient?

The good news at least, is that in the last year, CO₂ levels did not increase, remaining approximately the same as the previous year, but that is not enough to limit warming, we must be reducing our CO₂ emissions by a significant amount. Interestingly the economy still grew during this period putting the myth that emissions must increase in line with growth to bed. The reasons believed to be responsible for this stall are the growth in wind and solar power and energy efficiency in all of our products, from light bulbs to appliances to vehicles.

Tim believes that while measures to reduce our energy use are still a vital part of the solution, a new tool in the toolkit are technologies to draw CO₂ out of the atmosphere.

This is not geo-engineering whereby chemicals are used to reduce the amount of CO₂ in the atmosphere, but other means primarily biological, which all use the earth's energy and can absorb CO₂, these include reforestation, biochar, and seaweed farms. There are also chemical methods but these require energy input to produce, these include carbon negative concrete and the use of bentonite rocks in roof paint for example. Other methods can draw the CO₂ out

of the air and actually produce products or fuels. Many of these technologies are all in the very early stages of development and the general message from the lecture and subsequent discussion was that society as a whole has to get really aggressive in trialing these products and developing them on a larger scale.

Some closing remarks included the initial paragraphs of Tim's book, although of particular relevance, was the phrase "we must first accept reality". Some leaders still refuse to do this, but it is no longer an option! We must embrace new opportunities and technologies. One example was given of a new carbon extraction facility that has just started in Squamish, BC. I believe the company is Carbon Engineering. It's great that we have this technology being trialed on our doorstep.

What does this mean for Transportation?

There are a lot of very intelligent people taking climate change very seriously. For cities to continue developing in unsustainable ways is basically sticking our head in the sand.

Transportation emissions are a huge part of the problem and the tailpipe emissions are similarly a big part of transportation emissions. Big changes are coming in the form of electric and autonomous vehicles, but it will take time to convert the majority and build the charging infrastructure required to support mass adoption, let alone change public perception and make shared vehicles preferable to private vehicles. In 20 to 30 years we may see a reasonable number of people move across to electric.

In the short to medium term, perhaps technologies to capture carbon directly from vehicle exhausts is the most promising and likely way of reducing emissions for traditionally fueled vehicles. Indeed some fuel based vehicles are incorporating such technologies to meet California's strict emissions regulations and are now rated as PZEV or Partial Zero Emissions Vehicles. They have special technologies to reduce their emissions beyond traditional levels, albeit from my comparison of various vehicle types these PZEV vehicles focus on reducing smog causing pollutants rather than GHG's. It seems like the technology is getting there though, it just needs stricter government requirements to improve adoption.

Carbon Negative Concrete, a concrete that absorbs more carbon than was used to produce it is being developed but again is a long way off from commercial availability and unfortunately only appears to absorb during the curing process, but still it has implications for any type of construction project. Who knows how the technology may develop.

In the meantime we are expanding our cities in ways that are counter-productive to achieving the goal of reduced emissions. In a growing city it is difficult to reduce transportation emissions. Even if the population grows by 100 new people and they make all their trips by bus, maybe we have to put on an additional bus. It is in theory, sustainable transportation, but it is also an increase in emissions over the 'no growth' scenario. Every new single family home that is built in an area with poor transit is counter-productive to the goals of reducing our vehicle emissions. Even densifying within the existing urban boundary only makes sense if we densify in areas where transit is present.

Growth in many cities is inevitable, and as a city does grow, it should be doing so in a way that enables its residents to get around without the need for a car. By getting people out of their cars and choosing another way we can indeed reduce transportation emissions.

Better city planning can help reduce emissions, but only if we take the need seriously. It must be used as one of the evaluation metrics when prioritizing long term planning options, and council members responsible for adopting such plans must be made aware of its importance, and have the courage to select what may not be the publicly preferred solutions. In simple terms, to truly be part of the solution rather than part of the problem, we must focus new development in locations with access to sustainable modes, and we must prioritize infrastructure and service related options that provide sustainable options to those that currently do not have them.

Finally on a personal level we can all do whatever we can to reduce our emissions from transportation, whether that be using a more efficient car, driving your existing car less, choosing another mode, living closer to you place of work, even taking it a little easier on the accelerator pedal, every little counts.

BENEFITS/PAYOFF

On a personal level, the benefits and payoff are the expansion of my personal knowledge and recording that knowledge gained for future reference. Maintaining such a website encourages me to stay up to date with the latest trends which improves my ability to do my job. It also provides clients with a window into my personality and passion for transportation planning, an opportunity to know my interests and perspectives, something which rarely comes across through official forms of communication such as proposal documents.

On a community scale, I hope those that read my blog posts or visit the examples page are inspired by what they see and think how something I wrote, or a picture I took, may apply to their community and transportation system.

I hope someone somewhere is using this information, whether it be a member of the public writing to their local councillor, a consultant looking for inspiration while developing options, or municipal staff staying up to date with transportation infrastructure implementations outside of their own jurisdiction.

VALUE TO THE CANADIAN TRANSPORTATION COMMUNITY

The value to the Canadian transportation community is small at present, limited to a small subscriber base through the email newsletter list, Twitter followers, and LinkedIn connections. The website will grow over time and I hope the community reach expands further also. To date I have received a number of positive comments that indicate I am heading in the right direction and providing something of value to the community.

In Todd Litman's email newsletter for the Victoria Transport Policy Institute (VTPI), my website made his 'Useful Resources' section where he had this to say:

“Transportation Planning (<http://www.transportation-planning.com>). This wonderful new blog by engineer Roy Symons takes a broad, progressive and international view of transport planning issues. In fact, it would be better to describe the subject as "city making." The blog is well written and has terrific resources. It is oriented toward practitioners (planners, engineers, designers and policy makers) and so addresses both general concepts and details. Well done Roy! Thanks for sharing.”

Todd Litman VTPI News- Fall 2015

In response to sharing my website via the ITE community forums I received two personal messages (abridged versions below) of support:

“Hi Roy, Finally had a chance to look at your website. Fantastic job, excellent reference materials and thanks so much for sharing it with the broader transportation community (i.e. ITE). Anyways, I thought I should at least connect and thank you for your efforts and for sharing. All the best with your work in BC.”

DR

“Hi Roy, Thanks for sharing your personal website. Good overview of a number of transportation planning issues/topics with your own personal experiences. I plan on tabbing the website and look forward to future posts.”

MD

These pieces of positive feedback have helped confirm I am doing something good for the community and people are finding it of value. I hope through this award submission I can reach a wider audience.

SUMMARY

To summarize, this website provides my personal perspective on transportation planning issues as I come across them through work, industry events or my personal life. Sharing this provides a record for my own future reference and over time, an increasingly valuable resource for other practitioners.