Test of Humanity – Behind the Scenes and Around the Berms
Submitted by Nic Seaton, Avalanche Technician/Weather Network Program Manager (and Part-time Race Director)

Cookie medals, a mesmerizing drone and a new section of trail were among the highlights of the 5th Test of Humanity mountain bike race, held in Summerland on Sept. 20.

With 230 racers, 75 volunteers and 35 sponsors, the annual event raised more than $40,000 for Canadian Humanitarian’s educational and health projects in Ethiopia and Malawi. Canadian Humanitarian is a non-religious, non-profit organization that provides orphaned and vulnerable children in those countries with access to health care, education, vocational training and the basic necessities of life, like nutrition and shelter.

Check out this link to a great video that explains what Canadian Humanitarian’s programs and the race are all about: www.youtube.com/watch?v=dkB3UkTj4Ew

This year, the Test of Humanity – a Race to Build Lives, introduced a new section of trail called T2. It took more than eight months to build and has numerous berm ed corners, some beautiful scenic view points and, just to top it off, one more hill to climb called “Pick Your Poison”. Previous course records would no longer apply, as this year we were in for a completely different race. Many of those registered for the race were out pre-riding the new course just to see where they could shave a few precious seconds off their times.

Watering Corners, Building Berms

Gearing up for the race this year seemed all consuming as not only did we have to build T2, but with the lack of rain this summer, the race course was extremely dry, and therefore required more time to prepare than in previous years. However, with three weeks of watering corners, rebuilding berms, repairing holes, weed whacking, clearing fallen trees and building access roads, everything started to take shape.

With three days to go, we installed our radio repeater to provide safety for the riders, in the form of radio coverage for all the race marshals and first aid attendants working on the course. This could not have been done without the technical assistance of Jason Wood and Brad Hannah (from the Radio and Electronics Section in HQ) as their knowledge and support in this area was invaluable. On the same day, maintenance contractor employee Tim Daechsel volunteered his time by operating Argo Road Maintenance’s loaned mower and water truck, to ensure dust was at a minimum and there was plenty of area to park when racers arrived on race day.
Editor’s Note

November delivers seasonal storms, cold weather and dark days, and lures us indoors when we’re not at work.

At times like this, life can start to feel harder, less joyous. And at times like this, it’s good to know that almost all of the toughest days or tasks can be brightened up.

Work is a great place to stir up a little fun, as we’ve usually got others around us to amplify it.

My dentist’s assistant told me that she brought in spare ribs and chocolate cheese cake muffins for her office’s weekly morning coffee break. Everyone thought it was the ideal snack for a gloomy day, and Deanna and Dr. Bill did a fantastic job on some tough work (in my mouth) right after that. Introducing fun into our work can also be highly beneficial. Our ministry’s Garbage Gobblers, with their googly eyes and large mouths, entice travellers to deposit their litter in the can. Kids loved to feed the hungry creatures, back when the cement and fibreglas containers stood along B.C. highways, in the 1950s and 1960s. Those young ‘uns are now adults and a few were involved in creating our new generation of Garbage Gobblers being tested. (See Page 13)

Events are ideal for getting laughter going. For instance, DriveBC celebrated its 10th anniversary last month, by serving up a cupcake cake and photobooth for employees. Folks in the Business Management Services Branch took this playful approach to what could have been a staid occasion. Some excellent photos resulted, that preserve the happy memory and keep us enjoying and appreciating our co-workers.

Smile, be well, have fun!

Nancy McLeod
Editor
At 0900 hrs on the day before the race, an army of volunteers showed up to erect what has now come to be known as “The Village”. This is the staging area that is central to the race. All riders return to this area at the end of each lap, to hear the distinctive voice of Ironman Canada Steve King listing off their life-long accomplishments over the public address system, often telling stories about them that they had long forgotten. If racers are on a team, this is where they stop and switch with their partners. If they are riding solo, they may make a quick stop at the nutrition tent, but in most cases they will ride on through with a hint of envy on their faces as they pass the bakery, espresso bar and Mexican food stand.

The cheers from all the excited spectators will be thunderous, and as the competitors ride out they will know they are supporting a worthy cause and it will feel great.

Signs for Direction and Inspiration

However, with 20 hours left until start time, The Village sits quietly waiting for the fun to begin. At 1300 hrs that day, the race course team heads out to mark the course with flagging tape and an array of custom-printed directional signs. Strategically posted on the steeper climbs are laminated photos of children who benefit from Canadian Humanitarian’s projects, holding up signs of encouragement to the riders. It has been said by many racers, that these photos have provided the inspiration that drove them to dig deeper into their reserves than ever before.

Race day at 0400 hrs, Shei (my better half), our nephew Dustin and myself, drag a bleary eyed Mike Boissonneault (manager of the Avalanche and Weather Program) out of bed and we set off with headlamps, an ATV and mountain bikes to put the final touches on the race course. While Shei and Dustin ride the course to check that all the signage is still in place, and remove any intimidating bear scat that might cause some consternation for parents, Mike and I distribute tents, chairs, bike repair kits and rakes to all the race marshals and first aid attendant stations. By 0600 hrs, the sun is starting to come up with the promise of broken skies and mild temperatures. This will be a fine day for mountain bike racing!

At 0700 hrs, the rest of our amazing team of 75 volunteers start to arrive on site. Among them is Rob Bitte from the Okanagan Shuswap District (Development Approvals), with his coffee in hand, flagging vest on and ready to direct parking for nearly 200 cars. There is Robyn Clifford, also from the Okanagan Shuswap District (Development Approvals), with her permanent smile and infectious enthusiasm ready to ride out to the “Chicanes” race marshall tent. The “Chicanes” is one of the more technical sections of the course. Here, Robyn will spend the day as a race marshal, raking bermed corners and providing endless moral support to every rider in the race.

Clocking More Than 1,000 Riders

There is Steve Portman (ministry avalanche technician) overseeing the needs of all the first aid attendants. Steve will spend the day overseeing the course on an ATV that has been set up specifically for the unlikely event of an injured rider’s evacuation. There is Ron Domanko (Okanagan Shuswap bridge area manager) getting ready to spend the day at the “Root of all Evil” race marshall tent with a backpack designed for a multi-day trip (turns out it was just his lunch!) Tim Clements (environmental electronics technician) our resident techie, was also there playing a key role in ensuring that every rider that came through the timing area had their time accurately recorded. With multiple laps in almost every event, Tim and his team would see well over 1,000 riders come through the timing gates.

It’s 0800 hrs, only one hour until the first race starts. The generator is fired up and the smell of coffee and baked goods is in the air. Energizing music blasts from the powerful PA system and Steve King starts revving everyone up with his incredible race announcing ability. Pre-race talks are happening for all the riders in the Half-Hour Test (three to six-year-olds), the Two-Hour Test (11 to 15-year-olds) and the Test Ride (a one-lap ride of the main loop, designed for beginner riders 16 and older). These events are always great fun and provide some of the best entertainment of the day.

Drone Up…Mini Cyclists Down

0900 hrs – the horn sounds and three races start at the same time, on three different courses. It’s organized chaos but Shei and I feel a huge sense of relief as that’s the hard one out of the way, as the last two races start on separate times. Perhaps one of the most comical sites we have seen since the Test of Humanity’s inception was when a drone equipped with an on-board camera lifted off to film the three to six-year-old riders from above, thus causing a chain reaction as each mini cyclist piled into one another, when they came a grinding halt to watch the drone.

At 0945 hrs, the race winners scramble up onto the podium and receive their awards. The authentic African mask trophies and the Test of Humanity fridge magnets are cool, but the cookie medals in the shape of bicycles are the biggest hit of all. Once the sugar had worn off, it was nap time for many, but for those still going strong, a scavenger hunt, BMX-style obstacle course and crafts tent kept all the young ones entertained for the rest of the day. This provided the parents with some much deserved down time.
per lap. As mentioned before, riders can either compete solo or in teams of two.

Attention Ministry Roadies
Although we had many Ministry of Transportation and Infrastructure volunteers this year, it was the first year we had no ministry riders in the race. This seems strange, as ministry riders are a dime a dozen at any Gran Fondo or Tour de Victoria ride. I guess that just proves that anyone can get on a road bike, unlike mountain biking which requires a certain level of skill to be proficient. Yes, that was a challenge thrown down to all you ministry roadies out there. Come and check out the Test of Humanity — you will not regret it!

1130 hrs – The main event known as the Four-Hour Test went off without a hitch. (Phew – that was the last race to start, now we can relax for a little bit.) This is an endurance race where competitors do as many 10-kilometre laps as possible in the allotted time. The course is moderately technical and climbs 1,000 feet per lap. As mentioned before, riders can either compete solo or in teams of two.

Ministry of Transportation:
Brad Hannah
Jason Wood
Mike Boissonneault
Ron Domanko
Rob Bitte
Robyn Clifford
Steve Portman
Tim Clements

Argo Road Maintenance:
Rob Wiens
Sandi Paulson
Tim Daechsel (raced and volunteered)

The 2016 Test of Humanity will be held on Sept. 18, and if you would like to be part of this fun-filled event, please see our website at www.testofhumanity.com or email us at testofhumanity@gmail.com.

Not to be forgotten, Argo Road Maintenance’s very own Tim Daechsel raced in the Elite 40+ category, finished second and raised $150 in pledges. Way to go Tim! This year, the competition and sportsmanship in the Four-Hour Test was amazing. We had world champions, national team mountain bike riders and Olympic medalists all racing amongst hard core recreational riders and weekend warriors. The support and camaraderie from everyone was a pleasure to watch and be a part of.

For those of you who either volunteered, sponsored us, sent in pledges, or actually raced in the event, please know that every one of you have played a major role in helping to break the cycle of poverty, and both Shei and I can’t thank you enough! As raising money to support Canadian Humanitarian’s projects in Ethiopia and Malawi is our main goal, we would like to thank all of you who donated so generously to the Test of Humanity. In addition, we also send a special thanks to the following volunteers from the Ministry of Transportation and Infrastructure and Argo Road Maintenance, that helped make the 2015 Test of Humanity such a great success:

Volunteers Robyn Clifford, Cyndel Miller and Steve Portman working the “Chicanes.”
Premier’s Awards Recognize Ministry Excellence and Innovation

Submitted by Nancy McLeod, Road Runner Editor

A provincial Premier’s Award was presented to the Roberts Bank Rail Corridor Program team for its unprecedented partnership achievements, in Victoria, on Oct. 27.

Lisa Gow, Yongmei Chen and Brad Glazer stepped up to the stage against a glittering blue backdrop and accepted the team’s partnership award from Premier Christy Clark. The team was recognized for its outstanding collaboration with 12 public and private funding partners that delivered eight rail overpasses and a rail siding project, along a 70-kilometre trade corridor.

Separating rail and road traffic has enabled the expansion of the Deltaport terminal, allowed for longer trains to operate and improved truck access at the terminal. Five communities along the corridor have also benefitted, thanks to the elimination of train whistles, reduced vehicle congestion and idling, and the removal of barriers to emergency response. Video: www.youtube.com/watch?v=OKr2vO28VEM&index=1&list=PLSnb4N2Am_HY4o1-llvju6rLlk42e8TY

Into the Regionals

The Roberts Bank Rail Corridor team had previously been a winner at the Premier’s Awards for the Lower Mainland, on Sept. 10.

Another regional ministry winner there was the Port Mann Bridge Snow and Ice Management team which was also named a provincial finalist. The award honoured the employees who developed an innovative solution to manage snow and ice buildup on bridge cables. The system, the first of its kind in the world, was developed after a build-up of snow and ice on the Port Mann’s cables damaged more than 300 vehicles travelling the bridge. Video: www.youtube.com/watch?v=mA2KRDRWk&index=9&list=PL5nb4N2Am_HY4o1-llvju6rLlk42e8TY

Finalists Step Forward

There were also several worthy ministry projects and people who stepped up as Premier’s Awards finalists in other regions.

On Vancouver Island, the TranBC Web and Social Media Team was recognized for its work to connect with motorists using new media like Twitter, Facebook and Flickr. Blogs, videos, images and almost all content is in response to questions and feedback from the public and industry stakeholders. The ministry’s social media team is a leader in the provincial government – it serves a public which increasingly uses mobile technology, expects current information and wants to interact with government. The awards were held Sept. 17. Video: www.youtube.com/watch?v=rXonybH_hQo

Interior and North Finalists – Oct. 1

Southern Interior Regional Director Mike Lorimer was a finalist in the leadership category in the Interior. Mike was selected for his work on some of the biggest files in the ministry, like major transportation projects and public engagement for the B.C. On the Move 10-year transportation plan. Prior to that, Mike led the Rural Highway Safety and Speed Review. Regardless of the role or initiative, Mike’s strong leadership and stakeholder skills have helped deliver numerous projects that are improving transportation in B.C. Video: www.youtube.com/watch?v=KgA0dhGqU2Z

Thompson Nicola Development Approvals made the cut as finalists, for breaking new ground in provincial subdivision approvals and permitting. By following the Subdivision Approval Lean Process, and more efficiently using existing software, such as e-DAS, the team increased its capacity and took on file loads from other districts to assist with a significant backlog. Relationships were strengthened with field staff in the Peace and Shuswap while the team helped to complete permits, referral responses and subdivision approvals. Video: www.youtube.com/watch?v=FX3-dwunjw

More on Page 6…
We Won a Worldwide Engineering Award!

Submitted by Brigid McGoran Canil, Manager, Intelligent Transportation Systems

We are proud to announce that the Regional Transportation Management Centre (RTMC) Intelligent Transportation Systems (ITS) Project Delivery Team was named the winner of an international award, at the world's largest ITS event, in Bordeaux, France, Oct. 6.

The team is the first Canadian recipient of an ITS World Congress Award. The ITS World Congress was attended this year by more than 10,000 international experts, professionals, public and private sector leaders, academics, researchers, engineers and students.

This award followed on the heels of the team being presented with the ITS Canada Project of the Year Award for Larger Jurisdictions, in May. Brigid Canil accepted the award in Gatineau, Quebec, on behalf of the program team for their design and implementation of the RTMC ITS project. The project was subsequently nominated for the ITS World Congress Award.

The ITS Canada committee was particularly impressed with the innovation achieved and the numerous partnerships formed by the team. For example, we are the first jurisdiction in Canada to have a direct fibre connection to a 911 call centre. Information from E-Comm, the Lower Mainland's emergency dispatch centre, is displayed on the RTMC's screens to give RTMC personnel situational awareness during events.

The ambitious three-year, $11.6-million ITS design and implementation project had a large software development component, and was just completed in March. The funding partners were our ministry, Transport Canada and TransLink. The RTMC Project Delivery Team was made up of Project Manager Nash Jamal, Brigid Canil and Mathew Bond from our organization, as well as consultants IBI Group and PBX. Other ministry employees that assisted with implementation were Dmitri Lenkevitch and Will Zhang.

As the project was so large, it was divided into four areas: the building, the software, the fibre-optic network and integration with other public agencies. The project team worked closely with the building architect to ensure that the RTMC control centre was purpose built, and met the needs of management and staff who work at the facility.

Advanced traffic management software was developed to coordinate and integrate response to traffic incidents. A fibre-optic network now connects ministry lane control systems for the Lions Gate Bridge, Cassiar Port Mann Bridge Snow and Ice Management: Andy Cooke, Tim Clements, Gord Bonwick (former ministry employee), Dave Franklin (Cobra Electric), Irvin Naidu (PBX Engineering), Mathew Foley and Richard Douglas (Mainroad).
After about 50 years that a dam prevented upstream fish passage on Ellis Creek, an innovative solution has been implemented to allow fish, like kokanee and rainbow trout, to freely navigate around the obstruction.

The project, located in downtown Penticton, was completed as part of fish habitat compensation works. These were required by Fisheries and Oceans Canada, for a ministry project to widen Eastside Road, just west of Penticton.

The existing dam, approximately 1.5 metres in height, encases an active storm sewer line so it could not be impacted by the project works. As a result, the decision was made to construct a by-pass channel around the dam, featuring a series of step-pools to allow the fish to access several kilometres of habitat on Ellis Creek, above the dam. Water flow into the by-pass channel is tightly controlled via an intake structure which allows the fish an opportunity to rest as they move up the 55-metre long bypass channel. Less than 24 hours after water was diverted down the new channel, kokanee were observed moving into the new channel, and shortly thereafter, above the obstruction.

Urban Systems Ltd. designed the project and provided environmental monitoring, while construction supervision services were supplied by McElhanney Consulting Services. The Penticton Indian Band also provided expertise for archaeological and environmental monitoring during the course of construction. Works began in early August, and were completed Sept. 9.

Final site restoration and vegetation planting will take place in cooperation with the City of Penticton, in Spring 2016. The ministry sincerely thanks the City of Penticton, Urban Systems, McElhanney, the Penticton Indian Band and the equipment operators and workers, who all played critical roles in bringing the project to fruition and enabling the fish to travel upstream, once again.
Lean Achievers Receive Real Green Belts
Submitted by Nick Nixon, Senior Manager, Improvement and Change Management and Lean Lead

In the May 2015 edition of Road Runner, Levi Timmermans and I have an article highlighting our Lean Green Belt experience.

Since then, I’ve received some great feedback about “Goin’ for the Belt” – clever title, eh? I thought so, at least.

A few people commented about how fun and difficult the program sounds, and a few other colleagues asked how they could get involved. But, to my surprise (and wonder), a seemingly endless line of people showed genuine concern (a few were even a bit chagrined) about us not receiving actual belts.

If you happened across that article, you may recall the statement by Levi, “As amazing as this experience has been…we’re both still lobbying for real belts!” As you can see in the photo here, of Levi happily wearing a green belt, it turns out that Levi – along with hordes of supporters – is one convincing lobbyist.

More importantly, since the last story in Road Runner, the ministry has seen five employees receive their Lean Green Belt (401) certification. A big congratulations to Tahna Neilson, Cole Delisle, Stephanie Rothman, Levi Timmermans and Alan Callander, who have successfully completed all Lean Six Sigma Green Belt certification requirements. You can check out a list of all our applicants and their projects – including our newest cohort of Randeep Tut, James Pinske and Nikki Berube – on the Lean pages on TRANNet: gww.th.gov.bc.ca/transformation/lean/lean.aspx

The Green Belt program is structured around the DMAIC Lean life cycle (Define, Measure, Analyze, Improve/Implement and Control). After the classroom component is finished (10 half-days of classes, give or take) you’re required to pass an exam and successfully lead the implementation of a medium-sized Lean project.

What’s next for this list of advanced Lean practitioners? They are alternating their Lean time between ensuring their projects are properly controlled, coaching and training others to use continuous improvement principles, and helping out with Lean projects across the ministry. This group of people was also given a new way of looking at things that goes beyond their belt!

Lean learning can start with personal projects. I even made a spaghetti diagram (a visual representation of actual task flow) of how I make coffee and prepare breakfast in the morning, and made improvements by moving where the coffee is stored and changing the order of when I do things. (Seriously – come ask me about it).

For anyone who is interested in learning more about the program, pursuing their certification, or just chatting about Lean in general, give me, or any of our Lean Green Belts, a call!

We Won a Worldwide Engineering Award! … Continued from Page 6

Tunnel and George Massey Tunnel, as well as partner municipalities and other public agencies, like Port Metro Vancouver and TransLink. This integration required the team to negotiate 27 video and fibre sharing agreements with our partner municipalities and public agencies.

The RTMC is a state-of-the-art, multi-agency facility that coordinates transportation management in the Lower Mainland, as well as province-wide. It’s located in the ministry’s building at 1500 Woolridge Street, in Coquitlam.
“Invest in Yourself” was the theme of Learn @ Work Week celebrated in the ministry, Sept. 21 to 25.

Learn @ Work Week focused on the important role we all have as employees, in our own professional development. While the event provided an opportunity to highlight resources and information to support personal and professional development, this doesn’t mean learning at work is limited to that week. Take some time to develop your plan for continuous learning.

If you did not get the opportunity to take part in some or all of the keynote speakers of the week, see Learn @ Work Week on @Work for video recordings of these events:

- Michael Lomax – “Dealing with High Conflict Behaviour”
- Patricia Galacy – “Mindfulness Meditation”
- Peter Lawless – “The Relentless Pursuit of Excellence”
- Stephanie Papik – “Indigenous Perspectives on Conflict Resolution”

Resources. The board is well known for producing high-quality, independent research on economic trends, public policy issues and organizational performance. You could learn more about transportation, finance, leadership or marketing – the list of topics covered in the library is endless. Learning comes in various formats including, but not limited to, reports, webinars and briefings.

Recently, the ministry focused on professional development and ensuring employees have the tools to take charge of their careers, by customizing and offering 20 Road Mapping My Career workshops. These workshops led employees at every stage of their career, through activities focusing on self-exploration (values and operating styles), skills identification, tools and resources. A dynamic career panel with people who have taken charge of their careers, and action planning were also featured.

The Road Mapping My Career workshops have received excellent reviews, as participants left energized and committed to action. Some comments from our participants:

- “I left the day feeling inspired and equipped with knowledge and skills that will help me navigate the jungle gym that is my career path.”
- “Really valuable information that you can apply to your job tomorrow and in ten years.”
- “Great workshop, pleasantly surprised with a new sense of purpose for considering career direction.”

While delivery of the Road Mapping My Career workshops has wound down, the ministry’s Strategic Human Resources team has received inquiries about future offerings. If you would like to participate in this full-day workshop, please let us know at StrategicHR.Transportation@gov.bc.ca, so we can determine the need to schedule more workshops.

Engaging in frequent conversations, formal and informal, about learning and professional development possibilities will help keep learning at the forefront. There are a lot of resources and tools available to support you in your learning. Check out the ministry’s Learning and Development information. In addition, the Learning Journey infographic (at right) is an inspiring visual to help you consider ways we all learn at work every day.

We hope you embrace this year’s “Invest in Yourself” theme and take time for your personal and professional development throughout the year.

Brain and Work Hacks

There is a series of brief video segments available to provide you with some easy and approachable tips and tricks to help your brain’s information retention, learning and cognitive ability, and your productivity in the office.

These simple-to-use techniques, inspired by a variety of sources, are presented in casual one to three-minute videos, to assist you in your day-to-day work.
Seeing the Light **for Community Safety**
Submitted by Ryan Oakley, District Program Engineer

Yes, there are big projects happening around the province worth millions and millions of dollars. They get all the press and all the buzz.

But did you know that every year, ministry staff complete hundreds of other important projects that are only tens of thousands of dollars, and that may not seem all that glamorous to the masses, but have a big impact on many smaller communities?

Here’s an example of one of these tiny little projects that had an impact this year…

It started with an email from a principal at a rural elementary school, just off Highway 3A, outside of Nelson. The principal had a safety concern and made a request to the West Kootenay District, for a street light near the school intersection.

Seems simple enough, right?

Well, we don’t just spend public dollars because one person wants something. We have engineering warrants for these sorts of things. We need a good answer for the question of, “Why put up a light here, and not at the intersection down the road?”

So, we take the following steps to support safety in small communities.

**Step 1: Field trip, data collection and warrant analysis**

Many requests end at this step. Proposals are brought forth by the public and our stakeholders to make all sorts of improvements, that once investigated, just aren’t warranted or justified. Our job then, is to politely explain why we are not going to do the thing that this person or group of people have requested we do. Saying “no” can be a very hard part of the job. (District folks are nodding their heads in unison right now).

For the principal’s request for a streetlight out at the community of Redfish, the intersection was deemed a good candidate for illumination. Yay! But we’re not out of the woods yet…

**Step 2: Get approval and get the money**

Thankfully, we have the Community Safety Enhancement Program for projects just like this. Our district was able to secure Regional Traffic Engineering approval and some funds to proceed.

**Step 3: Get ‘er done**

Working backwards now, a light is normally installed by our electrical maintenance contractor, but needs an electrical design first, which needs a ground survey.

A few months after the request, we have a survey, a design, and a supplemental agreement with our electrical maintenance contractor to install the new light.

I know of at least five ministry folks that had a direct hand in moving this “simple” project forward but there were probably many more. And likely more than 100 emails by technicians, engineers and finance folks… it takes a village.

The end result was this email I got from the principal, on Sept. 24:

“I came to school very early this morning Ryan and the light was on! So exciting! It will make a big difference to our community – teachers going home late, families attending after-school events – so I thank you again. It was great working with you. Thank you so much,”

– Janene and the Redfish community

I forwarded this email to the rest of the team. Some of them may have thought, “It was just a street light,” but I think most of them took a moment to realize that these little things matter to other folks who use our roads every day.

We don’t often get thank you emails. But I think when we do, we should share them around.

It’s not just a street light. It’s peace of mind. It’s a job well done. Great work team.

This overhead light at the intersection by Redfish Elementary School was a small project that had a big impact on students, teachers and parents.
RICK IGNITION Presents: The Recognition Bulletin

LEEAH TAPPERT
Area Manager,
Cariboo District

Within my first six months in the Technician Entry Level Program, I was nominated by my co-workers for the EAF “Own the Cone” recognition program.

I was still very new, and this made me feel like a part of the Cariboo District team. This experience was not only a warm welcome from my new colleagues, but made me feel that I was being accepted as part of the team!

For me, one-on-one recognition is the most sincere and is my preferred form of acknowledgement.

I encourage employees and supervisors to figure out what type of recognition is desired by your colleagues and employees. That way, it will be the most heartfelt and appreciated by that person. It will feel genuine, like you’ve taken into account what their preferences are!

SUSAN CRINGLE
Expropriation Litigation Administrator,
Properties and Land Management

I recently organized a retirement for one of our work unit’s managers who had been with the BC Public Service for 35 years.

This effort took me into unfamiliar territory and new career grounds (event planning). I worked as hard as I could, as I wanted this 35-year employee to go out with a bang, and feel appreciated for the loyal devotion she had given to the public her whole career.

The work was in the fine details – getting song choices correct, gathering photos for the slideshow, establishing the agenda, planning the meal and organizing table décor and gift wrapping. I felt very fortunate that it all came together.

When our branch director got up to speak and started off with recognizing all of my efforts, saying “The evening would not be made possible without all of Susan’s efforts and hard work,” I felt such a sense of pride. I was surprised that he did this at the start of the evening and not at the end; it was sincere and heartfelt.

Naturally, the evening was focused on the guest of honour, but having a moment taken to reflect on my efforts was wonderful. I encourage other supervisors to take the time to acknowledge the “background work” done by employees every day – it will go a long way to having them feel recognized and valued.
Ironman Whistler Triathlon
– A Chilling Challenge
Submitted by Holly Adems, Special Events Coordinator

It was a frigid start for the 2015 Ironman Whistler Triathlon, as 2,500 triathletes plunged into Alta Lake in Whistler, to start the swim portion of the event.

The swimmers found it to be a very rare, cold and wet July day indeed, as they jumped in, and with a flurry of arms splashed 3.8 kilometres across the lake. Up until July 26, Whistler had enjoyed one of the driest and hottest summer seasons on record, since weather statistics had been tracked for the area. In fact, due to several forest fires burning in the Pemberton and Whistler Valleys, the ministry had expected smoky and poor air quality for the athletic event. Some emergency measures were planned, right up until the day before, in case a forest fire came close to Highway 99, to interfere with the triathlon.

It came as a shocking surprise to athletes and traffic control staff – who had prepared for a hot day with extra water, sunglasses and light clothing – to be facing cold and rainy conditions on July 26.

Once the swimmers peeled off their wetsuits and geared up for the 188-kilometre biking portion, the ministry and traffic staff had all plans ready to go, with an extensive network of lane closures, cones, barricades and traffic signal adjustments, to ensure the racing cyclists had safe passage on Highway 99, between Whistler and Pemberton. It was a tough slog for some cyclists this year, who were poorly equipped for a rapid decline in temperatures to near freezing, as they sped down the steep mountain decline on Callaghan Valley Road from a high altitude. The wind and cold rain caused intense shaking and hypothermia for many, who had to drop out and call for medical assistance – a difficult thing for competitors to face – in this extremely challenging one-day sporting event.

After parking their bikes, the remaining athletes quickly slipped into running gear for the 42-kilometre run along Whistler’s trails and municipal routes. This year, the first runner crossed the finish line with a very fast time of eight hours, 49 minutes, arriving just before 3 p.m., and the last runner limped across the finish line at 11:55 p.m. It was impressive for all athletes who completed this endurance event, under harsh conditions.

Coordinating the complex Ironman event always takes six months of intensive planning by the ministry, which includes monthly stakeholder meetings, developing operational logistics and carrying out consistent communications with the municipalities, regional districts, emergency services, police, environmental agencies, and of course Miller Capilano. Miller Capilano, the ministry’s maintenance contractor, is key in setting all lane closures and signs in place – always a super challenging task.

The Whistler community is always energized for the Ironman Event, and Whistler Village had a great buzz of excitement on event day. Overall, the Ironman event was a big success this year, for traffic control and good movement of traffic, although some athletes were extremely grateful for a warm blanket and well-deserved massage, after crossing that finish line.

The event team bundled up for the July race: (back row) Keats McGonigal (Ironman Canada) and Miller Capilano employees Merv Stalkie, Larry Paradis, Grant Murray, Jamie DeCook, Bob Biln and Steve Donnelly; and (front row) Evan Taylor (Ironman Canada), Shelley Doby, (Miller Capilano), Holly Adems, (MoTI), Sophie Roy (Ironman Canada) and Henry Lew (MoTI).
I have a confession to make.

I work in one of the most innovative and forward-thinking ministries in the BC Public Service, and I absolutely love history. B.C. transportation history specifically.

When I joined the Ministry of Transportation and Infrastructure in 2011, I was impressed by the long history and legacy our ministry has in B.C. I also came to understand that a large part of what makes our ministry so effective, is that we often have to put on our forward thinking caps on and make changes as required. Changes that propel us into the future, changes that take us in entirely new directions – making it hard to look back.

Well, I love looking back. I truly believe that there is something to be gained from revisiting the past and remembering how we used to do things – if only to confirm that we are on the right track.

When I first learned about the Garbage Gobbler, I thought, “Wow - what an incredibly cool piece of transportation history!” These critters (bugs? frogs? birds?) were created for the B.C. Parks Branch in the 1950s by Len Shaw, and placed across the province to “Keep Beautiful British Columbia Green and Clean”.

Then I wondered… why did we stop using them? So, I dug in (and knocked on a lot of doors) and discovered that the original gobbler was left to the annals of history in favour of an improved bear-proof garbage can.

But I also learned through my Garbage Gobbler research that this kitchy roadside attraction had become an iconic piece of our history. People loved the gobblers, and they found and restored them. There is even a Garbage Gobbler Facebook page. Something about the original Garbage Gobblers captured the thrill of transportation which pervaded B.C. in the 50s and 60s. Probably because it made trash disposal fun and rewarding.

When I had the incredible opportunity to be involved in resurrecting this iconic piece of B.C. transportation history, as a part of the Rest Area Improvement Program, I was thrilled. And terrified.

What would a new gobbler look like? What would people think? Would I be sparking a new generation of travellers to hit the road for epic adventures? Or not? How would a new Garbage Gobbler capture the imagination of travellers across the province?

Thankfully, I had the help of some pretty great folks to help make the new gobbler a reality.

The re-imagining of the modern gobbler was brought to life by Graphic Designer Beverly van-Druten Blais. Under the helpful guidance of Rehabilitation and Construction Senior Manager Rodrigo Disegni, I was connected with Michelle Evans, Liz Seward and Kyle Drummond, who helped identify key rest areas across the province where the prototype gobblers could get some good visibility and regular feedings. I am happy to report that, this year, ten new gobblers found homes in eight rest areas around B.C. Two of the ten gobblers are blue and decidedly modern, in that their appetite can only be satisfied with recyclable beverage containers.

We'll be monitoring their performance and star quality, for the next while, to determine if they will multiply across the province.

And that’s where you come in.

What do you think of our new Garbage Gobblers? This is a trial run and I am eager to hear your thoughts. You can contact me at Kristen.Reimer@gov.bc.ca or (250) 356-1337, or share your gobbler pictures (old or new) on Twitter or Instagram with the #garbagegobbler hashtag.

Nom nom nom nom nom.
Canada’s Pacific Gateway – 1951 and Today
Submitted by Linda Harmon, Pacific Gateway Director of Strategic Outreach and Business Engagement

Tucked away in Dave Bachynski’s family home in Kimberley was a May 22, 1951 page from The Daily Province.

Dave, a senior manager for air and marine in our ministry, came across the old newspaper clipping while cleaning out his family home in Kimberley. He thinks it might have been saved, for an article about Kimberley’s ammonia phosphate plant, on one side of the sheet. However, Dave shared it with me for another reason.

The full-page spread from 64 years ago, recognizes British Columbia’s important position as Canada’s Pacific Gateway. A mere 45 years later, our ministry’s Pacific Gateway Branch was created to focus on the competitive advantages our province offers as a gateway to North America.

In 2015, the focus has returned to market access for Canadian exports, with many of the industries featured in the 1951 newspaper profile, continuing to be important economic drivers for B.C.

Missing from the 1951 description of Canada’s Pacific Gateway, is the shipping container, which was introduced in 1956 as a more efficient way of exporting and importing goods. This simple metal box revolutionized transportation. In 1951, it’s unlikely that anyone could have predicted that seafood, pulp and paper, grain, fruit and lumber would be delivered to international customers via truck and ocean freighter, in a container.

In 2014, more than three million twenty-foot containers moved through B.C. ports.

How exports travelled through B.C. in 2014, and their value, which includes B.C.-origin exports plus goods from other parts of Canada.

1951 article from The Daily Province.
GranFondo Whistler 2015: Another Epic “Big Ride”
Submitted by Henry Lew, Traffic Operations Engineer

More than 4,200 cyclists saw a picture perfect sunrise as they rode across the Lions Gate Bridge for the sixth GranFondo Whistler on Saturday, Sept. 12.

GranFondo means “big ride” in Italian. Challenges of the GranFondo Whistler include long distances, steep hill climbs and thrilling descents. The event is open to a variety of skill levels, from amateur to competitive cyclists.

You could feel the enthusiasm and anticipation in the air, as the cyclists waited patiently along the Stanley Park seawall for the GranFondo to begin. Cyclists rode through Stanley Park, across Lions Gate Bridge, and up Taylor Way to the Upper Levels Highway. The more ambitious cyclists detoured to climb up and down Cypress Mountain, before reuniting with the other cyclists to continue along the scenic Sea-to-Sky Highway to Whistler.

It was an exciting sprint to the finish this year, with the two fastest cyclists battling for first place along Blackcomb Way when they reached Whistler Village. The first cyclist crossed the finish line shortly before 10 a.m., with an elapsed time of just three hours, 15 minutes and 58 seconds – about 15 minutes faster than last year. The winner averaged 37.3 kilometres per hour over the 122-kilometre bike route, which is amazingly quick!

For this year, the ministry event planning and traffic management team included Traffic Operations Engineer Henry Lew, Special Events and Filming Coordinator Holly Adems, Area Development and Operations Technician Jackie Chambers and Area Manager Jesse Morwood.

For more than six months, the ministry team worked with GranFondo Canada, local governments and other stakeholders to plan the logistics and work through every detail. Major planning challenges for this large-scale and extremely complex special event included the temporary closure of travel lanes on Lions Gate Bridge and adjacent roadways, in a highly urbanized area, the large number of communities impacted along the lengthy bike route, and maintaining mobility for motorists from downtown Vancouver to Whistler. The risks of lengthy traffic disruptions and public complaints were of utmost concern.

With the involvement of the ministry team, participating communities and stakeholders were reassured that everything was going to be done efficiently and safely for the cyclists and driving public. Everybody came together to develop the comprehensive traffic management plan (150 pages) needed to execute a successful and safe event.

On GranFondo day, live feeds from highway webcams and GPS tracking on event management vehicles were used to observe the progress of cyclists along the bike route. An event command centre operated by GranFondo Canada, monitored the event, coordinated operations and managed incidents.

Ministry staff were also on duty with their eyes and ears focused on the GranFondo, to watch over the event and traffic operations. They included Henry Lew in the event command centre, and Holly Adems, Amy Barker, Loretta Carlson, Jackie Chambers, Bill Crichton, Debbie Derkson, Daniel Johnson, Maziar Kazemi, Terence Lai, Keith Lastoria, Veronica Merlo and Curtis Mousseau along the bike route. Commercial Vehicle Safety Enforcement (CVSE) staff assisted with truck traffic, and included Laura Berg, Bruce Calbick, Pete Handler, Ron Sanderson and Derek Stanley.

For smooth traffic operations, a large number of traffic control devices and personnel were required, including 33 RCMP and municipal police officers, 130 traffic control persons (TCPs), and more than 10,000 cones, delineators, barrels, barricades and signs.

Spectators gathered at the top of Taylor Way to cheer on the cyclists.

Cyclists negotiated a sharp curve near Tunnel Point.

Cyclists were challenged with steep hill climbs and thrilling descents along the Sea-to-Sky Highway.

More on Page 16...
The South Coast Region 29th Annual Golf Tournament took place on Sept. 10, at the Pitt Meadows Golf Club, and this year the weatherman really delivered with a beautiful sunny day!

There were 144 golfers registered for the “Texas Scramble” with a 1 p.m. shotgun start. The tournament included 18 holes of golf, carts, a delicious barbecued steak dinner, amazing desserts and lots of great prizes.

Ministry employees were joined by ministry retirees, and employees from our partners in highway design, construction and maintenance. This annual event is an excellent opportunity to strengthen our working relationships while having fun and contributing to charity.

The putting contest was really exciting this year, with two golfers tied for the prize. Mainroad’s Andries de Witt and ministry employee Mike Kelly did a putt toss to decide the winner, with Mike being the victor! Big thanks to WSP Canada Inc. who again sponsored this year’s contest, which raised $500 for the Heart and Stroke Foundation in memory of Ross Coulter, a long-time ministry employee who enjoyed golfing.

Later in the afternoon, a 50/50 draw was held, with $292 won by Mike Kelly and $292 contributed to Cops for Cancer.


Winning team: ministry employees Kirk Bentley, Darryl Finlayson, John McKenzie and Keith Callander.

Cyclists experienced a spectacular sunrise as they rode across the Lions Gate Bridge.

Miller Capilano Traffic Manager Steve Donnelly and his team worked with military precision to install the multitude of traffic control devices and signs overnight before the event, and promptly removed the devices and signs as each stage of the event concluded. Police and TCPs were located at all major intersections along the bike route to assist motorists and pedestrians. TCPs were also positioned at single lane alternating traffic configurations, to manage vehicle flow.

As a result, traffic queues and travel delays were minimized along the bike route during the GranFondo. The Lions Gate Bridge, and Upper Levels and Sea-to-Sky highways were reopened promptly, safely and ahead of schedule.

The GranFondo Whistler brought an estimated $6 million in economic benefits to Vancouver, Whistler and other local communities along the Sea-to-Sky corridor.

Early feedback from GranFondo participants indicated that they had an incredible experience this year. Many cyclists said that they were thrilled to ride for one day, “traffic free,” along an unimpeded bike route, from downtown Vancouver to Whistler. It was an awesome day for all involved!

The GranFondo Whistler 2015: Another Epic “Big Ride” … Continued from Page 15

Winning Team (11 under par) - Team 1A
John McKenzie, Grading Manager
Keith Callander, Provincial Field Services Director
Kirk Bentley, Grading Manager
Daryl Finlayson, Senior Material and Pavement Engineer
Women’s Longest Drive
Sze Kong, Rockwork Engineer
Men’s Longest Drive
David O’Donahue, Springline/Ocean
Women’s Closest to the Pin
Jody Deane, Evergreen Line Senior Project Manager
Men’s Closest to the Pin
Dan Wong, DMD Electrical

Organizing committee:
Loretta Carlson, Sheila Hui, Jackie Chambers, Catherine Grisewood and Donna Chandler.

Winning team: ministry employees Kirk Bentley, Darryl Finlayson, John McKenzie and Keith Callander.
Batter up for BC Children’s Hospital
Submitted by Audrie Henry, District Development Technician

An amazing total of $81,950 was raised by all the teams at the 7th annual Bats for a Cause slow pitch tournament, July 25 and 26 in Kelowna, to support BC Children’s Hospital. This was the second year in the tournament for the Double Ts, also known as Team Transaction. The team was comprised of Okanagan-Shuswap District staff, Field Services staff, Southern Interior Region and Thompson Nicola District staff from Kamloops, and a few friends. Our team’s fund-raising contribution was $7,551.55, and we are very proud of this achievement.

Fundraising efforts consisted of raffle ticket sales, auctions, bottle returns, online donations, donations just because, a head shaving or two and a pulled pork cook-off. The team also had a taco bag event. (A taco bag is a small open bag of tortilla chips, with all the fixings dumped right over the contents that you eat out of the bag – messy and tasty fun!) A big thank you to everyone who supported us in any way, including coming out to cheer us on.

And a big shout out to Ross McLean and Emily Robertson from the Provincial Sign Shop for designing the logo for our awesome t-shirts.

Head shaving “after” shot of Jim Gallagher and Ken Gallagher.

A big thank you to Corey Van Overschot from the Vernon Scale, and Mike Gustavson from Kelowna, for volunteering to collect and weigh food donations for the Lumby Food Bank, on Oct. 7.

The Commercial Vehicle Safety and Enforcement employees, along with local emergency services organizations, drove around the community with their emergency equipment activated. After their tour through town, the CVSE vehicle’s portable scale measured more than 7,500 pounds of food.

The event, called Emergency Services Fight Back Against Hunger, was organized by RCMP Cst. Gary McLaughlin and was supported by RCMP, fire and ambulance services, as well as Corey and Mike. Each month, the Lumby Food Bank assists more than 50 local families.

Great job supporting the community Corey and Mike!

Corey Van Overschot and Mike Gustavson loaded up edible goods for the Lumby food bank.

Reflective uniforms and bright emergency vehicles attracted people’s generosity in Lumby and Whitevale.
In Memoriam

Canada’s Law Enforcement Community Pays Tribute to Toni Douglas Kristinsson

Submitted by Perry Dennis, CVSE Deputy Director

On the last Sunday in September each year, law enforcement, police and peace officers come together across Canada and pay tribute to those who have lost their lives while on duty...the ultimate sacrifice.

Officer Toni Kristinsson of the Commercial Vehicle Safety and Enforcement Branch (CVSE) was honoured in two different ceremonies, in Victoria and Ottawa, on Sunday, Sept. 27.

In Victoria, the Law Enforcement Memorial began with a procession made up of police and peace officers from across Canada and the United States, who followed the flag bearers, rifle escorts and pipe band to the Legislative Assembly. At 12:40 p.m. they marched along Wharf Street, past the Empress Hotel, then made a “right wheel” and formed up on the lawn of the Legislative Assembly. “A” Company, made up of the host agencies, B.C. Correctional Services and the Oak Bay Police Department, was joined front and centre by CVSE staff from around the province, in full dress uniform.

The service included a private ceremony for the family at the bastion, behind the Legislative Assembly, where Toni’s name engraved on the monument, was unveiled. RCMP Chaplain Jim Turner delivered a touching service, and on behalf of CVSE Branch Director Steven Haywood, presented a framed rubbing of Toni’s name to his mother, Joyce.

CVSE officer Grace Dean from Vancouver Island was one of the four bastion guards during the ceremonial guarding, while the private service for the family took place. Grace, rifle turned down and head bowed in respect, was a touching sight. At 1 p.m., the larger memorial service commenced and included the national anthems of Canada and the United States, prayers and blessings, rifle salute, a moment of silence, pipers’ lament and the laying of wreaths. Steven Haywood and Toni’s mother laid a wreath for the families of all fallen officers in British Columbia. Minister of Justice and Attorney General Suzanne Anton made a heartfelt speech, speaking kindly of Toni, his accomplishments and his dedication, his service to the citizens of British Columbia and the unfortunate circumstance of his death.

As a part of the ceremony, there was the reading of the “Honour Roll” where four junior officers from different agencies read the names of police and peace officers in British Columbia who had been killed in the line of duty. For CVSE, this honour was bestowed upon Betty-Ann Penner, who not only represented the ministry and CVSE, but the Fort George District as a co-worker and friend of Toni. Betty-Ann stood before the hundreds of police and peace officers, who stood at attention on the lawn that beautiful and sunny day, overlooking the Victoria Harbour, and flawlessly read a quarter of the names of all the fallen officers.

On the same day, Toni Kristinsson was immortalized at the National Police and Peace Officer Memorial held on Parliament Hill in Ottawa, which honoured all Canadian police and peace officers who died in the line of duty. The ministry, CVSE and the Fort George District were represented at the memorial by Toni’s colleague and friend, Kris Tomson. Kris was the official “hat bearer” and honoured Toni with a ceremonial presentation of a CVSE dress cap. Kris says, “It was a great honour to stand with the 3,500 peace and police officers to remember Toni Kristinsson, my co-worker and friend.”

Kris was joined at the memorial service by Toni’s widow Patricia and his son Nathan.

Toni’s sister, Diana sent a thank you note to CVSE, to let employees know that “We thank all of you from the bottom of our hearts,” then posted this to her Facebook page:

“Our family attended the British Columbia Law Enforcement Peace Officer Memorial service in Victoria yesterday, Sunday September 27th on the front lawn of the Legislature. Impressive to say the least. The respect, the honour and the heartfelt condolences are so difficult to describe—the incredible support we received from not only the staff from CVSE (Commercial Vehicle Safety Enforcement) but other law enforcement agencies (BC Corrections, Oak Bay Police Department, RCMP, other Police agencies including those from the U.S., Fire Departments, Ambulatory Services— to list a few) in attendance to the memorial. The camaraderie of law enforcement is like a large family and their embracement to us was unbelievable; the weekend activities for the memorial will be with us forever.”

More on Page 19...
As I stood on the steps of the Legislative Assembly in Victoria, beside Toni’s family and the families of those who have lost their loved ones, my heart was filled with such sorrow and sadness at the loss; all those people simply doing their jobs. There was also an overwhelming sense of pride, as I thought of all those who were standing on the lawn and those who were at work or with their families. Thinking of Toni and the others, I couldn’t have been more proud of being a public servant, a member of the Ministry of Transportation and Infrastructure, and a part of the CVSE family.

As many of you are aware, we tragically lost Commercial Vehicle Safety and Enforcement (CVSE) Officer Toni Kristinsson, on Feb. 1, while he was on patrol near Tete Jaune Cache.

On Sept. 27, Toni was honoured with three other fallen police and peace officers, on Parliament Hill in Ottawa, at the Canadian Police and Peace Officers Memorial (CPPOM). The CPPOM has been honouring officers killed in the line of duty for 38 years on Parliament Hill, and to date there are more than 850 names on the memorial wall glass panels. Toni was remembered with Edmonton Police Constable Daniel Woodall, Alberta RCMP Constable David Wynn and Manitoba Corrections Officer Rhonda Commodore.

I had the honor of attending the memorial to remember Toni, my co-worker, and more importantly, my friend. I attended as part of the honour guard. We led the parade of approximately 3,550 officers to Parliament Hill, where upon the steps of the Parliament Buildings, we each laid a cap representing the officer from our organization who had died. The memorial was attended by officers from across the country, and some from the United States. Additionally, there were about 3,500 civilians in attendance, all there to remember those that serve and protect us.

During the ceremony, various representatives from a multitude of agencies laid wreaths on the steps, including one that represents the officer’s family. Toni’s wife Patricia and son Nathan also attended the service and were very impressed with the magnitude of the memorial. A biography was read to all in attendance about the officers and their accomplishments in life, which also reiterated to me how much we will miss Toni. We heard speeches from several dignitaries, one of which was Minister of Public Safety and Emergency Preparedness Steven Blaney.

At the conclusion of the ceremony, all the officers did a march past of the honor guard as we stood on the Parliament steps where we held the forage (dress) caps, and the officers paid their respects.

There was a reception held inside centre block of the Parliament Buildings after the ceremony, for invited guests and the officers in attendance. As well, there was a private room set aside for the families of the officers, where they could have a private meet and greet with Minister Blaney. I attended this greeting and had the opportunity to get a private tour of the House of Commons with some of the families, led by Minister Blaney.

Although a very emotional memorial, as it was very close to home for me, I can’t stress enough what an honour it was to represent the Province, the Ministry of Transportation and Infrastructure, CVSE and Toni. Thank you to those that gave me the opportunity to stand in remembrance.

Canada’s Law Enforcement Community Pays Tribute to Toni Douglas Kristinsson... Continued from Page 18