



Kicking Horse Canyon Project

Community Liaison Committee

MINUTES

Meeting # 3	Location: Ramada Limited Golden 1311 12 St N, Golden BC
Date: May 8, 2019	Time: 7:00 pm - 9:00 pm

Members & Alternates		Attendance
Chad Parent	Golden District Rod & Gun Club	✓
Alex Desjardins	Golden District Rod & Gun Club (A)	✓
Ryan Johannesen	Kicking Horse River Outfitters	✓
Carmen Narancsik	Kicking Horse River Outfitters (A)	
David Balding	Golden Fire Rescue	
Betty Watson	RCMP	✓
Jeff Watson	RCMP (A)	✓
Kyle Hale	Golden & Area Emergency Management	
Ron Oszust	BC Ambulance	
Magi Scallion	Kicking Horse Country Chamber of Commerce	✓
Shawn Bethune	Kicking Horse Country Chamber of Commerce (A)	✓
Jill Dewtie	Golden Community Social Services Co-op	✓
Brian Weir	BCTA	✓
Joanne Sweeting	Tourism Golden	✓
Mike Rubenstein	Kicking Horse Mountain Resort	
Toby Barrett	Kicking Horse Mountain Resort (A)	✓
Atma Sandher	Highway accommodation sector	✓
Meg Langley	Wildsight	✓
Ken Schroeder	Golden and District Air Quality Committee	
James Acton	Golden Cycling Club	
Jon Wilsgard	Town of Golden	✓
Chris Cochran	Town of Golden (A)	✓
Charles Hamilton	CSRD	
Shawn Billy	Shuswap Indian Band	✓
TBD	Ktunaxa Nation	

MoTI/Project Team		
Murray Tekano	Project Director, MoTI	✓
Lisa Payne	Associate Project Director, MoTI	
Lindsay Parker	Senior Project Manager, MoTI	
Aimee Barre	Assistant Project Manager, MoTI	
Art McClean	Operations Manager, MoTI	✓
Kipp Fennell	FN Relations, MoTI	
Tim Stevens	Lead Engineer, OE team	✓
Robin Taylor	Environmental Lead, OE team	✓
Jack Stuempel	Communications/Engagement Lead, OE team (facilitator)	✓

1.	Welcome & introductions	Action by:
	<ul style="list-style-type: none"> Meeting participants introduced themselves. 	
2.	Confirmation of agenda	
	<ul style="list-style-type: none"> The agenda was adopted as circulated. 	
3.	Previous minutes	
	<ul style="list-style-type: none"> Previous minutes were adopted as circulated 	
4.	Status of action items	
	<ul style="list-style-type: none"> i. <u>Assignment of alternates (members)</u> <ul style="list-style-type: none"> Members were reminded to identify alternates to attend meetings on their behalf, if they haven't already done so. ii. <u>Weekend arrivals/departures (Joanne Sweeting)</u> <ul style="list-style-type: none"> Joanne reported that follow-up communication with tourism accommodators has reinforced the input previously supplied by Tourism Golden. 	
5.	Sheep tracking program update	
	<ul style="list-style-type: none"> Chad Parent reported on the Rod & Gun Club's initiative (in partnership with the Wild Sheep Society and MoTI) to collar five sheep in the Canyon for tracking purposes. Two ewes have been collared to date; three rams are to be collared next week. It is hoped that tracking the movements of the sheep with GPS will provide useful information to help plan construction events on the KHCP. The herd currently consists of about 14 sheep. If the habitat can sustain it, the Rod & Gun club would like to see the herd grow to about 20-25 sheep. Meg Langley reported on Wildsight's interest in the same herd, using fecal analysis to obtain genetic, diet and other information that might help in developing strategies to support the sustainability of the herd. 	
6.	Project Update	
	<ul style="list-style-type: none"> i. <u>General</u> <ul style="list-style-type: none"> The group received a brief general update, with it being explained that much of the project team's focus has been on considerations related to construction traffic management, such as the condition of the alternate route of Highways 93 and 95, seasonal traffic and tourist activities. The team has done a safety review of Highway 95, and also reviewed the operation of the major intersection in Radium which will likely need some traffic control support during detour events. The team has taken note of pavement markings and signage, and has been a dialogue with the School District to address concerns over student and school bus safety when traffic is diverted from the Trans-Canada Highway (TCH) to the alternate route. Intersection operations in Golden have also been reviewed, as well as the ability for large trucks to safely approach and cross the bridges over the Kicking Horse River. The project team is also doing research in response to the local desire to explore opportunities for a project workforce accommodation strategy that might have some lasting benefit in addressing long-term affordable housing shortages in the Golden area. Some of this work includes developing an estimate of which trades might be needed at 	

	<p>various times, how many of those workers would already be locally-based, and how many might need to come from outside the area.</p> <ul style="list-style-type: none"> • The concept plan for the highway improvements and the traffic management plan continue to be refined. • The Design-Build procurement process is continuing, with a Request for Qualifications expected to be issued this summer, inviting potential bidders to show they are qualified to both finalize the design and construct the improvements. A Request for Proposals will be issued later to a short list of qualified proponents to obtain bids to carry out the work. • It was noted that the input received during the current process of stakeholder engagement has been very useful in the development of the contractor's obligations to be reflected in the contract. <p>ii. <u>Construction traffic management</u></p> <ul style="list-style-type: none"> • The group received additional detail on key elements being explored for the traffic management plan. More than 25 meetings have been held to date with various stakeholder groups and organizations to collect information and input to help shape the plan. • Safety is a critical element, not only in the highly-constrained area that will be under construction, but also in areas that will see increased traffic volumes when detours are necessary. The project team has been doing traffic counts and safety reviews to identify issues and considerations. • The traffic management plan currently being explored includes the following key elements: <ul style="list-style-type: none"> ○ An emphasis on night work as much as possible, which will require closures that may last all night ○ Minimization of daytime stoppages during the summer, and peak-hour stoppages anytime ○ When applied, delays might involve: <ul style="list-style-type: none"> ▪ single-lane alternating traffic that might last approximately 20 minutes any time except daytime hours in the summer ▪ Up to two hours anytime, except peak hours in the fall, winter and spring, or daytime during the summer ▪ Up to ten hours overnight all year ▪ Extended closures of potentially weeks at a time in the least-active spring and fall shoulder seasons, with breaks for holiday long weekends and daily peak-hour windows to allow passage for school buses, commuters and other essential local traffic/trips ▪ Allowance for emergency vehicle access with 15 minutes notice ○ The extended closure option would likely start in the fall 2020 period ○ During any closure, travelers would have the option of taking the alternative route using Highways 93 and 95 • The shoulder-season extended closures would enable the overall construction period and its impacts to be significantly reduced. It would also provide greater certainty for people's travelling schedules. • It is anticipated that the greatest need for the shoulder-season closures would likely be during the first two years of construction. • The diversion of traffic to the alternative route in the shoulder season would result in higher traffic volumes than normal for the time of year 	
--	---	--

	<p>on Highways 93 and 93. However, traffic volumes are not expected to exceed the peaks experienced on those highways during the summer. There would likely be more trucks than at any other time.</p> <ul style="list-style-type: none"> • Effort will also be made to coordinate construction activities with other projects on the Trans-Canada Highway to minimize the risk of cumulative delays from multiple projects. • Group discussion included a suggestion that potential extended closures in the fall shoulder season occur only during weekdays (thus continuing to allow weekend traffic) until the end of September. • Comments included the expectation that an extended closure in the spring period would impact late-season ski business. • It was also suggested that late November closures might also affect some business at the start of the winter recreation season. • The sheep lambing period in the spring, as well as other wildlife considerations, were also noted. • It was suggested that some sort of pass system be developed to manage the use of the peak-hour “commuter” windows during extended closures. 	
<p>7.</p>	<p>Round Table: issues, opportunities, considerations</p>	
	<ul style="list-style-type: none"> • The project team was reminded that timely and accurate communications will be vital during construction. (It was noted that the project team hopes to have a communications representative located in Golden. However, to avoid the risk of conflicting information, the core of traffic management notifications will be DriveBC.) • There is interest in developing a better understanding of the workforce requirements and how they would be sourced and housed. (At this time, it is estimated that the workforce, the composition of which will change over the course of the project, might peak at about 250 people. Depending on availability and skills required, people already living in the general area might make up 20 percent or more of the total number.) • When the time comes to install wildlife fencing, consideration should be given to animals’ ability to defeat some one-way gate designs. • Consideration should be given to raising motorist’ awareness of the presence of wildlife along the alternative route, especially at dusk and dawn. • The use of the alternative route and the resulting additional traffic through the heart of Golden represents an opportunity as well as potential concerns. (It was noted, however, that with the extended closures being considered for the shoulder season, the impacts would be much lower than those experienced with highway closures due to forest fires in the peak of summer.) • Logging operations will need to plan for roadway conditions and availability. For long-distance commercial transportation, advance notice should enable operators to avoid both the TCH and the Highways 93/95 route. The ability to shorten the total construction time by scheduling shoulder-season extended closures is considered a good thing. • Consideration of school bus safety is supported. • Weekends in late September remain important to tourist traffic. • A permitting/pass system would be essential to proper utilization of brief peak-hour commuter windows during extended closures. A separate group or sub-group discussion might be useful to help plan. • A pass system should consider that a variety of local vehicles normally go through the canyon to deliver goods or services (e.g. trades). • Housing needs should not be underestimated. 	

	<ul style="list-style-type: none">Updated project information should be publicized to help improve public understanding about the timing and potential impacts of construction.	
7.	Next steps / next meeting	
	<ul style="list-style-type: none">June 16 was set as the target for the next meeting.	

Notes by Jack Stuempel