



# Kicking Horse Canyon Project

## Community Liaison Committee

### MINUTES

Meeting # 5	Location: Ramada Limited Golden 1311 12 St N, Golden BC
Date: September 17, 2019	Time: 7:00 pm - 9:00 pm

Members & Alternates		
Chad Parent	Golden District Rod & Gun Club	✓
Ryan Johannesen	Kicking Horse River Outfitters	
David Balding	Golden Fire Rescue	
Betty Watson	RCMP	✓
Jeff Watson	RCMP (A)	✓
Kyle Hale	Golden & Area Emergency Management	
Ron Oszust	BC Ambulance	
Shawn Bethune	Kicking Horse Country Chamber of Commerce	
Jill Dewtie	Golden Community Social Services Co-op	✓
Brian Weir	BCTA	
Joanne Sweeting	Tourism Golden	✓
Mike Rubenstein	Kicking Horse Mountain Resort	✓
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	
Alan Ure	RM School District #6	✓
Shawn Billy	Shuswap Indian Band	
Marion Eunson	Ktunaxa Nation	✓

MoTI/Project Team		
Murray Tekano	Project Director, MoTI	
Lisa Payne	Associate Project Director, MoTI	
Lindsay Parker	A/Associate Project Director, MoTI	✓
Aimee Barre	Assistant Project Manager, MoTI	
Art McClean	Operations Manager, MoTI	✓
Kipp Fennell	FN Relations, MoTI	
Emily Di Tomaso	FN Relations, MoTI	
Tim Stevens	Lead Engineer, OE team	✓
Mars Otten-Andrew	Manager, Transportation Planning, 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"> <li>Meeting participants introduced themselves.</li> </ul>	
2.	Confirmation of agenda	
	<ul style="list-style-type: none"> <li>The agenda was adopted as circulated.</li> </ul>	
3.	Previous minutes	
	<ul style="list-style-type: none"> <li>Previous minutes were accepted as circulated.</li> </ul>	
4.	Status of action items	
	<p>i. <u>Assignment of alternates</u></p> <ul style="list-style-type: none"> <li>There were no action items</li> </ul>	
5.	Project Update	
	<ul style="list-style-type: none"> <li>Since the last meeting, the project team has passed a key milestone in the procurement process, with the September 5, 2019 announcement of the issuing of a Request for Qualifications (RFQ) inviting proponents to submit their credentials to design and construct Phase 4 of the Kicking Horse Canyon Project.</li> <li>After submissions are reviewed, a Request for Proposals to undertake the work is expected to be issued to a short list of qualified candidates late in the year. The contract award is expected in 2020 with construction to begin shortly thereafter, possibly by late summer. Completion is planned for winter 2023-24.</li> <li>The budget for the project has been confirmed at \$601 million.</li> <li>The September 5 announcement also referred the construction traffic management, noting the need for some longer-term shoulder-season highway closures that will necessitate the use of Highways 93 and 95 as an alternate route for 5-6 weeks in the spring shoulder season and 10-11 weeks in the fall shoulder season.</li> <li>The announcement has resulted in an increase in public inquiries to which the team has been responding.</li> <li>The project website at <a href="http://www.kickinghorsecanyon.ca">www.kickinghorsecanyon.ca</a> was also re-launched to coincide with the September 5 announcement. Containing a great deal of fresh information, it will be updated on regular and ongoing basis. One of the first updates included additional information on traffic management, which has been a major area of public interest.</li> <li>The way is now clear to proceed with broader outreach in the form of public information sessions, with plans being laid for such a session in Golden this fall. Additional sessions may also be held elsewhere in the Kootenays.</li> <li>Stakeholder meetings will also continue as the team continues to evolve the plans and develop greater certainty around the traffic management strategy.</li> <li>The start of the shoulder-season closures will be somewhat dependent on the timing of a contract award and the contractor's mobilization schedule. While fall 2020 can't be ruled out for the start of the extended closures, it appears increasingly likely that the major use of such closures will begin in spring 2021.</li> <li>It was noted that closure timeframes identified in the announcement reflected the significant input that the project team has received from the Community Liaison Committee over the past year. They exclude long</li> </ul>	

	<p>weekends and the last two weekends in September, and provide for twice-daily peak-hour openings for school buses, commuters and other essential trips. By confining the closures to off-peak periods, the impact on those who depend on the Trans-Canada Highway will be minimized, as will be the combined volume of traffic on the alternate route to which the TCH traffic will be diverted.</p> <ul style="list-style-type: none"> <li>• The plan avoids daytime interruptions during the summer, as shown by the yellow box.</li> <li>• While the design-build contractor will still be required to create its own traffic management plan, that plan will be subject to the limits established in the contract by the Ministry based on the above arrangements once they are further refined and finalized.</li> <li>• The contract will also contain a variety of other limits and conditions, such as respecting certain sensitive seasons for wildlife (nesting, roosting, lambing, etc.).</li> <li>• The group received a “tour” of the renewed project website, which includes links to the RFQ, project reports and public engagement including minutes of the CLC meetings.</li> <li>• The fall public engagement session will be announced on the website once a date and location have been finalized. That session is intended to provide an opportunity for the public to provide input, particularly on traffic management, before plans are finalized.</li> <li>• The site also provides a link to information about the Community Benefits Agreement and the initiative to promote local hiring on the project. BC Infrastructure Benefits Inc., a Crown Corporation, will function as the employer. The group suggested BCIB would be welcome to deliver a presentation to a future meeting and should participate in the public information sessions.</li> </ul>	<p>Jack</p>
<p>6.</p>	<p>Brainstorming on traffic management</p>	
	<ul style="list-style-type: none"> <li>• Following up on discussions at previous meetings, the group spent time brainstorming on ways to manage the limited traffic that can be allowed through the construction zone during extended closures in the twice-daily openings being considered for school buses, commuters and essential trips.</li> <li>• The concept of a “pass” system has been proposed, and it was noted that the calculation of the maximum number of passes would need to consider the number of vehicles that could physically go through the area within a specified period of time.</li> <li>• It was noted that there would be interest in assigned passes not only from Golden residents who commute eastward, but from people from outside the immediate area, such as Beaverfoot and Field, who commute into Golden from the east.</li> <li>• Consideration should be given to non-routine but urgent trips, such as furnace or plumbing repairs. Propane and fuel oil deliveries might be considered as well. Depending on the weather, snow removal equipment may need to pass through.</li> <li>• A “library” of unassigned passes might be made available for temporary or one-time use. Clinics might issue such passes for non-emergency but urgent medical appointments. A small separate discretionary reserve for exceptional passes issued at the Ministry’s discretion might also be considered.</li> <li>• It was agreed that the underlying principles for issuing a pass should be need, not desire and urgency, not convenience.</li> <li>• Passes will need to be visibly displayed.</li> <li>• It will be necessary to obtain better information on the number of people</li> </ul>	

	<p>who commute through the Canyon on a regular basis.</p> <ul style="list-style-type: none"> <li>• Car-pooling should be encouraged; perhaps with some sort of incentive or the support of a sign-up system (it was noted that ride-sharing platforms are already in use in Golden). Larger employers with standard hours might be encouraged supply some sort of busing.</li> <li>• Engagement of affected communities will be essential to achieving support for any pass system that is implemented. Transparency and equitability will be important.</li> <li>• There will be a need to be flexible and adaptable to respond to unforeseen issues.</li> <li>• It was suggested that the project team develop a process that considers the ideas the group has shared and bring it back for further discussion and refinement.</li> </ul>	
<p>6.</p>	<p>Round Table: issues, opportunities, considerations</p>	
	<ul style="list-style-type: none"> <li>• While Phase 4 will include wildlife fencing designed to keep animals off the highway, there was a suggestion that existing wildlife signage might be emphasized with lights. The viability of such an option will be explored.</li> <li>• There is also interest in data on collisions with wildlife. Information collected under the Wildlife Accident Reporting System can be found at <a href="https://www2.gov.bc.ca/gov/content/transportation/transportation-infrastructure/engineering-standards-guidelines/environmental-management/wildlife-management/wildlife-accident-reporting-system">https://www2.gov.bc.ca/gov/content/transportation/transportation-infrastructure/engineering-standards-guidelines/environmental-management/wildlife-management/wildlife-accident-reporting-system</a>.</li> <li>• Additional wildlife signage is being considered for Highways 93 and 95 recognizing that some of the motorists using the alternate route during shoulder-season closures may be unfamiliar with the locations frequented by wildlife.</li> <li>• There was discussion regarding conditions at the four-way stop in Radium Hot Springs, with it being noted that the roundabout being planned for that location is expected to be completed by the time the alternate route is required. The roundabout will be capable of handling commercial trucks.</li> <li>• There was also discussion regarding adapting traffic controls in Golden to deal with traffic changes during detours. It was explained that a range of adjustments are under consideration.</li> <li>• It was suggested that it would be useful to have details on traffic pattern adjustments on the project website (post-meeting note: as details are developed, they will be shared through public information sessions and the website. The CLC’s discussions are captured in the minutes and also shared on the website.)</li> <li>• The project team was reminded to consider scheduled bus services when developing and communicating the traffic management strategy.</li> <li>• Question - Will any excavated material be deposited near Dart Creek?             <ul style="list-style-type: none"> <li>• Answer - A limited area suitable for disposal of excavated rock is being defined.</li> </ul> </li> <li>• Question - Where will usable fill material be sourced?             <ul style="list-style-type: none"> <li>• Answer -Remains to be determined</li> </ul> </li> <li>• Question - How much of the construction workforce is expected to live in Golden for an extended period of time?             <ul style="list-style-type: none"> <li>• Answer - Much of that will depend on the plans developed by the design-build contractor. There may be some additional families moving to Golden during construction.</li> </ul> </li> <li>• Advance notice of public information sessions is encouraged. The project team hopes to share some of the material with the CLC for feedback before the info session.</li> <li>• Tourism Golden will be hosting a session in late fall that the project team</li> </ul>	<p>Art McClean</p>

	<p>may wish to attend to share information and respond to questions.</p> <ul style="list-style-type: none"><li>• It was suggested that the hours of the public information session allow daytime as well as evening attendance.</li><li>• Shoulder-season closures in the spring are a concern for Kicking Horse Mountain Resort as there is some overlap with the end of the ski season. Regular dialogue should be maintained.</li></ul>	
6.	Next steps / next meeting	
	<ul style="list-style-type: none"><li>• The group set a target of October 16 for the next meeting.</li></ul>	

Notes by Jack Stuempel