

Community Liaison Committee

Minutes

Meeting # 6	Location: Ramada Limited Golden 1311 12 St N, Golden BC
Date: October 16, 2019	Time: 7:00 pm – 9:00 pm

Members & Alternates		
Alan Ure	RM School District #6	✓
Atma Sandher	Highway accommodation sector	✓
Betty Watson	RCMP	✓
Brian Weir	BCTA	
Chad Parent	Golden District Rod & Gun Club	
Charles Hamilton	CSRD	
Chris Cochran	Town of Golden (A)	✓
James Acton	Golden Cycling Club	
Jeff Watson	RCMP (A)	
Jill Dewtie	Golden Community Social Services Co-op	
Joanne Sweeting	Tourism Golden	✓
Jon Wilsgard	Town of Golden	✓
Ken Schroeder	Golden and District Air Quality Committee	
Kyle Hale	Golden & Area Emergency Management	
Marion Eunson	Ktunaxa Nation	
Meg Langley	Wildsight	
Mike Pecora	Golden Fire Rescue	
Mike Rubenstein	Kicking Horse Mountain Resort	
Nick Phillips	Parks Canada	✓
Robert Haney	RCMP	✓
Ron Oszust	BC Emergency Health Services	✓
Ryan Johannesen	Kicking Horse River Outfitters	✓
Shawn Bethune	Kicking Horse Country Chamber of Commerce	✓
Shawn Billy	Shuswap Indian Band	
Steve Jackson	RM School District #6 (A)	✓

TI Corp/MoTI/Project Team		
Aimee Barre	Assistant Project Manager, MoTI	
Art McClean	Operations Manager, MoTI	✓
Brendan Stevenson	Transportation Engineer, OE team	✓
Jack Stuempel	Communications/Engagement Lead, OE team (facilitator)	✓
Katie Shaw	Director, Stakeholder Relations & Communications, BCIB	✓
Kipp Fennell	Indigenous Relations, MoTI	
Lindsay Parker	A/Associate Project Director, MoTI	✓
Mars Otten-Andrew	Manager, Transportation Planning, OE team	
Murray Tekano	Project Director, TI Corp	
Robin Taylor	Environmental Lead, OE team	✓
Tim Stevens	Lead Engineer, OE team	

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 accepted as circulated. 	
4.	Status of action items	
	<p>a. <u>BCIB participation (Jack)</u> BC Infrastructure Benefits Corporation has been invited to deliver a presentation at the current meeting regarding construction employment on the Kicking Horse Canyon Project and other projects falling under the Community Benefits Agreement.</p> <p>b. <u>Lighted wildlife signage (Art)</u> There are criteria that must be met before wildlife signs with flashing LEDs can be installed. While the Canyon area shouldn't require significant wildlife warning signage after the project is complete due to fencing, the area that the sheep congregate will be assessed to determine if LED signs are warranted in the interim.</p>	
5.	Project Update	
	<ul style="list-style-type: none"> The project team is preparing for major public information sessions to be held in Radium Hot Springs on October 29 and Golden on October 30. On the day of the information sessions, CLC members are invited to join local elected officials for an advance tour of the displays before doors are opened to the public. Members are also invited to participate actively as project liaison during the public sessions if they wish. For the project update, the team provided a progress review of the evolving traffic management strategy, and a preview of materials being prepared for the public information sessions. For the traffic management strategy, a review has confirmed that Highways 93 and 95 have the capacity to function as a detour during the off-peak periods that traffic will need to be diverted from the Trans-Canada Highway (TCH). However, the team plans some operational enhancements to help address local concerns and manage the traffic flow. (These have been detailed in the public information session materials found under "Community Engagement" on the project website www.kickinghorsecanyon.ca.) Comments from the group included: <ul style="list-style-type: none"> Consideration should be given to the clearance time for pedestrians when the crosswalk is rebuilt at Park Drive as part of the adjustments to provide trucks better maneuverability when approaching the Kicking Horse Bridges. The location of the lane drop to the south should be evaluated (it is under review). The plan will need to be adaptable in case of unanticipated issues. There may be a need to adjust some of the parking arrangements to improve sightlines. Having traffic data available will be useful to help support the plan. 	

	<ul style="list-style-type: none"> ○ Consider some sort of warning to encourage extra driver caution when approaching the Kicking Horse Bridges. ○ Through the trucking associations, have a method of alerting drivers unfamiliar with the route to locations that additional caution will be required. ○ Guide signs and distance signs will require close attention during detour periods. ○ Managing the twice-daily “commuter” windows through the construction zone during extended closure periods will be challenging due to the diversity shift hours. ● With increasing use of GPS navigation, arranging timely updates to applications such as Google maps will be pursued. ● In addition to the traffic management strategy, other information, such as environmental considerations and constraints, are also part of the material to be shared at the public information session. ● As well, BCIB representatives will be attending the information sessions. ● Following these sessions, the geographical reach of the communications and engagement program will be expanding to include Parks Canada communities and Revelstoke. 	
6.	BC Infrastructure Benefits / construction employment	
	<ul style="list-style-type: none"> ● Katie Shaw of BCIB presented an overview of the new Crown corporation established to be the employer of all workers on projects under the Community Benefits Agreement, such as the Kicking Horse Canyon Project. ● A major emphasis is on hiring locally (generally within 100 km), and among groups that are under-represented in the construction trades. ● Recruitment is underway for TCH projects (including the Kicking Horse Canyon Project, despite a contract award being several months away). ● Cultural competency training will be included in the BCIB services. It was noted that such training can be extended to additional audiences beyond the transportation projects. ● A copy of the presentation has been attached to these minutes, and further information can be found on the BCIB website at www.bcib.ca. 	
7.	Construction zone pass system	
	<ul style="list-style-type: none"> ● The group resumed the previous meeting’s discussion regarding the management of the limited commuter windows planned for off-peak extended construction closures of the TCH. ● There was considerable debate over establishing criteria for a proposed “commuter pass” system, resulting in a sense that a fairly restrictive approach to the passes may be warranted as people will be able to plan ahead to accommodate closures, except perhaps those traveling for employment. ● For major employers such as Parks Canada, there may be opportunities to adjust shifts and assignments to adapt to the limited off-peak openings. Similarly, there may be alternative approaches to address school transportation issues. 	
6.	Round Table: issues, opportunities, considerations	
	<ul style="list-style-type: none"> ● There was a question whether recent announcements and web updates have led to a major increase in inquiries. However, while inquiries are up, the volume has been very manageable, suggesting that the information currently available is largely meeting the needs of those who are interested. It was noted that it will be important for all parties providing information to the public to be aligned, with the project website being the definitive information source. 	

	<ul style="list-style-type: none"> • It was observed that there is some apprehension in the community over the potential for detour traffic to cause challenges for pedestrians and turning vehicles. • The project team was encouraged to ensure that the planned operational enhancements requiring construction, such as the adjustment of the island at Park Drive, don't occur during high season when they would affect the visitor experience. • While the project team's assessment confirmed that there is fully adequate capacity on the alternate route to accommodate detour traffic planned for off-peak periods, emergency services are preparing for the possibility of more motor vehicle incidents on Highway 95. • Close attention will need to be paid to supporting critical response times with access through the Canyon during emergency transfers. • Coordination to minimize cumulative delays from multiple projects on the TCH and communicating reasonable expectations remains a planning priority. 	
6.	Next steps / next meeting	
	<ul style="list-style-type: none"> • The group set an initial target of November 27 for the next meeting. 	

Notes by Jack Stuempel