

## Community Liaison Committee

### Minutes

<b>Meeting # 7</b>	<b>Location: Ramada Limited Golden 1311 12 St N, Golden BC</b>
<b>Date: January 15, 2020</b>	<b>Time: 7:00 pm – 9:00 pm</b>

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)	✓
Toby Barrett	Kicking Horse Mountain Resort (A)	✓
Treena Coney	Highway accommodation sector (A)	✓

TI Corp/MoTI/Project Team		
Aimee Barre	Assistant Project Manager, MoTI	
Art McClean	Operations Manager, MoTI	✓
Jack Stuempel	Communications/Engagement Lead, OE team (facilitator)	✓
Kipp Fennell	Indigenous Relations, MoTI	
Lindsay Parker	A/Associate Project Director, MoTI	✓
Mars Otten-Andrew	Manager, Transportation Planning, OE team	✓
Mike Lorimer	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"> <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	
	<ul style="list-style-type: none"> <li>There were no action items.</li> </ul>	
5.	Project Update and Discussion	
	<ul style="list-style-type: none"> <li>A request for proposals was issued on December 13, 2019, to three qualified teams following the earlier Request for Qualifications. The teams invited to bid were: <ul style="list-style-type: none"> <li>Kiewit Infrastructure BC ULC</li> <li>Flatiron-Vinci Joint Venture</li> <li>Kicking Horse Canyon Constructors</li> </ul> </li> <li>Details, including the companies that make up the teams, have been posted on the project website at <a href="http://www.kickinghorsecanyon.ca">www.kickinghorsecanyon.ca</a>.</li> <li>The project management team has already briefed the proponents on the project fundamentals, including matters that the CLC has indicated as important to the community to achieve successful project implementation, such as the traffic management plan.</li> <li>Supporting the local workforce and local business is an important element, and the proponents will be required to take part in business-to-business sessions for Kicking Horse Country and area Indigenous communities, to be arranged for late February.</li> <li>A contract award is expected in late summer or early fall. Extended, multi-day 24-hour traffic closures are now not planned for fall 2020 as previously expected. This is because there would not be enough time following the contract award for the contractor to plan the details of such closures and issue the required advance notice.</li> <li>As the project evolves, information is being distributed more widely, with recent public information sessions in Lake Louise and Field, and arrangements being made for a presentation in Revelstoke and an information session for Indigenous communities in the Salmon Arm area. Further outreach is also planned for the commercial transportation industry.</li> </ul>	
6.	Public information sessions & follow-up / discussion	
	<ul style="list-style-type: none"> <li>The public information sessions held in Radium and Golden at the end of October had good turn-out, with 300 people attending the open house at the Golden Civic Centre. The overall response from the attendees was generally supportive, with the primary concerns being related to the safety of combining Trans-Canada Highway (TCH) and Highways 93/95 traffic on the alternate route during off-peak periods. The major concerns in Golden included trucks on the Kicking Horse Bridges, localized congestion, managing Canyon opening windows during extended closures, and contingency plans in case of catastrophic events on the alternate route. The project team has been reviewing the open house results to ensure the concerns receive appropriate consideration.</li> <li>It was observed that the school board is planning a letter to the Ministry of Transportation and Infrastructure requesting a reduced speed limit on</li> </ul>	

	<p>Highway 95. The ensuing discussion included the relationship between speed limits and highway design speeds, as well as options for advisory signage and awareness campaigns to alert drivers to the presence of school children and wildlife. Changeable message signs have the ability to communicate caution for both. It was noted that the plan to restrict TCH closures to off-peak periods is deliberately designed to minimize impacts on the alternate route. The project team is confident in its analysis, but will also monitor the situation during construction to identify and address any significant problems if they arise.</p> <ul style="list-style-type: none"> <li>• The suggestion for a protected left turn at 9<sup>th</sup> Street is being further explored. This would help address an existing condition that is expected to be exacerbated under detour conditions. The intention is to implement infrastructure changes within Golden to improve detour traffic accommodation before any detours occur.</li> <li>• The team continues to wrestle with the timing of the twice-daily commuter windows planned for extended Canyon closures. It was suggested that communications with Interior Health might help establish a protocol to allow non-emergency patient transfers during these windows. (In an emergency, travel through the Canyon is to be arranged with 15 minutes notice.)</li> <li>• While the contractor will be required to communicate reliable detailed traffic management information, there is an expectation that some commercial transport will consider more distant alternative routes such as Highway 16 and Highway 3 for greater delivery schedule certainty.</li> <li>• It was suggested that the project team investigate the possibility of special celebrations or events planned during the construction period that might cause traffic volumes to exceed the norm.</li> <li>• Emergency responders in the Columbia Valley have indicated interest in understanding how the use of the alternate route might need to be considered in their response plans. Continued expansion of the project team’s outreach activities to include this group is suggested.</li> </ul>	
7.	Round Table: issues, opportunities, considerations	
	<ul style="list-style-type: none"> <li>• There was a question regarding project plans to address the issue of invasive plant species in the Canyon, with it being explained that the contractor will be required to prepare a vegetation management plan that is to include an invasive plant management process to prevent the spread of invasive species within the corridor.</li> <li>• Concern was expressed that media coverage of the traffic management strategy has resulted in a perception that tourists should avoid travelling on the TCH for the next few years. It was agreed that there should be a firm effort to emphasize that the TCH will be open all day in the summer, even during project construction, and that there will be no project construction before fall 2020.</li> </ul>	Jack
6.	Next steps / next meeting	
	<ul style="list-style-type: none"> <li>• The group agreed to target April 1 for the next meeting.</li> </ul>	

Notes by Jack Stuempel