

BCEC TRUCKING SUB-COMMITTEE NOTES
28 April 11
9:00 A.M. - Bighorn Municipal Office, Exshaw

File: 0105-17-01

IN ATTENDANCE:

Paul Ryan	Councillor, M.D. of Bighorn/Chairman
Dene Cooper	Councillor, M.D. of Bighorn (arrived at 10:10)
Ralph Rolston	Alberta Transportation (AT)
Sgt. Brad Freer	Canmore RCMP
Chris Lambert	Volker Stevin
Jennifer Lambert	Graymont (left at 11:17)
Janet Brewster-Stanton	Kananaskis Guest Ranch (left at 11:00)
Stu Cooper	Burnco Rock Products
Jeff Scott	Lafarge
Robin Manzer	Lafarge
Darcy Edison	BVWMC
Al DeGlow	Two Feathers Trucking

STAFF:

Martin Buckley	MD of Bighorn
----------------	---------------

1. CHAIR TO CALL THE MEETING TO ORDER

Chairman Ryan called the meeting to order at 9:05 a.m. He welcomed the attendees to the session.

2. APPROVAL OF THE AGENDA

The following amendments were made to the agenda:

- New Business item 7(a): Concerns re Burnco intersection [S. Cooper]
- Business Arising item 4(a): Permit to Sweep Hwy 1A [J. Scott]

Moved by D. Edison that the agenda be adopted as amended.

CARRIED

3. APPROVAL OF MINUTES – 7 Oct 10

Moved by A. DeGlow that the minutes of the 7 Oct 10 BCEC Trucking Sub-Committee meeting be adopted as circulated.

CARRIED

4. BUSINESS ARISING FROM THE MINUTES

(a) J. Scott advised that Lafarge had received a permit from Alberta Transportation to sweep the Highway 1A shoulders, from their apron/intersection back to the Heart Mountain Store; he asked if there were any issues with respect to frequency (how often the sweeping should be done). He

noted that Alberta Transportation had conditions on the permit: need for signage, notification to Transportation before commencing, etc.

The Committee agreed to suggest that sweeping be done on an as-needed basis, and be dependent on weather conditions.

J. Scott also noted that Lafarge would be installing a tire wash system this year, to wash mud off truck tires before these trucks reach Highway 1A.

5. UPDATES

There were no updates provided by members.

6. MEMBERS ISSUES

- (a) R. Rolston and P. Ryan noted the issues from the 7 Oct 11 Trucking Sub-Committee meeting, of parking on highway shoulders, the concept of putting fine amounts on no parking/stopping signs, and whether or not off-site informal parking sites could be barricaded. R. Rolston indicated that AT had not considered barricading any sites; he further noted that, if a parking site was to be formally recognized, someone or some agency would have to apply for a permit for same.

It was indicated that, with respect to the site opposite the Graymont/Two Feathers' access roads, Graymont does not own the lands in question: they are public lands, and further that the site is under a utility right-of-way (Altalink).

The issue of illegal parking lots was discussed at length.

A. DeGlow noted that traffic was still parking on the Two Feathers' access road, and that buses were using the access road, unloading their passengers/kids and then "shepherding" same across the highway to the site/trail-head. On weekends, there are vehicles parking all day on the access road, and this traffic would probably park in Two Feathers' yard, if the gates weren't locked.

R. Rolston reiterated that, if someone was prepared to step up and apply to build a parking lot at the site, AT would look at permitting same.

The question was asked as to who needed to be involved in a discussion on this situation: Altalink, Graymont, Two Feathers, Alberta Transportation, the M.D., Sustainable Resource Development, Alberta Tourism/Parks/Recreation, the RCMP, and the MLA were mentioned. It was indicated that the earliest a meeting could be convened was likely June.

- (b) J. Scott indicated a concern with the amount of traffic on Highway 1X and how this traffic gets on/off the highway. There is a lot of truck traffic on this road, and a lot more to come, given plant expansion plans in the area.

Sgt. Freer indicated a preference would be for speed reduction and flashing amber warning lights, for the blind intersection (Transalta's access road, currently used by rafters, and Highway 1X).

R. Rolston indicated AT could look at the hidden intersection warning signage; the 2006 Opus Engineering Detailed Safety Assessment did not suggest a speed reduction was needed. He

outlined the requirements for pursuing a speed reduction decision (e.g. support is needed from the MLA).

Moved by J. Scott that the BCEC Trucking Sub-Committee ask M.D. Council to consider submitting a request, to Alberta Transportation, seeking a reduction in the speed limit on Highway 1X, from 100 kilometres an hour to 80 kilometres an hour.

CARRIED

It was noted that the 2006 Opus Engineering Detailed Safety Assessment report was done before the traffic in the area had increased, prior to the lease of lands to the rafting company, and in advance of future traffic increases from the Lafarge shale pits.

- (c) J. Scott noted the issue of traffic associated with the Lafarge expansion/upgrade: the amount of traffic will start to increase next year, with the peak of construction occurring in 2013. There will be 300 trades on the Lafarge site; he anticipates that these will be bussed in, on a daily basis. He does not have good numbers as to what will happen, but will provide same once known.

Mr. Scott indicated that Lafarge was thinking about the Highway 1X shale pits as a possible parking/staging site for the trades and vehicles, but the company has not approached Sustainable Resource Development on this. Bussing from Calgary is a more likely scenario.

He discussed the delivery of materials/machinery involved in the project: it was noted there were no issues so far, with respect to deliveries of oversize loads. Lafarge will continue to communicate with affected companies in the area, when deliveries might affect those companies' operations.

- (d) Sgt. Freer discussed the 2011 RCMP Rural plan, noting there were not a lot of changes from the 2010 plan; the RCMP will continue to concentrate on specific areas.

He discussed the previously-proposed flashing highway conditions warning lights: the issue of liability was noted (who determines when the lights go on, when the lights are off, and what the risks are with making those decisions). He noted that the RCMP continue to get the information to area radio stations, as soon as possible, on highway conditions.

The 2011 plan also calls for the education of not only vehicle drivers, but also cyclists/roller-skiers/etc., on sharing the road and traffic laws. The RCMP will work on enforcing such things as cycling in large groups, riding single file, obstructing traffic, etc.

He concluded by noting that the detachment has a large change-over of members; he will apprise new members of the plan and goals as soon as those members start.

J. Lambert asked about signage similar to those put out by Rocky View County, that indicate "Cyclists – single file only". Sgt. Freer will look into this further and discuss with AT.

J. Brewster-Stanton noted that horses from the Stoney First Nation lands are starting to show up on the highway.

- (e) R. Rolston distributed the “executive summary” part of the 2006 Opus Engineering Detailed Safety Assessment report: he noted that parts of the recommendations had been accepted, some acted upon, and what was not being pursued.

Acted upon

- speed limit reductions at Gap Hill;
- rumble strips reinstalled;
- signage;
- no stopping through the rock cut;
- hidden intersection at Highway 1X

Things AT has concerns with:

- re-opening of the Baymag “parking lot” (as likely requested by tour operators);
- providing guide signage for local points of interest;
- cross-hatching of shoulders through no-stopping zone through rock cut.

He also discussed:

- all TOD signage being switched to blue and white (from brown and white);
- providing enforcement re illegal stopping/parking on Highway 1A;
- providing signage re no-stopping at either end of the corridor;
- animal collision improvement strategies (wildlife fencing along the 1A corridor);
- off-road collision improvement strategy (install rumble strips);
- visibility improvement strategies (Hwy 1X, tree removals, etc.);
- “old camp” access at Highway 1A;
- delineator posts review;
- replace single curb warning signs;
- providing gateway treatment at entrances into communities;
- maintaining speed enforcement on Highway 1A;
- traffic control improvement strategies (e.g. replacing the pedestrian crossing/crosswalk signage at Exshaw and Little Kananaskis);
- improving Highway 1A and 1X ramp geometry;
- illumination of the Highways 1A/1X intersection.

D. Cooper expressed appreciation for Highway 1A being swept recently, and noted that railway crossings of the same highway (for Lafarge and Baymag) have become very bad, condition-wise. C. Lambert noted that the highway contractor has a specific CPR-imposed set-back from the railway crossings: Volker-Stevin cannot do highway maintenance work within this set-back, as that is CPR’s responsibility. R. Rolston suggested the issue be brought up with CPR.

The issue of a west-bound passing opportunity, on Highway 1A coming into Exshaw was questioned. It was noted this opportunity came just as traffic comes into the community and just as the speed limit drops from 100 to 60 km/h: the question was raised as to why there was a passing opportunity, when the speed limit drops at that point.

7. NEW BUSINESS

- (a) S. Cooper noted concerns with a number of near misses at the Burnco site/Highway 1A intersection: he suggested a speed reduction and elimination of the passing lane in the area be considered.

R. Rolston indicated that, if those measures were not recommended in the Opus Engineering Detailed Safety Assessment, AT would not support same. Burnco would have to improve site conditions themselves (construct either acceleration/deceleration lanes or passing lanes on the highway), and would have to apply to AT to do the work, at Burnco's expense.

8. INFORMATION

D. Cooper provided a brief update on the Banff Legacy Trail situation, with respect to connecting to the Canmore/Harvie Heights trail. It was noted there was a lack of connectivity between the two trails; it was further noted that, if the recommended solution for connectivity (a stand-alone pedestrian/cyclist bridge over the Trans-Canada Highway) is completed, the M.D. does not want the responsibility for the connector (capital/maintenance costs, future replacement costs, liability, etc.). A temporary solution has been suggested, whereby the existing Harvie Heights fly-over would have a dedicated pedestrian/cyclist lane set up, but this is contingent upon agreement being in place on a permanent solution. The current MP, Blake Richards, had indicated a willingness to champion another solution for the connector, which would be part of a larger project to create a visitor centre at the Banff Park gates.

9. NEXT MEETING

The next meeting will be at the call of the Chair.

10. ADJOURNMENT

The meeting adjourned at 11:45 a.m.

CHAIRPERSON