



The Sea-to-Sky Highway Improvement Project

Detailed Design Consultation Summary Report

Furry Creek

March 21, 2007

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1. PROJECT OVERVIEW

1.1 Project Scope

The Sea-to-Sky Highway links communities from West Vancouver to Whistler. With its spectacular mountain landscape, the highway presents complex engineering and construction challenges.

British Columbia's Ministry of Transportation is undertaking improvements to the highway between West Vancouver and Whistler to improve its safety, reliability and capacity. By 2009, extensive improvements will make travel along the corridor safer for residents, commuters and tourists. To be completed before the Olympics, the highway improvements will serve population growth and economic development in the corridor as demand increases for resident and visitor travel, as well as goods movement.

Improvements will include highway widening and straightening, improved sightlines, passing lanes and other design innovations to reduce hazards, shorten travel times and increase capacity of the Sea-to-Sky Highway.

The Sea-to-Sky Highway Improvement Project will result in the following:

- **West Vancouver to Lions Bay** - 4-lane sections with continuous median barrier including straightening, widening and improved sightlines (eliminating several sharp curves).
- **North of Lions Bay to Murrin Park** - 2, 3 and 4-lane sections; about half of this section includes improved 2 lanes, and the remaining sections include additional passing opportunities with 3 and 4 lanes. Those sections that are 4 lanes will include a median barrier to prevent crossover accidents. Sections adjacent to Murrin Park and within the community of Britannia Beach will include improved 2-lane sections, which is consistent with community input from pre-design consultations. In Furry Creek, there will be 3 lanes moving to 4 lanes with a median barrier.
- **North of Murrin Park through Squamish** - 4-lane divided highway. This section will include median barriers throughout, including the addition of urban design features to the median within Squamish.
- **Squamish to Whistler** - 3 lanes throughout this section, including improved 2-lane sections and alternating passing opportunities provided by alternating the third lane.

1.2 Project Goals

The **primary goals** for the Sea-to-Sky Highway Improvement Project include:

- Safety improvements
- Reliability improvements
- Capacity improvements
- Project completion by late 2009
- Management of traffic flows during construction in order to minimize disruption and maximize predictability
- Completion of the project on time and on budget

1.3 Community Consultation

The Ministry of Transportation (MoT) has consulted about the scope and nature of highway improvements since 2002 with communities, businesses and residents along the corridor. Residents and community stakeholders have participated in hundreds of meetings. The design stages include:

1. Project Definition Consultation
(completed 2002-2003)
2. Pre-Design Consultation
(completed 2003-2005)
3. Preliminary Design Consultation
(completed 2005-2006)
4. Detailed Design Consultation
(February – June 2007)

The Sea-to-Sky Highway Improvement Project maintains a community relations program to provide on-going communications about construction activities, as well as current construction delays and highway closures updates.

The S2S Transportation Group is the contractor responsible for designing, building, operating and maintaining the Sea-to-Sky Highway. A key outcome of detailed design consultation is practical feedback on detailed design features for consideration by the Ministry of Transportation and the S2S Transportation Group, prior to completion of improvements in each section.

Detailed design consultation generally involves the discussion of fewer but very specific treatments related to the final design improvements, including such things as specific traffic calming and noise reduction features, shape and texture of gateway signage, detailed landscaping, lighting and other aesthetic treatments.

1.4 Traffic Management

A key goal of the Sea-to-Sky Highway Improvement Project is to manage traffic flows during construction in order to minimize disruption and maximize predictability for travellers. Highway closures will be implemented at set times and publicized well in advance.

To plan ahead for a safe trip, call **1- 877- 4SAFE99 (1- 877- 472-3399)** for up-to-date traffic information or go to the website (www.seatoskyimprovements.ca) to access the following travel planning tools:

- **Weekly Schedule** – Weekly update on confirmed highway closures and delays
- **Travel Planner** – A list of the available closure/delay windows for current season
- **Closure & Delay Windows** – The maximum closure/delay windows to 2009
- **Road Alerts Service** – Frequent Sea-to-Sky travellers can receive text message alerts about major or unscheduled events that affect highway travel

2. OVERVIEW OF DETAILED DESIGN CONSULTATION ON HIGHWAY IMPROVEMENTS

2.1 Stages of Consultation

As the Sea-to-Sky Highway Improvement Project proceeds through various design stages and ultimately into construction, communities and key stakeholders are being consulted. The design stages include:

1. Project Definition Consultation (completed)
2. Pre-Design Consultation (completed)
3. Preliminary Design Consultation (completed)
4. Detailed Design Consultation (**CURRENT STAGE**)

2.2 Detailed Design Consultation

The purpose of the consultation is to:

- **Inform** the community and stakeholders about the draft detailed design features to the Sea-to-Sky Highway within the Furry Creek area as well as the corridor-wide features.
- **Gather** input and feedback regarding detailed design features for highway improvements from the community and stakeholders.
- **Summarize** community and stakeholder input for consideration by the Ministry of Transportation and the S2S Transportation Group.
- **Distribute** the Consultation Summary Report to consultation participants, the community advisory group and other stakeholders.

2.3 Detailed Design Consultation Topics

The following consultation topics are discussed in the Furry Creek detailed design community consultation:

- Community Gateways
- Landscape Features
- Pedestrian Underpass Landscaping and Lighting

2.4 Detailed Design Consultation Methods

a. Discussion Guide and Feedback Form

A consultation discussion guide (see TAB 4) was developed to explain the purpose of the detailed design consultation and included a feedback form to assist in gathering community input.

The discussion guide also included:

- Maps showing the location of highway improvements and features,
- A summary of the results from preliminary design consultation with Furry Creek in October 2005,
- Graphics illustrating the gateway feature options,
- Descriptions and graphics of the landscape options and treatments, and
- Description and graphics illustrating the pedestrian underpass.

b. Feedback Forms

Feedback was gathered at the CAG meeting, at the Open House, by e-mail, fax and mail (see TAB 5).

c. Web-based Consultation

All consultation materials were available on the web, including the feedback form that could be e-mailed or faxed back to the project.

d. Community Advisory Group

The Sea-to-Sky Highway Improvement Project team met with the Furry Creek Community Advisory Group (CAG) on February 6, 2007 (see TAB 7). The consultation discussion guide and display boards were reviewed at this meeting with CAG members, who provided comment on detailed design features for the Furry Creek community.

A facilitator, recorder, Sea-to-Sky Highway Improvement Project staff and members of the S2S Transportation Group attended the CAG.

e. Open House

An Open House held at the Britannia Beach Community Centre on Tuesday, February 13, 2007, 6:30pm – 8:30pm, gave residents, community organizations and businesses an opportunity to provide feedback on the detailed design features. Display boards provided background on the highway improvements, the pedestrian underpass, the gateway feature options, as well as the landscape options. Sea-to-Sky Highway Improvement Project staff and S2S Transportation Group team members were available to answer questions.

e. Public Notice

A public notice (see TAB 3) for the Open House was posted on community notice boards.

An e-mail notice regarding the open house was distributed to the community e-mail list.

3. KEY THEME SUMMARY

The Furry Creek Detailed Design consultation included gathering community feedback and input regarding the community gateways, landscape features, and the pedestrian underpass.

More than 30 people participated (see TAB 2) in the Furry Creek Detailed Design consultation. Five people attended the February 6, 2007 CAG and approximately 25 people attended the February 13, 2007 Open House. A total of 30 feedback forms were returned; five feedback forms were submitted at the CAG meeting, 13 feedback forms were submitted at the Open House, 11 on-line feedback forms were completed and one feedback form was returned by fax.

Key Themes

The following are the key themes identified in the participant feedback from the CAG meeting.

- Participants expressed concern regarding the location of the northbound bus stop.
- Participants supported the use of Fir, Red Cedar and Maple trees in the landscaping treatment, however they did not support the planting of Alder.
- Participants supported the faux rock gateway and suggested that a graphic artist design the graphics to ensure they were readable and visible.
- Participants reiterated their desire to keep their existing gateway signs.
- Participants expressed support for the planting of Heather and clarified that the Contractor would be responsible for the maintenance of the planted sites.

4. SUMMARY OF FEEDBACK FORM QUESTIONS

The following is a summary of input provided through the consultation feedback form. The quantitative results (see TAB 1) are presented below and these are followed by a qualitative summary (see TAB 6) of feedback form comments.

4.1 Community Rocks Gateway Features

The community rocks gateway feature emphasizes the natural surroundings of the area. Each option will have the name of the community displayed in a contemporary, consistent typeface. A Salish name for each area will also appear on the sign.

Participants were asked: Please indicate your preference for option 1 or 2.¹

Quantitative Summary

Option 1: Faux rock boulder base with integrated faux rock sign.	90%
Option 2: Faux rock boulder base with the sign made of painted metal.	3%

¹ Totals may not add up to 100% as some participants did not indicate a choice.

Summary of Comments

Please provide additional comments.

The majority of respondents strongly favoured the rock option.

- Several respondents commented that they would like to see the Furry Creek deer logo on the sign.
- Several respondents commented that the font of the lettering should be clearly visible and readable.

4.2 Pedestrian Underpass Lighting

Lamp standards will clearly identify the entrances of the pedestrian underpass.

Participants were asked: Please indicate your choice of lamp standard.

Quantitative Summary

Option 1: Existing community lamp standard	89%
Option 2: Unique lamp standard	11%

Summary of Comments

Please provide additional comments.

- Many respondents commented that they preferred the existing lamp standards.
- Many respondents commented that the underpass lighting should be consistent with other lighting in the community.

4.3 Landscape Features

To alert drivers that they are entering a community and to promote traffic calming on the Sea-to-Sky Highway, it is proposed that a single row of Green Ash trees will be planted on either side of the north and south community gateways.

Participants were asked: Please indicate your level of agreement with the proposed plantings.²

Quantitative Summary

Strongly agree	48%
Somewhat agree	33%
Neither Agree Nor Disagree	7%
Somewhat disagree	11%
Strongly disagree	0%

81% of respondents agreed (either strongly or somewhat) with the proposed plantings.

² Totals may not add up to 100% as some participants did not indicate a choice.

Summary of Comments

- Many respondents commented that Alder trees should not be planted.
- Several respondents commented that the plantings should not impede the view of the water.
- Some respondents indicated they would like more than one row of trees planted at the community gateways.

4.4 Pedestrian Underpass Entrance Landscaping

To enhance the appearance of the underpass entrances, Heather has been selected for planting to avoid reduced visibility.

Participants were asked: Please indicate your level of agreement with the choice of plantings.

Quantitative Summary

Strongly agree	64%
Somewhat agree	25%
Neither Agree Nor Disagree	7%
Somewhat disagree	0%
Strongly disagree	4%

89% of respondents agreed (either strongly or somewhat) with the choice of proposed plantings at the pedestrian underpass entrance.

Summary of Comments

Please provide additional comments:

- Many respondents commented that they were pleased with the plan.
- Several respondents suggested that other plantings, such as low grasses or shrubs could be used instead of Heather.

4.5 Additional Comments

- The majority of respondents felt that the northbound bus stop should be relocated to ensure pedestrian safety. Suggestions included:
 - removing the need for pedestrians to cross highway sections to reach the bus stop,
 - relocating the bus stop to the east side of the highway, and
 - creating a dedicated bus deceleration lane coming off the highway.
- Some respondents requested that speed control measures be implemented to reduce noise and speed of traffic through the Furry Creek community.