

SEA-TO-SKY HIGHWAY IMPROVEMENT PROJECT BACKGROUND

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 and reliability. By 2009, extensive improvements will make travel along the corridor safer for residents, commuters and tourists.

The highway improvements, to be completed before the Olympics, will serve population growth and economic development in the corridor as demand increases for resident and visitor travel and 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 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 two-lane sections and alternating passing opportunities provided by alternating the third lane.

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

S2S TRANSPORTATION GROUP

The S2S Transportation Group (S2S) was the firm selected in March 2005 to design, build, operate and maintain the Sea-to-Sky Highway.

S2S is accountable for delivering a safe and reliable highway through a 25-year performance-based contract. The Ministry of Transportation will oversee the project, ensuring that all specifications are appropriately met – such as highway width, number of lanes, safety requirements, sightline requirements, signage, traffic management and commitments to communities.

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, the following travel planning tools are available on the project website www.seatoskyimprovements.ca:

- **Weekly Schedule** Weekly update on confirmed highway closures and delays
- **Travel Planner** A list of the available closure and delay windows
- **Closure & Delay Windows** The maximum closure and delay windows to 2009
- **Trip Calculator** Use our interactive trip calculator for suggested departure times to reach your destination
- **Road Alerts Service** Frequent Sea-to-Sky travellers can receive text message alerts about major or unscheduled events that affect highway travel

COMMUNITY CONSULTATION ON HIGHWAY IMPROVEMENT DESIGN

CORRIDOR-WIDE CONSULTATION

The Ministry of Transportation (MoT) has consulted about the scope of highway improvements over the last three years with communities, businesses and residents along the corridor.

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

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

CONSTRUCTION OF IMPROVEMENTS

Once consultation on preliminary design is complete, construction of the highway improvements will start. Community consultation on detailed design will be conducted prior to completion of the improvements.

Detailed design consultation generally involves the discussion of fewer but very specific treatments related to the final design, including such things as specific traffic calming and noise reduction features, shape and colour of light fixtures, and detailed landscaping and other aesthetic treatments. The detailed design stage involves relatively more financial and technical analysis than preliminary consultation to ensure that designs are financially and technically feasible.

RESPONSE TO COMMUNITY INPUT FROM THE PRE-DESIGN CONSULTATION IN BRITANNIA BEACH

A pre-design consultation program was conducted with the Britannia Beach community in February 2005. Community input was provided to the S2S Transportation Group for consideration when developing preliminary designs. The following summarizes the pre-design input received during the consultation:

Traffic Calming

Pre-design consultation participants supported the use of banners and landscaping as part of the highway improvements for traffic calming. Design options will be presented during preliminary consultation incorporating banners and landscaping to create a sense of arrival for drivers entering the Britannia Beach community.

Gateways

The majority of participants supported a south gateway located approximately 1300 metres south of the Main Street intersection. The majority of participants expressed their desire for a north gateway to be located at the northern entrance to the Britannia Beach community. These locations have been incorporated into the design for this section of the highway. Landscape options have also been proposed for both gateway locations.

Pedestrian Crossing

The majority of the participants supported a pedestrian crossing at Main Street as part of the highway improvements. The S2S Transportation Group has included a pedestrian and vehicle controlled crossing signal at the Main Street intersection to provide safe access across the highway.

Highway Traffic Noise and Speed

Pre-design consultation participants supported the use of traffic calming to control speed and quiet pavement to reduce noise. S2S Transportation Group has included traffic calming measures in their landscape option to alert drivers that they are entering and driving through the Britannia Beach community. In addition, a noise-reducing pavement, Superpave, will be used through the area.

SUMMARY OF IMPROVEMENTS

Britannia Creek Bridge

A new single span, two-lane bridge will be constructed at Britannia Creek. The 12.4 metre wide bridge will be situated immediately upstream of the existing bridge. The existing bridge will be removed.

Chain-Up Area

The existing chain-up area located approximately 435 metres south of the Main Street intersection will be maintained, with the addition of a southbound left turning lane and a northbound right turning lane for improved access, a defined entrance and exit, and lighting. This area will provide a safe, off-highway area in which to chain up vehicles or to inspect vehicles before proceeding further, in inclement weather.

A feasibility review will be undertaken with the RCMP to review the provision of enforcement areas at the chain-up area and north of the new Britannia Creek Bridge.

COMMUNITY CONSULTATION ON HIGHWAY IMPROVEMENT DESIGN

PHASING OF IMPROVEMENTS

Improvements in the Britannia Beach area will be completed in two phases to accommodate the installation of a third lane during the Olympic period. Before and after the Olympic period the highway will be two lanes through this area.

Phase 1 (Pre-Olympics) Completion of all improvements, including the new bridge, intersection, most landscape features, gateways and overall roadwork. The medians and the intersection will be identified with line markings.

Phase II (Post Olympics) Completion of all medians and corresponding landscape features. Installation of permanent highly reflective pavement markings.

PRELIMINARY DESIGN CONSULTATION TOPICS

The Britannia Beach consultation on Preliminary Design includes gathering community feedback and input regarding the Main Street intersection, bus stops, refinements to gateways and landscaping. A key outcome of this consultation is practical feedback on preliminary designs for consideration by the Ministry of Transportation and the S2S Transportation Group as they develop detailed and final designs.

Consultation on preliminary design will include a meeting with the Britannia Beach Community Advisory Group (CAG). An open house will also be held to provide residents, community organizations and businesses with an opportunity to provide feedback regarding preliminary design options. Community members can provide feedback by attending the open house, or by accessing consultation materials and an on-line feedback form at www.seatoskyimprovements.ca.

OPEN HOUSE SCHEDULE

Date	Time	Location
March 1, 2006	6 pm – 9 pm	Britannia Beach Community Centre

PRELIMINARY DESIGN CONSULTATION TOPICS

1. MAIN STREET INTERSECTION

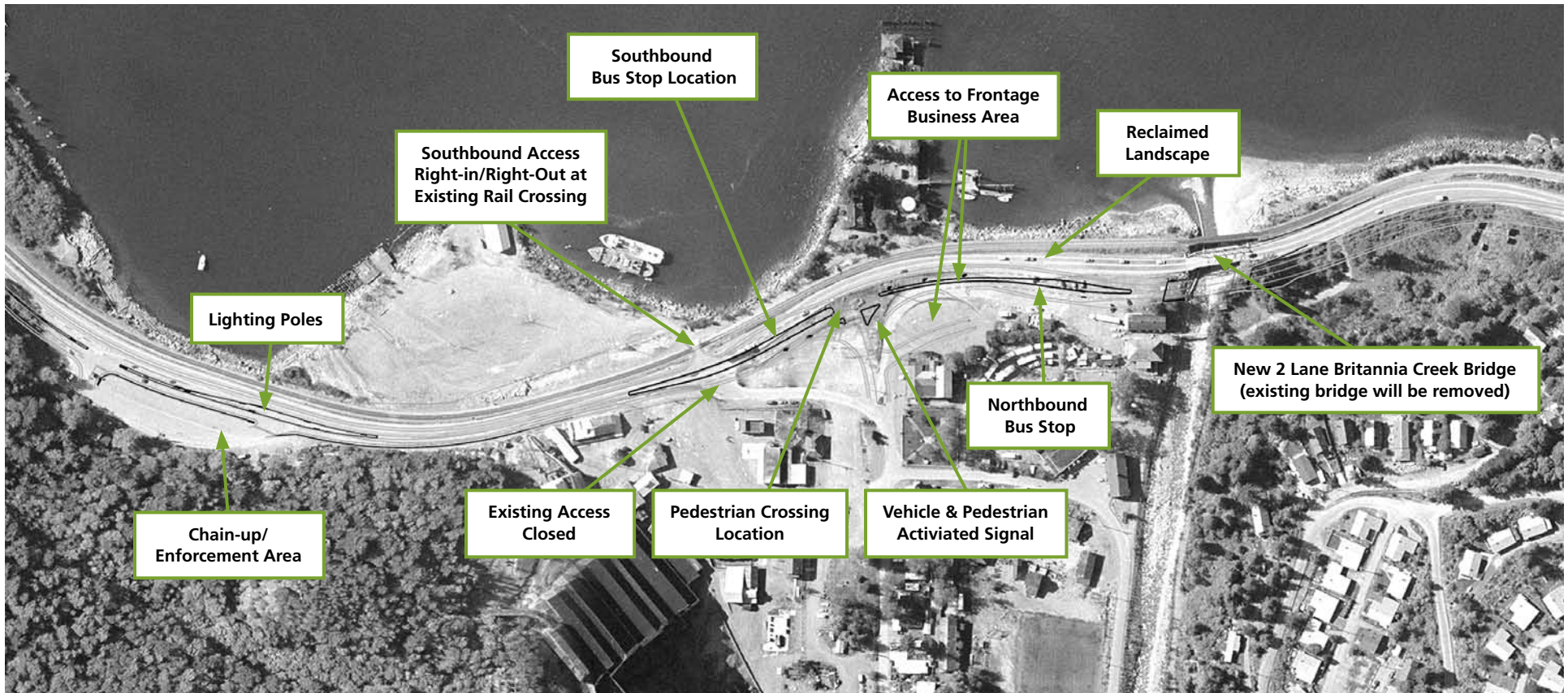
The intersection at Main Street will be consolidated to provide a safer "T" intersection with more defined exit and entry onto the highway, with the introduction of acceleration, deceleration, and left turn lanes. A pedestrian and vehicle activated traffic signal will be installed to allow safe access to, and across, the highway.

2. PEDESTRIAN CROSSING

This crossing will provide pedestrians with safe access across the highway, particularly to the new southbound bus stop located just south of the intersection. The crossing would include a pedestrian and vehicle activated traffic light.

3. BUS STOPS

Provision for southbound and northbound bus stop locations will be made. The southbound location is proposed immediately south of the Main Street intersection. This will allow pedestrians to safely cross the highway at the pedestrian controlled crossing. The northbound location is proposed between the Main Street intersection and the new Britannia Creek Bridge.



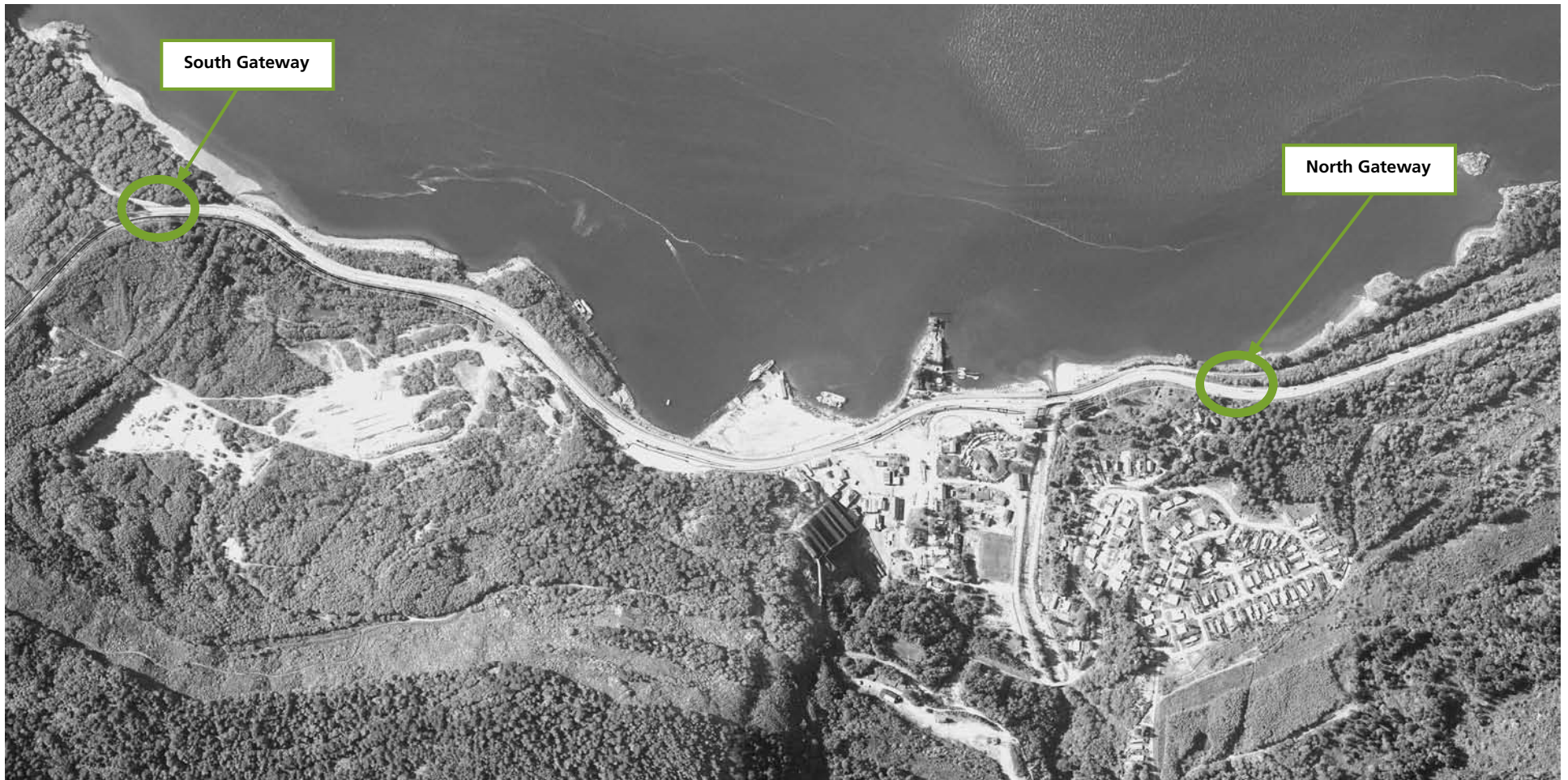
4. COMMUNITY GATEWAYS

OVERVIEW

The Sea-to-Sky Highway Improvement Project is developing a community gateway concept for the Sea-to-Sky corridor.

Consistent with community input, a north gateway is proposed approximately 500 metres north of the Main Street intersection and a south

gateway is proposed approximately 1300 metres south of the Main Street intersection. These locations would define the entry from both directions into the Britannia Beach community, in a similar manner to other corridor communities, but with distinctive elements unique to Britannia Beach in order to set it apart.



PRELIMINARY DESIGN CONSULTATION TOPICS

1. GATEWAY FEATURE OPTIONS

The goal of each of the following options is

to acknowledge the Sea-to-Sky Highway as a whole with *Elements of Continuity*, while also recognizing individual communities through *Elements of Distinction*.

Elements of Continuity are consistent aspects that recognize the Sea-to-Sky Highway corridor as a system from West Vancouver to Whistler.

Elements of Distinction will be developed in consultation with each community at the detailed design phase. These components will represent each community as a unique place and destination.

Option 1 – Community Rock

A boulder or rock (real or 'faux') would be located at each community gateway, with the opportunity to carve both the community name and a selected image for local identity. The use of rock as a theme is naturally tied to the surrounding natural landscape.

Alternately, this rock feature could be used as a consistent base that is adorned with the community name and a symbol or sculpture chosen after considering input from the community during the detailed design stage. In each case the boulder would be approximately eight feet high, and could be illuminated.



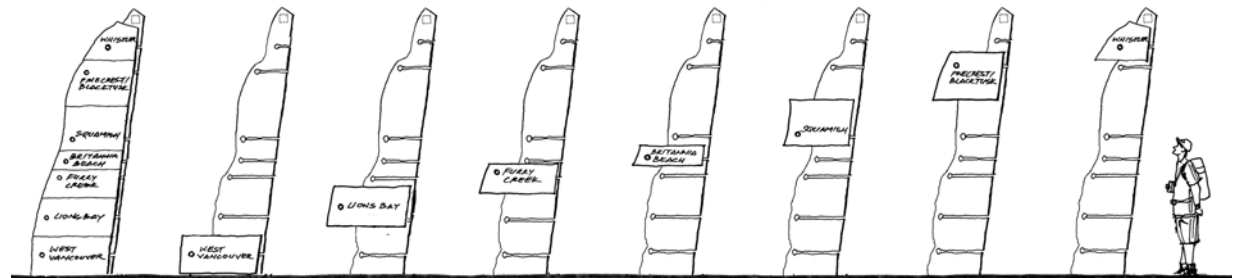
Option 2 – Community Links

The Community Links option would provide both elements of continuity – a vertical face (wood or metal) – and elements of distinction – in this case, a unique glass-like, metal or wooden band designed after considering input from the community during the detailed design stage.

The vertical face would have one edge carved to represent the curve of the Sea-to-Sky highway. The locations of other corridor communities would be indicated by a line;

as one progresses along the corridor, the appropriate community name would be highlighted and written on a coloured sleeve or band that is attached to the slab.

The Community Links option emphasizes the linking of communities from West Vancouver to Whistler along the Sea-to-Sky Highway corridor. The slab would be approximately 14 feet high in order to be adequately visible to passing motorists and could be illuminated.

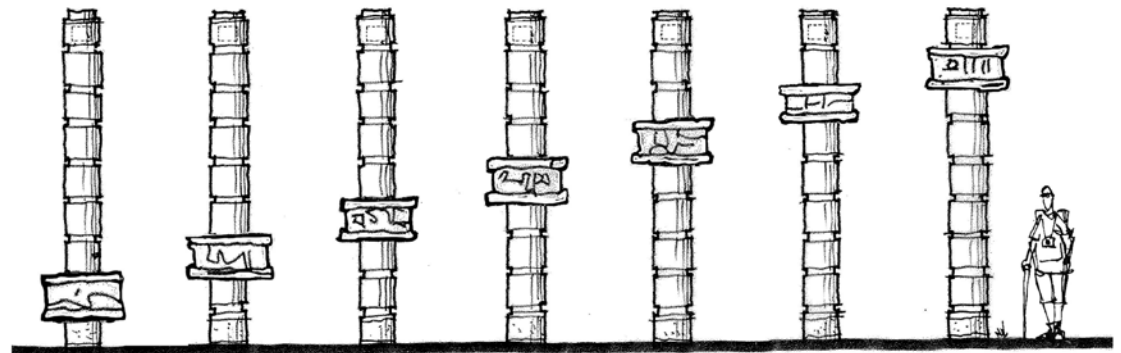


Option 3 – Community Rings

The Community Rings option would provide vertical poles of wood or metal as an element of continuity, with a unique wood, metal or glass-like ring as its element of distinction, designed after considering input from the community during the detailed design stage.

Throughout the corridor, the appropriate community name would be highlighted and written on a coloured 'ring' that wraps around the pole. This solution emphasizes the location of each community along the corridor while highlighting the idea of belonging to a network of corridor communities.

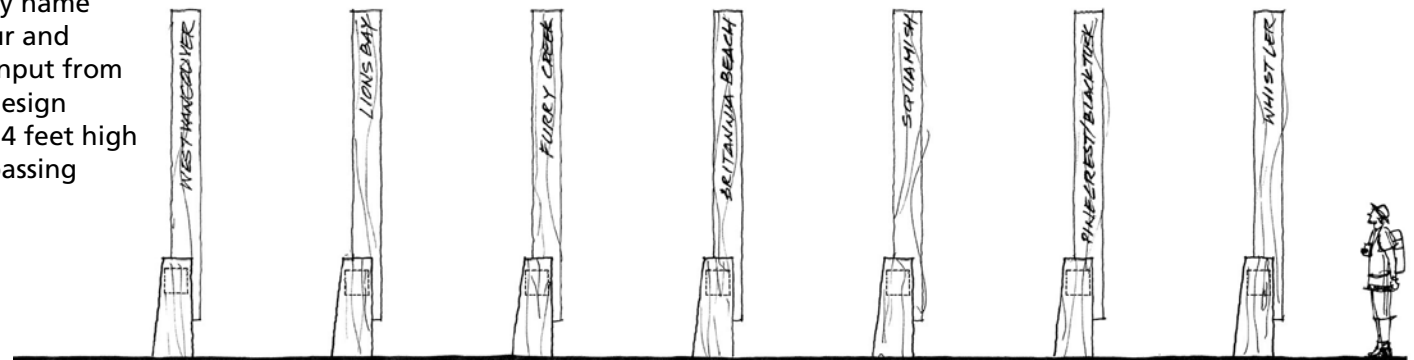
The pole would be approximately 14 feet high in order to be adequately visible to passing motorists, and could be illuminated.



Option 4 – Community Blades

In the Community Blades option, each corridor community would be recognized with equal prominence by the use of sign poles. The element of continuity is a base fabricated from a solid wood beam. This theme integrates with the surrounding environment and history of the area, while its simple geometric form is contemporary and highly adaptable to other signage uses of different scales.

The element of distinction would be the metal or wooden blade with the community name that fits into the base, with the colour and imagery designed after considering input from the community during the detailed design stage. The feature is approximately 14 feet high in order to be adequately visible to passing motorists, and could be illuminated.



2. LANDSCAPE FEATURES

The Britannia Beach portion of the Sea-to-Sky corridor is defined as a smaller community within a section of rural highway. The intent is to highlight smaller communities through tree or shrub plantings, banners, or other landscape features.

With respect to landscape opportunities in Britannia Beach, consideration was given to railway alignment, horticultural considerations, vehicular sight lines, and safety setbacks from the edge of the road to vertical elements such as trees or banner poles.

In developing landscape options for the Britannia Beach community, one of the main design considerations was the existing character of the area. The Sea-to-Sky Highway landscape is typically quite confined, with steep slopes and forest. Upon entering Britannia Beach, the landscape opens up with views of the ocean and the mining buildings. The view of Howe Sound, the historic vessels tied up at the dock, the proximity to the railway tracks and the mining character all contribute to the uniqueness and "sense of place" of the community.

Plantings or other landscape features can be used to reinforce landscape character and to enhance gateways, contributing to the identification of communities. The landscape options explore some alternative methods for landscape treatment of community gateways and the roadside. During the detailed design phase of community consultation, input from the community will be considered in the selection of specific plants and shrubs. The detailed design phase of consultation will be held prior to completion of the highway improvements.

Landscape Option A Banner Poles and Ground Cover

Refer to Landscape Display Board

The approach to the community in Option A focuses on the use of banner poles to provide special identity to the Britannia Beach community. Landscaping would include closely spaced banner poles. One advantage to this approach would be that the banners would remain highly visible even with the growth of the adjacent forest.

Option A retains the openness of the landscape of Britannia Beach by not planting trees in this area. Banner poles in the medians would provide vertical elements that would call attention to the main community area. Light poles at the chain-up area would have banners added to them. In a banner program, the banner poles would allow opportunities for the community to further develop their identity. Low-growing ground cover in the medians and at the Main Street intersection would help to provide greenery while not obstructing views.

The existing highway west of the main intersection would be restored with native grasses.

Landscape Option B Mining Artifacts and Flowering Shrubs

Refer to Landscape Display Board

Option B would involve the installation of boulders and low-maintenance perennials/shrubs within the medians. This same treatment would be carried out on the east side, north and south of the Main Street intersection. No trees would be planted in the medians.

The existing highway west of the Main Street intersection would be restored with native grasses and groupings of shrubs.

Option B could be expanded to include placing mining artifacts within the landscape areas to enhance the historic mining theme of the community.

Landscape Option C Trees and Shrubs

Refer to Landscape Display Board

Option C focuses on the use of trees and grass within the medians in the Britannia Beach area. The areas north and south of the intersection on the east side of the new highway would have grass with banner poles.

The existing highway west of the main intersection would be restored with native grasses and groupings of trees.

Britannia Beach

Preliminary Design Consultation • Feedback Form

Please complete the following feedback form. For the questions offering options, please mark an "X" in the appropriate box. In order for your feedback to be included in the Preliminary Design Consultation Summary Report, please submit the feedback form by March 15, 2006.

1. MAIN STREET INTERSECTION AND PEDESTRIAN CROSSING

Please indicate how much you agree or disagree with the proposed pedestrian and vehicle activated intersection.

Strongly agree Somewhat agree Agree Somewhat disagree Strongly disagree

Additional comments? _____

2. BUS STOPS

The proposed **northbound** bus stop location is between the Main Street Intersection and the new Britannia Creek Bridge.

Do you agree with the proposed location of the northbound bus stop?

Strongly agree Somewhat agree Agree Somewhat disagree Strongly disagree

Additional comments? _____

The proposed **southbound** bus stop location is immediately south of the Main Street intersection.

Do you agree with the proposed location of the southbound bus stop?

Strongly agree Somewhat agree Agree Somewhat disagree Strongly disagree

Additional comments? _____

3. GATEWAY FEATURES

North Gateway The north gateway is proposed approximately 500 metres north of the Main Street intersection.

Do you agree with the proposed location of the north gateway?

Strongly agree Somewhat agree Agree Somewhat disagree Strongly disagree

Additional comments? _____

South Gateway The south gateway is proposed approximately 1300 metres south of the Main Street intersection.

Do you agree with the proposed location of the south gateway?

Strongly agree Somewhat agree Agree Somewhat disagree Strongly disagree

Additional comments? _____

Four gateway feature options are proposed on pages 6 and 7. On a scale of 1 (Not at all appealing) to 5 (Very appealing) indicate how appealing each of the following design options is to you by marking an "X" through the circle.

	Not at all appealing		Very appealing			Additional Comments?
Community Rocks	①	②	③	④	⑤	_____
Community Links	①	②	③	④	⑤	_____
Community Rings	①	②	③	④	⑤	_____
Community Blades	①	②	③	④	⑤	_____

Britannia Beach

Preliminary Design Consultation • Feedback Form

3. LANDSCAPE FEATURES

Landscape Option A – Banner Poles and Ground Cover

Landscape Option A focuses on the use of banner poles and ground cover to provide special identity to the Britannia Beach community.

Please indicate how much you agree with Landscape Option A.

Strongly agree Somewhat agree Agree Somewhat disagree Strongly disagree

Additional comments? _____

Landscape Option B – Mining Artifacts and Flowering Shrubs

Landscape Option B involves the installation of boulders and flowering shrubs.

Please indicate how much you agree with Landscape Option B.

Strongly agree Somewhat agree Agree Somewhat disagree Strongly disagree

Additional comments? _____

Landscape Option C – Trees and Shrubs

Landscape Option C focuses on the use of trees and native grasses.

Please indicate how much you agree with Landscape Option C.

Strongly agree Somewhat agree Agree Somewhat disagree Strongly disagree

Additional comments? _____

Please provide your contact information (optional)

Name: _____

Address: _____

Phone: _____

E-mail: _____

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HIGHWAY IMPROVEMENT PROJECT

For further information about the Britannia Beach Consultation, please contact:

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