

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.
- **Seasonal Travel Planner** A list of the possible closure and delay windows for the current construction season.
- **Closure & Delay Windows Projections to 2009** The maximum closure and 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.

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

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 community consultation to ensure designs are financially and technically feasible.

SUMMARY OF COMMUNITY INPUT FROM PINECREST ESTATES/BLACK TUSK VILLAGE PRE-DESIGN CONSULTATION

A pre-design consultation program was conducted with the Pinecrest Estates/Black Tusk Village community in November 2004. Community input was provided to the S2S Transportation Group for consideration when developing preliminary design options. The following summarizes the input received during pre-design consultation.

Protection of Water Supply

The primary concern expressed by pre-design consultation participants was for protection of the water supply for Pinecrest Estates and Black Tusk Village. Participants said that a major re-alignment of the highway offered the best protection for water supplies.

Safety

Participants in the pre-design consultation said that a major re-alignment of the highway provided for the highest level of safety on the highway. A major highway re-alignment would make entering and exiting the community safer, crossing the highway safer and, perhaps most importantly, increase safety for children and school buses.

Highway Traffic Noise And Speed

Pre-design consultation participants indicated a preference for a major highway re-alignment to reduce the noise from vehicles on the highway and during the construction of the new highway.

S2S Transportation Group has included traffic calming measures in their landscape option to alert drivers that they are entering and driving through Pinecrest Estates/Black Tusk Village community. In addition, Superpave will be installed through the area.

PINECREST ESTATES / BLACK TUSK VILLAGE PRELIMINARY DESIGN CONSULTATION

The Preliminary Design consultation in Pinecrest/Black Tusk includes gathering community feedback and input regarding refinements to gateways and landscaping along the re-aligned segment of the highway. 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 designs.

Consultation on preliminary design will include a meeting with the Pinecrest Estates/Black Tusk Village Community Advisory Group (CAG). In addition, an open house will be held to provide residents, community organizations and businesses with an opportunity to provide feedback regarding the preliminary design options. Community members can provide feedback by attending the open house listed below, or by accessing consultation materials and an on-line feedback form at www.seatoskyimprovements.ca.

OPEN HOUSE

May 27, 2006, 10:00 am – 1:00 pm
Garibaldi Volunteer Fire Department Hall

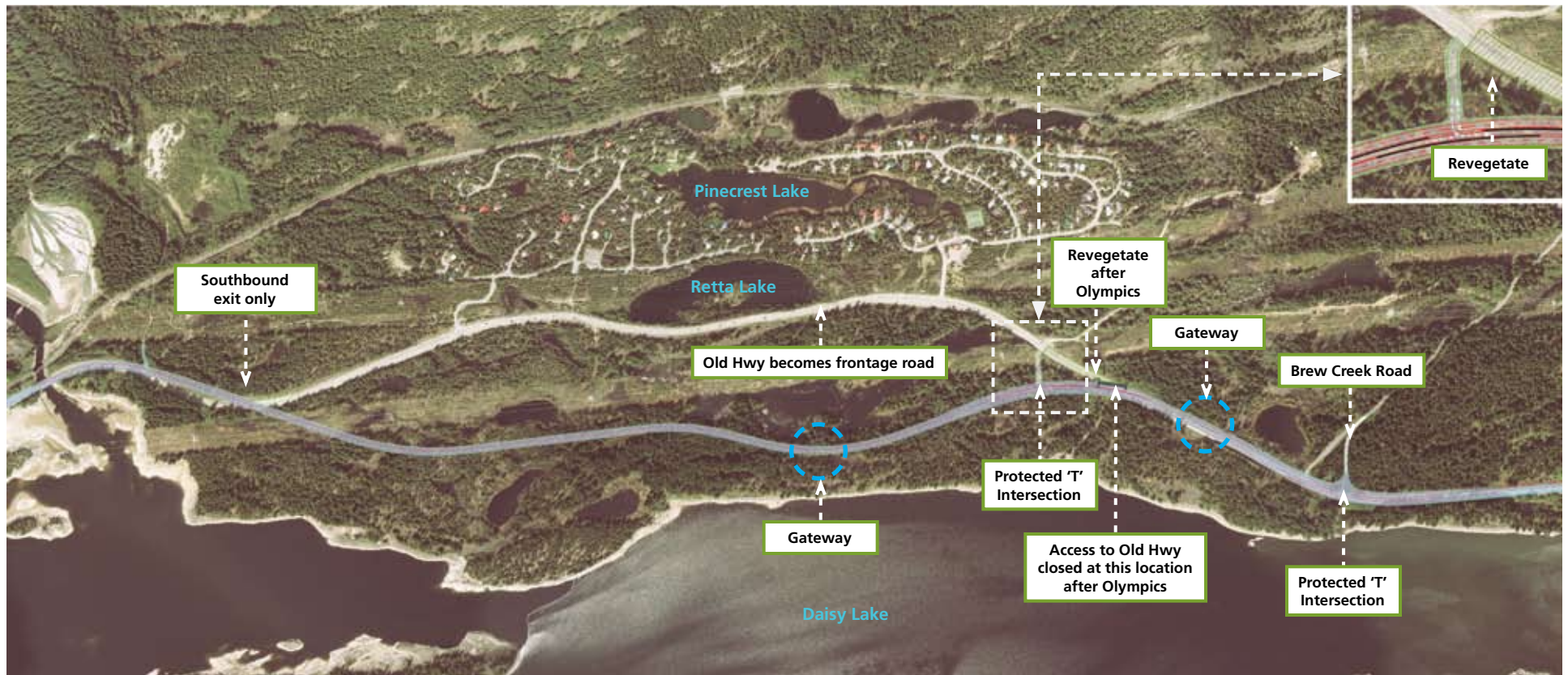
SUMMARY OF PRELIMINARY IMPROVEMENTS PLANNED FOR PINECREST ESTATES / BLACK TUSK VILLAGE

Major Highway Re-alignment

The highway design through the Pinecrest / Black Tusk area provides a significant 2.4 kilometre re-alignment of the highway. This re-alignment moves the highway away from Retta Lake, the major water supply for the Pinecrest/Black Tusk community. The highway re-alignment provides increased safety for children and school buses by eliminating the need to cross the highway and reduces the noise from vehicles on the highway.

A protected "T" entrance to the community from the re-aligned highway provides safer access in and out of the community. The existing highway will be preserved as a frontage road for use by the community. An additional southbound-only exit provides safe access from the community to the highway at the south end of the frontage road.

A protected "T" and upgraded entrance to Brew Creek Road will also be constructed.



PRELIMINARY DESIGN CONSULTATION TOPICS

The Sea-to-Sky Highway Improvement Project is now at the Preliminary Design Stage. The following preliminary design features are the focus of this consultation:

1. 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 during pre-design, a north gateway is proposed 400 metres north of the intersection into the Pinecrest/Black Tusk community and a south gateway is proposed 500 metres south of the intersection. With the re-alignment of the highway, there is an opportunity to locate the gateways closer to the community to define the entry into Pinecrest/Black Tusk from both directions, in a similar manner to other corridor communities, but with distinctive elements unique to Pinecrest/Black Tusk in order to set it apart.

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.



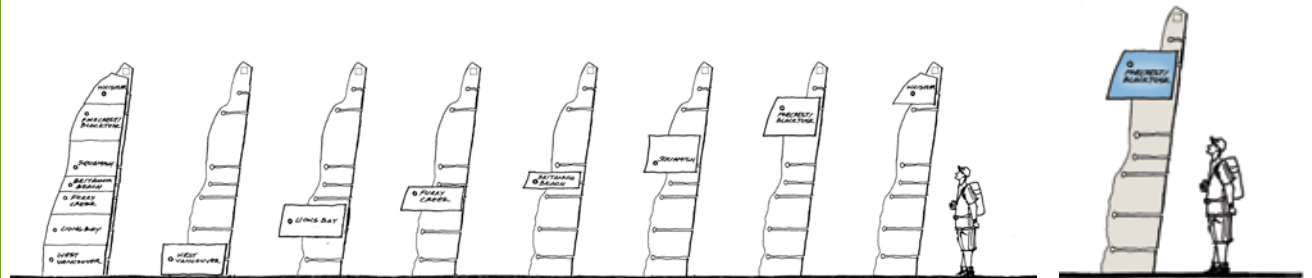
Option 2 – Community Links

The Community Links option would provide both elements of continuity – a vertical face (wood or metal) – with elements of distinction, in this case, a unique glass-like or 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.

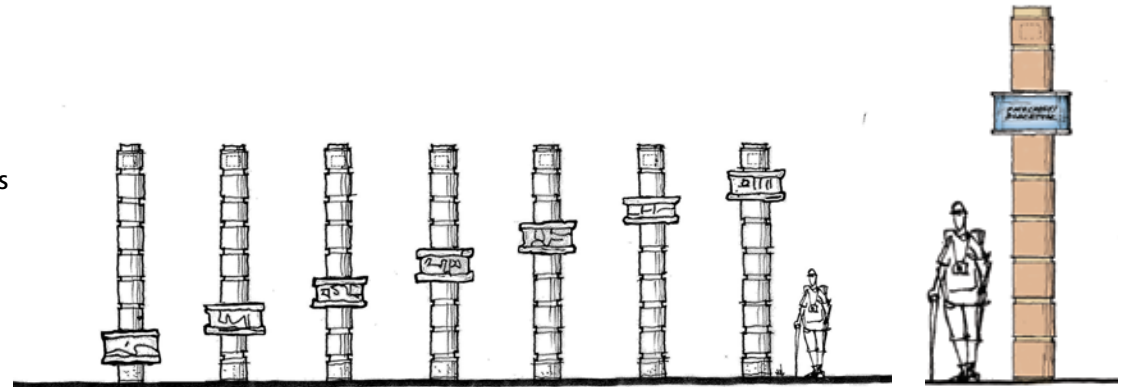


Option 3 – Community Rings

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.

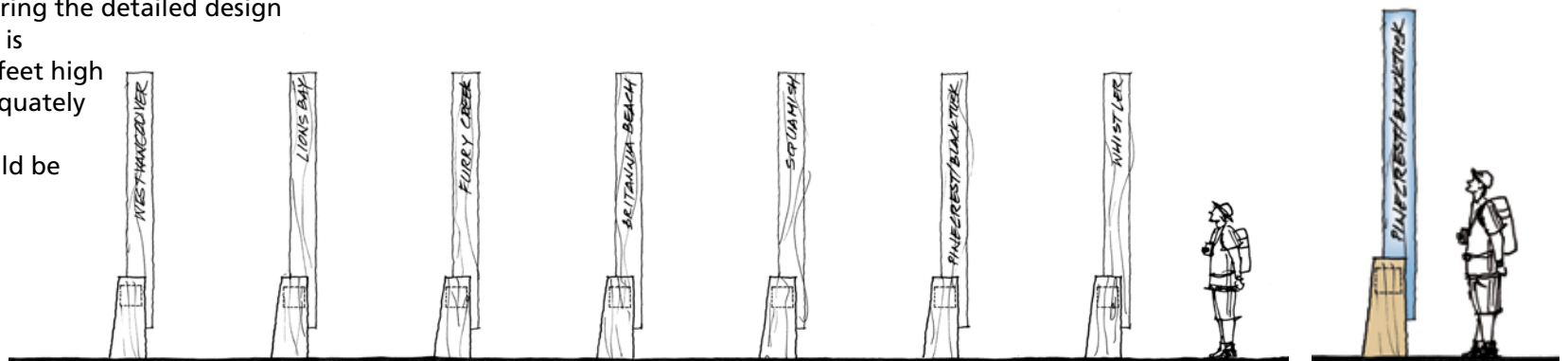
The pole would be approximately 14 feet high in order to be adequately visible to passing motorists and could be illuminated.



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.



PRELIMINARY DESIGN CONSULTATION TOPICS

2. LANDSCAPE FEATURES

The Pinecrest/Black Tusk 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 some tree or shrub plantings, banners, or other landscape features near the new entrances to the community. The Sea-to-Sky Highway Improvement Project has developed several landscape options for the Pinecrest/Black Tusk area.

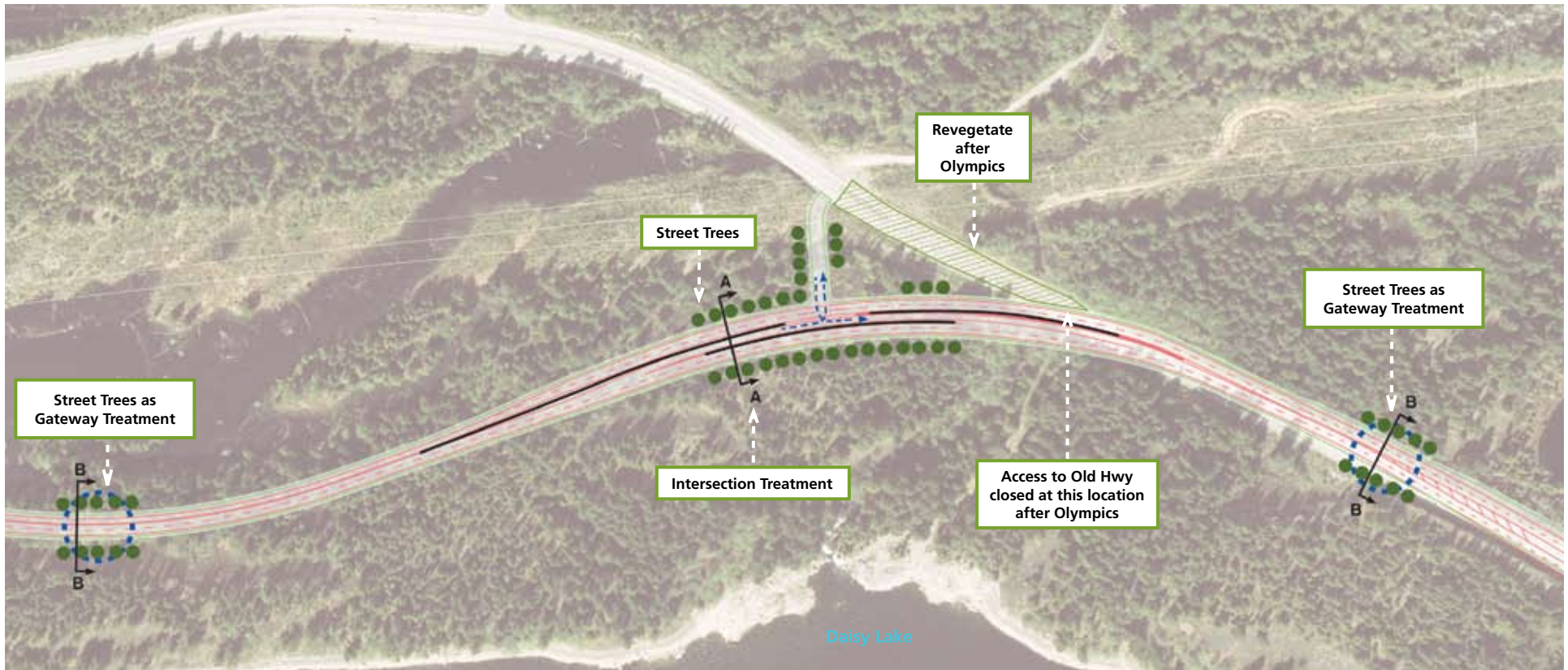
The portions of the highway beyond the intersection that are disturbed by construction will typically be restored with hydroseed. The visible slopes will be hydroseeded with a wildflower and grass mix.

The landscape feature options that follow refer to the section of the highway near the Pinecrest intersection, as well as to Gateway landscape treatments.

Landscape Option 1 - Street Trees

The landscape approach to the gateways in Option 1 is to plant 5 to 6 trees close together in rows along each side of the road just beyond the gateway sign.

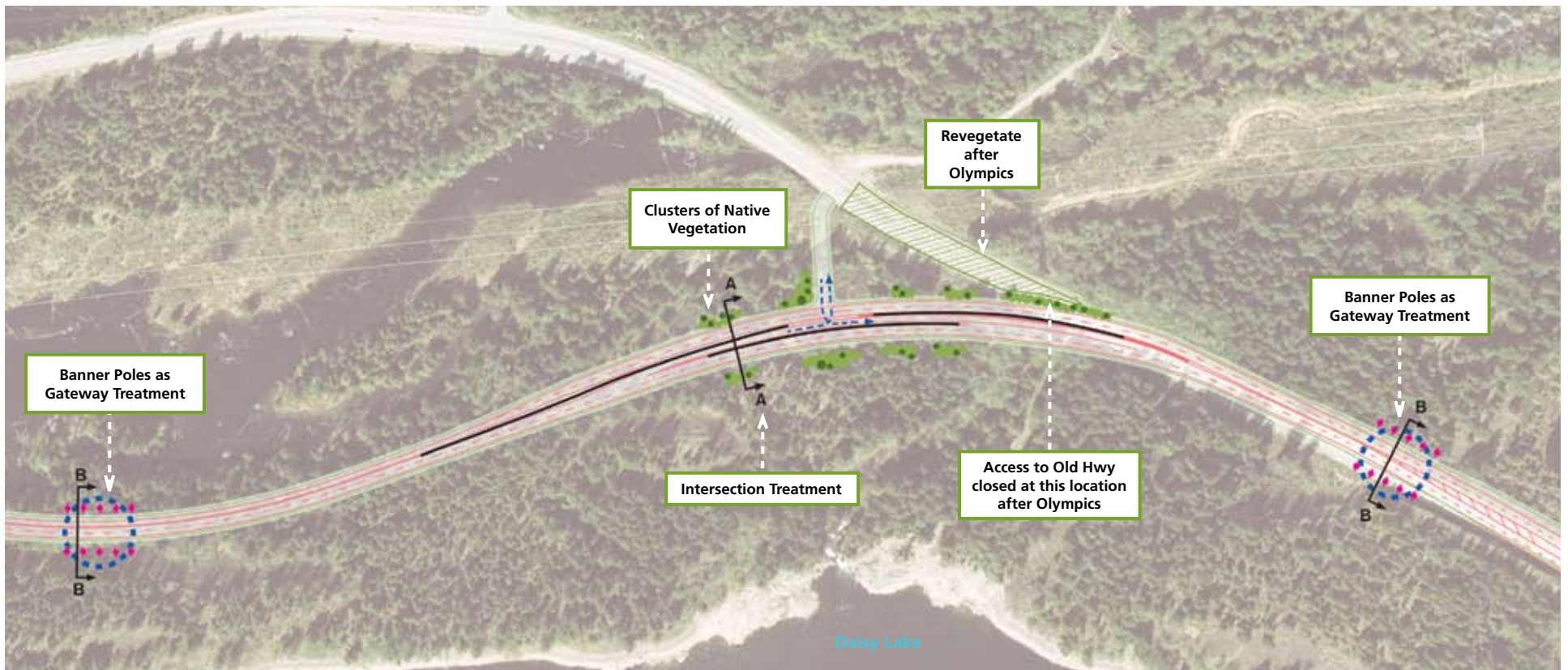
The intersection landscape treatment in Option 1 has deciduous trees in lines along the roadside.



Landscape Option 2 - Banner Poles and Native Plantings

The landscape approach to the gateways in Option 2 is to use banner poles to provide special identity to the Pinecrest area. The gateways would include closely spaced banner poles beyond the gateway sign. One advantage to this approach would be that the banners would remain highly visible even with the growth of the adjacent forest.

The intersection and gateway landscape treatment in Option 2 restores the native vegetation of the surrounding forest. Native trees and shrubs would be planted in clusters to encourage natural succession. Care would be taken in the selection of plants to avoid species that are particularly attractive to bears.



PRELIMINARY DESIGN CONSULTATION TOPICS

Landscape Option 3 - Ornamental Trees

The landscape approach to the gateways in Option 3 is to plant 5 to 6 flowering trees close together in rows along each side of the road just beyond the gateway sign.

The intersection treatment in Option 3 would involve the planting of clusters of ornamental flowering trees along the roadside to highlight the intersection.

