



The Sea-to-Sky Highway Improvement Project

Detailed Design Consultation Summary Report

Britannia Beach

April 4, 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

The stages of consultation 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 Britannia Beach 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 Britannia Beach Detailed Design community consultation:

- Community Gateway Signage
- Gateway Landscape Features
- Landscape Plans

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 Britannia Beach in March 2006,
- Graphics illustrating the gateway feature options, and
- Descriptions and graphics of the landscape options and treatments.

Feedback was gathered at the CAG meeting, at the Open House, by e-mail, fax and mail.

b. 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 office.

c. Community Advisory Group

The Sea-to-Sky Highway Improvement Project team met with the Britannia Beach Community Advisory Group (CAG) on February 20, 2007 (See tab 7 for meeting notes). The consultation discussion guide and display boards were reviewed with the CAG and members provided comments on detailed design features for the Britannia Beach community.

A facilitator, recorder, Sea-to-Sky Highway Improvement Project staff and members of the S2S Transportation Group attended the CAG. The discussion guide was available at the CAG meeting.

d. Open House

An open house held at the Britannia Beach Community Hall on Tuesday, February 27, 2007, 7:00pm - 9:00pm, gave residents, community organizations and businesses an opportunity to provide feedback on the detailed design features. Display boards provided background on the improvements to the Main Street Intersection, 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. Advertisements

A public notice of the open house was placed in every mail box in the community (see tab 3 for a sample advertisement). As well, the notice was posted on the community notice board and local coffee shops.

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

3. KEY THEME SUMMARY

The Britannia Beach Detailed Design consultation included gathering community feedback and input regarding the community gateways and landscape features.

32 people participated in the Britannia Beach Detailed Design consultation. Eight people attended the February 20, 2007 CAG and approximately 24 people attended the open house on February 27, 2007. A total of 22 feedback forms were returned: four feedback forms were submitted at the CAG meeting, 17 feedback forms were submitted at the open house, and one on-line feedback form was completed.

Key Themes

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

- Participants requested that the four-way intersection be reconsidered either now or post-2010 to provide safe access to the waterfront while walking along the highway to the bus stop.
- Participants expressed concerns regarding the high speed of the traffic through the village and suggested median or landscaping treatments be used as traffic calming measures.
- Participants did not support the banners because of the on-going maintenance costs associated with the initiative.
- Participants expressed a preference for plantings such as Lupine and Foxglove as the landscaping treatments.
- Participants would like to see consistency with the highway and community lighting.
- Participants requested that phonetic symbols be placed on the gateway regarding the pronunciation of the First Nations name for the area. One participant did not support the use of the First Nations name on the gateway.

4. SUMMARY OF FEEDBACK FORM QUESTIONS

The following provides a summary of input provided through the consultation feedback form. The quantitative results (see tab 5) 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.

Quantitative Summary

Option 1: Faux rock boulder base with integrated faux rock sign.	60%
Option 2: Faux rock boulder base with the sign made of painted metal.	40%

Option 2A (please see discussion guide for the colour options):

A	0%
B	0%
C	0%
D	0%
E	33%
F	12%
G	22%
H	33%

Summary of Comments

Please provide additional comments.

- Several respondents suggested using the copper colour to reflect the mining history of the community.
- Several respondents responded that real rock could be used rather than faux rock.
- Several respondents noted that the font of the lettering should be clearly visible and readable.

4.2 Landscape Features

A. Gateway 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 six 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.

Quantitative Summary

Strongly agree	52%
Somewhat agree	29%
Neither agree nor disagree	5%
Somewhat disagree	5%
Strongly disagree	9%

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

Summary of Comments

- Respondents had several different suggestions for plantings and these included Dogwood and Magnolia. One respondent requested that Alder not be used.

B. South Britannia Beach Landscape Plan

It is proposed that low shrubs and groundcover that would not impede sightlines would be planted in the median. Light poles with banner arms will also be installed.

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

Strongly agree	48%
Somewhat agree	33%
Neither agree nor disagree	14%
Somewhat disagree	5%
Strongly disagree	0%

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

Summary of Comments

- Respondents questioned who would be responsible for the content of the banners.
- Respondents emphasized that the banner poles must be maintained, and should include artistic or heritage focused designs, rather than advertising.

C. Central Britannia Beach Landscape Plan

It is proposed that low shrubs that would not impede sightlines would be planted in the medians. The planting area on the west side of the highway would be a combination of rough grasses, low shrubs and groupings of trees and shrubs that would provide sightlines to the water.

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

Strongly agree	67%
Somewhat agree	19%
Neither agree nor disagree	10%
Somewhat disagree	0%
Strongly disagree	4%

86% of respondents agreed (either strongly or somewhat) with the proposed plantings.

Summary of Comments

- Respondents requested ground cover that is low maintenance.
- Respondents had several suggestions for plantings including Dogwood, Lupine and Foxglove. One respondent requested that Alder not be used.

D. North Britannia Beach Landscape Plan

It is proposed that the landscape area to the north of the Britannia Creek Bridge would be planted with a combination of trees and shrubs spaced in groupings and located at intervals to preserve sightlines to the community, the road or the water.

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

Strongly agree	57%
Somewhat agree	24%
Neither agree nor disagree	14%
Somewhat disagree	0%
Strongly disagree	5%

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

Summary of Comments

- Respondents requested no more trees, but rather shrubs that act as sound buffering.
- Respondents again requested that Alder not be used.

4.3 Additional Comments

- Many respondents felt that the bus stop should be located within the community to ensure pedestrian safety.
- Many respondents mentioned the need for waterfront access for pedestrian safety.