



Sea-to-Sky Highway Improvement Project

PINECREST/BLACK TUSK

Detailed Design Consultation • Discussion Guide/Feedback Form • June/July 2007

Sea-to-Sky Highway 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, 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 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.

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

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 travelers. 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 travelers can receive text message alerts about major or unscheduled events that affect highway travel

Overview of Consultation on Highway Improvements

OVERVIEW OF CONSULTATION ON HIGHWAY IMPROVEMENTS

CORRIDOR-WIDE CONSULTATION

Community consultation on detailed design is being conducted in corridor communities prior to completion of the highway improvements in each section.

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.

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 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.

RESULTS FROM PINECREST/BLACK TUSK PRELIMINARY DESIGN CONSULTATION - MAY 2006

Preliminary design consultation was conducted with the Pinecrest/Black Tusk community in May 2006. The following summarizes the input received during this consultation.

NORTH GATEWAY

Participants strongly supported the proposed location of the **north gateway**, 400 metres north of the intersection into the Pinecrest/Black Tusk community.

SOUTH GATEWAY

Participants strongly favoured the proposed location of the **south gateway**, 500 metres south of the intersection into the Pinecrest/Black Tusk community.

GATEWAY FEATURE

A majority of participants favoured the community rock option as the gateway signage feature noting the necessity of making the sign and lettering large enough to be highly visible to passing motorists.

LANDSCAPE OPTIONS

Participants favoured "street trees" for use in landscape design while noting the importance of maintaining high visibility at the intersections.

Pinecrest/Black Tusk Detailed Design Consultation

DETAILED DESIGN HIGHWAY RE-ALIGNMENT AMENDMENTS

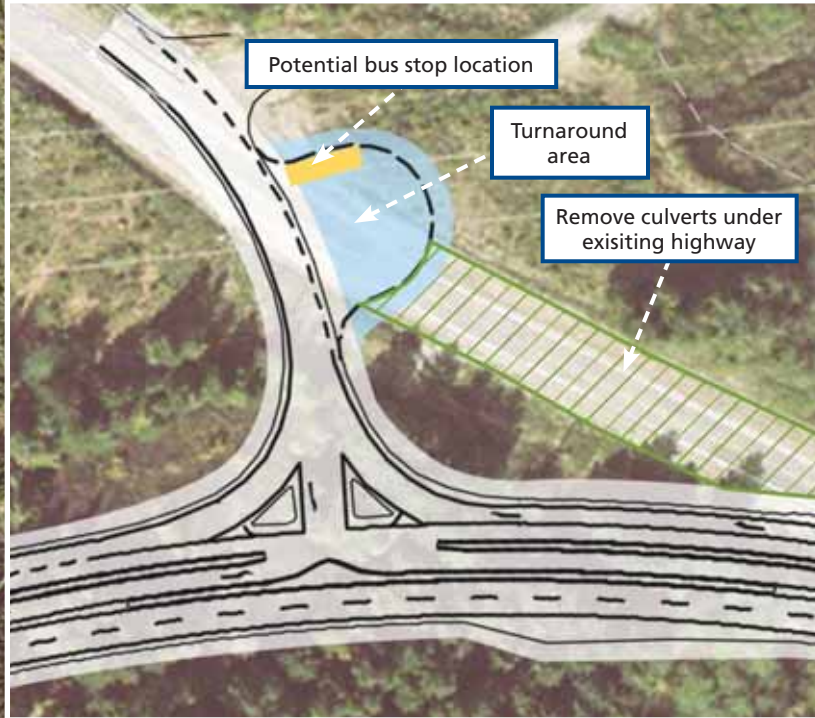
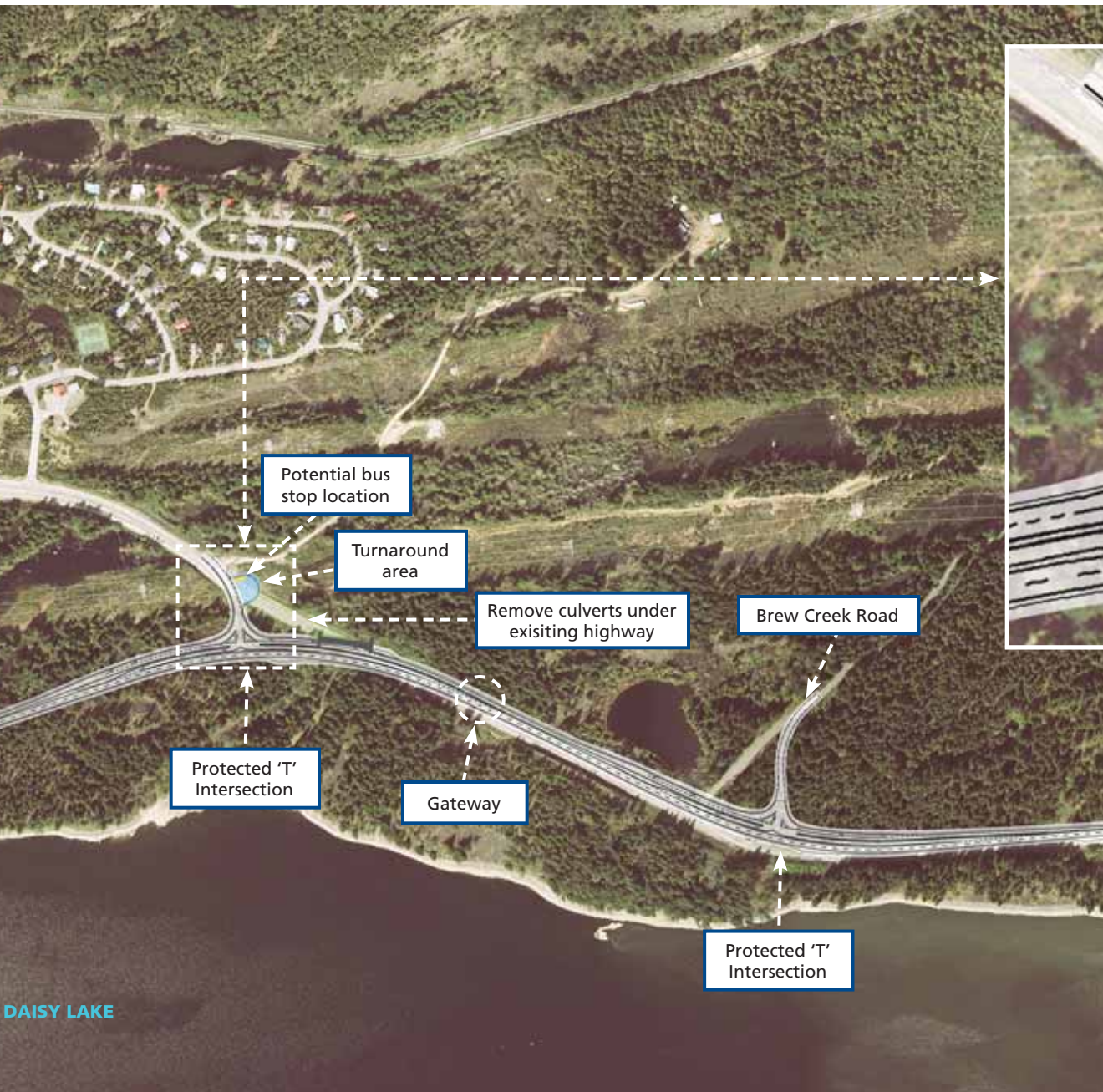
During preliminary design consultation, the highway design was shown to provide a significant 2.4 kilometre re-alignment of the highway. This re-alignment moves the Sea-to-Sky Highway away from Retta Lake, the major water supply for the Pinecrest/Black Tusk community. As detailed design was being developed, several adjustments to the highway alignment have resulted. These changes in alignment are in response to design issues and mitigation measures of the highway footprint on adjoining wetlands.

- ① At the south end of the new 2.4 kilometre highway, the alignment has been shifted southeast up to 70 metres to meet the clearance requirements under the 500kv hydro line.
- ② On the advice of our amphibian specialist and the Ministry of Environment, the mid-point of the 2.4 kilometre portion has been shifted up to 40 metres east to minimize impacts on a key wetland area.
- ③ The location of the intersection road connection to the old highway has been shifted 20 metres north, on advice of our amphibian specialist, to minimize impacts to an adjacent wetland.
4. As a condition of Ministry of Environment's approval for the 2.4 km highway bypass, sections of the old highway are to be taken out of use. (Please refer to map below for location of these sections.)
 - ④a Portions of the south section of the old highway are to be trenched to provide wetland connectivity between each side of the old highway.
 - ④b At the north section, the Widow Creek culverts are to be removed and left as an open channel.



Overview of Consultation on Highway Improvements





Protected 'T' Intersection

POTENTIAL BUS STOP LOCATION

A potential bus stop location is shown adjacent to the turnaround area, approximately 50 meters west of the the protected 'T' intersection on the local road. This location is off the main highway, but is sufficiently close to the intersection so that there is minimal detour for bus operations. The turnaround is large enough to accommodate bus turning movements, as well as any pick-up or drop-off movements. The final bus stop location will be determined in the field.



Detailed Design Consultation Topics

The following detailed design features are the focus of this consultation:

COMMUNITY GATEWAYS

OVERVIEW

During Preliminary Design Consultation, the Sea-to-Sky Highway Improvement Project consulted on a community gateway concept for the Sea-to-Sky corridor. Feedback from all communities indicated that the **Community Rocks** gateway feature was the preferred option. The *Community Rocks* feature has been refined and two options are being presented to corridor communities for their input during detailed design consultation.

In recognition of First Nations' history in this corridor, the Salish name for each area will also appear on the community rock signage.

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

Elements of Distinction are features developed in consultation with each community at the detailed design phase, representing each community as a unique place and destination.

In Pinecrest/Black Tusk, the *Community Rocks* gateway signage defines the northbound and southbound entry into the community, in a manner similar to other corridor communities but with distinctive elements (such as the colour and shape of a painted metal sign), that are unique to Pinecrest/Black Tusk.

The *Community Rocks* gateway signage emphasizes the natural surroundings of the area. Two options are presented for feedback. In both options, the rock signage will be approximately eight feet high and illuminated for enhanced visibility at night. In the first option, both the boulder base and sign will be made of faux rock. In the second option, the boulder is made of faux rock, while the sign will be made of painted metal and attached to the faux rock base.

Pinecrest/Black Tusk Detailed Design Consultation

Community Rocks – Option 1

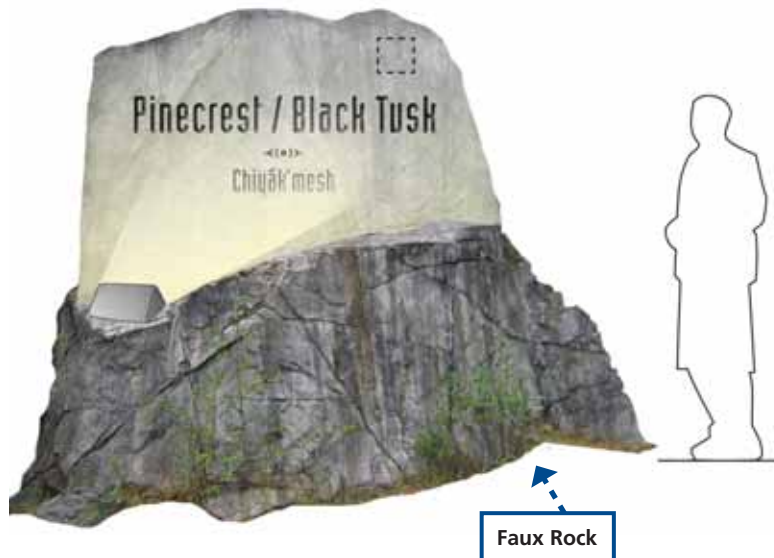
Faux rock boulder base with integrated faux rock sign

Elements of Continuity

- Consistent “faux” rock base

Elements of Distinction

- Each sign shape could be unique to each community
– slight variation of height, shape and width will enhance the distinction of each sign.
- Each community will have its name and community logo (logo location indicated by dashed box) displayed prominently in a contemporary, consistent typeface.
- A Salish name of each community will also appear on the sign.



Community Rocks – Option 2

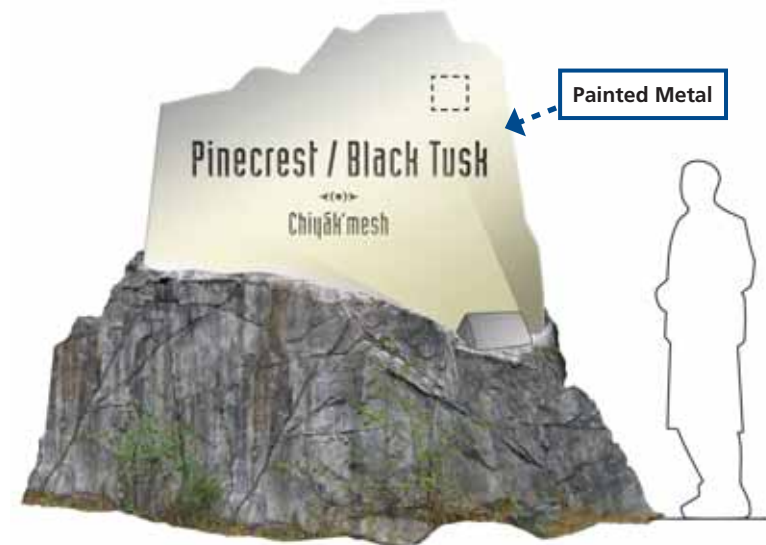
Faux rock boulder base with sign made of painted metal

Elements of Continuity

- Consistent “faux” rock base

Elements of Distinction

- The shape of each community sign will reflect a unique rocky slope or mountain peak.
- The sign with community name and logo (logo location indicated by dashed box) will be made of painted metal attached to base.
- A Salish name of each community will also appear on the sign.
- A selection of colours for the sign (painted metal) may be available to further distinguish each sign.



Detailed Design Consultation Topics

LANDSCAPE FEATURES

The Pinecrest Estates/Black Tusk Village portion of the Sea-to-Sky Highway corridor will be constructed as a new 2.4 kilometre alignment east of the current highway. The proposed landscaping will highlight the entrance to the community through landscape features such as rows of trees planted near the main intersection. This landscaping will create a sense of arrival to the community of Pinecrest/Black Tusk.

During preliminary design consultation, three options for landscaping were presented to the community. Feedback from the community indicated a preference for "street trees" planted close together in a row with appropriate setbacks to maintain visibility, near the main intersection and at the proposed gateways. Additionally, there was a noted preference for native species to be used in landscaping. Based on this feedback, two options are being presented at this detailed design stage for further consideration by the community.

Option 1 – Coniferous trees (evergreen)

A row of coniferous trees. Douglas Fir is the proposed tree species.

Option 2 – Deciduous trees (trees that lose their leaves)


A row of deciduous trees. Tree species could include Red Alder or non-native Green Ash trees.

Gateway Landscaping

In addition to the main intersection landscaping, five or six trees could be planted close together in rows along each side of the road just beyond the gateway sign to provide additional visual impact to the gateway. The tree species could match the selected species at the intersection.

Proposed tree species to be used in the Pinecrest/Black Tusk area include the following:


Trees:

 *Pseudotsuga menziesii* – Douglas Fir (coniferous)



Tree (approx. 70m tall)


Detail

 *Alnus rubra* – Red Alder (deciduous)



Tree (approx. 25m tall)

Detail

 *Fraxinus americana* – Green Ash (deciduous)



Tree (approx. 20m tall)

Detail

Pinecrest/Black Tusk Detailed Design Consultation

Option 1 – Coniferous trees (evergreen)



Detailed Design Consultation Topics

Option 2 – Deciduous trees (trees that lose leaves)

