



The Sea-to-Sky Highway Improvement Project

Detailed Design Consultation Summary Report

West Vancouver

July 11, 2007

Table of Contents

1. Project Overview.....	1
1.1 Project Scope	1
1.2 Project Goals	2
1.3 Community Consultation.....	2
1.4 Traffic Management.....	3
2. Overview of Detailed Design Consultation on Highway Improvements	4
2.1 Stages of Consultation.....	4
2.2 Detailed Design Consultation	4
2.3 Detailed Design Consultation Topics.....	4
2.4 Detailed Design Consultation Methods.....	4
3. Key Theme Summary	6
4. Summary of Feedback Form Questions	7
4.1 Community Gateway Signage	7
4.2 Relocated Baden Powell Trail Fencing.....	7
4.3 Cycling Path	8
4.4 Landscape Plans	8
4.5 Relocated Trailhead Parking	10
4.6 Additional Comments	10

Appendices:

TAB 1: Statistical Analysis of Feedback Forms

TAB 2: List of Registered Attendees

TAB 3: Sample Advertisement

TAB 4: Discussion Guide

TAB 5: List of Participants, Open Houses, E-mail and Fax Feedback Forms

TAB 6: Feedback Form Comments

TAB 7: Small Group Meeting Notes

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–October 2007)

The Sea-to-Sky Highway Improvement Project maintains a community relations program to provide ongoing 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 for the Sea-to-Sky Highway within the West Vancouver 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 and other stakeholders.

2.3 Detailed Design Consultation Topics

The following consultation topics are discussed in the West Vancouver detailed design community consultation:

- Community Gateway Signage
- Relocated Baden Powell Trail Fencing
- Cycling Path
- Landscape Plans
 - Eagleridge Interchange Landscaping
 - North Junction at Pasco Road Landscaping
 - New Pullout Landscaping
 - Eagleridge Bluffs Viewscapes as seen from Bluebell Road
 - Viewscape from Gleneagles Community Centre
- Relocated Trailhead Parking

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 the West Vancouver community in November 2005 – February 2006,
- Graphics illustrating the gateway feature options, trail fencing options, cycling path and
- Descriptions and graphics of the interchange landscape options, pullout landscaping options, Eagleridge Bluffs viewsapes and Gleneagles viewsapes.

b. Feedback Forms

Feedback was gathered at four small group meetings; two Open Houses, 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, mailed or faxed back to the project office.

d. Small Group Meetings

The Sea-to-Sky Highway Improvement Project team met with four stakeholder groups:

May 22, 2007, the following meetings were held at Gleneagles Community Centre:

- Business, Tourism, Development
- Western Residents Association

May 23, 2007, the following meetings were held:

- First Responders, Goods and People Movers - at West Vancouver Yacht Club
- Pasco Road and Westport Residents Associations - at Gleneagles Community Centre

The discussion guide and display boards were reviewed at the small group meetings and attendees provided comments on detailed design features for the West Vancouver community, and had the opportunity to ask questions.

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

e. Open Houses

Two Open Houses were held:

- Tuesday, May 29th, West Vancouver Yacht Club, 5854 Marine Drive, West Vancouver
6:30 pm–8:30 pm,
- Tuesday, June 5th, Christ the Redeemer Church, 599 Keith Road, West Vancouver
6:30 pm–8:30 pm

Display boards provided background on the highway improvements, the gateway feature options and the landscape options. Sea-to-Sky Highway Improvement Project staff and S2S Transportation Group team members were available to answer questions at the open houses.

f. Public Notice, Email Invitation, Phone Calls

An advertisement for the West Vancouver Open Houses was placed in the *North Shore News* on May 11, 16, 23, and 27, 2007 (see TAB 3). An email invitation was sent to the West Vancouver stakeholder list on May 3, 2007 and reminder emails were sent May 14, 2007. Follow-up phone calls were made on May 15, 2007.

3. KEY THEME SUMMARY

The West Vancouver Detailed Design consultation included gathering community feedback and input regarding gateways, trail fencing, cycling path, landscape plans and trailhead parking.

More than 85 people participated in the West Vancouver Detailed Design consultation as follows:

- 31 people attended the small group meetings,
- Approximately 50 people attended the May 29th and June 5th Open Houses.
- A total of 34 feedback forms were returned;
 - 18 feedback forms were submitted at the small group meetings,
 - 12 feedback forms were submitted at the Open Houses,
 - 3 online feedback forms were completed, and
 - 1 feedback form was returned by mail.

Key Themes

- Participants noted the importance of ensuring breaks in the median to provide for emergency vehicle access.
- Participants expressed a desire to continue to facilitate more speed enforcement opportunities.
- Participants noted that safety at the pullouts was important.
- Pasco Road residents expressed concerns regarding: the safety of the turn off the highway onto Pasco Road, construction timing for the new Pasco Road, future road maintenance issues that need to be discussed with the District of West Vancouver, and re-vegetation.
- Participants expressed concerns regarding trail system parking.
- Participants expressed strong concerns about visual impacts regarding the retaining walls and were particularly critical of the white color of the material used on the Eagleridge Bluffs retaining wall.
- Concern was expressed about noise mitigation and the lack of discussion regarding this issue in the Consultation Discussion Guide.
- Some participants expressed concern about speed and a desire for the Ministry of Transportation to work towards a reduced speed limit once the highway is finished.

4. SUMMARY OF FEEDBACK FORM QUESTIONS

The following is a summary of input provided through the consultation feedback form. The quantitative results¹ (see TAB 1) are presented below and these are followed by a qualitative summary (see TAB 6) of feedback form comments.

4.1 Community Gateway Signage

The community rock 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.	82%
Option 2: Faux rock boulder base with the sign made of painted metal.	18%

The majority of respondents strongly favoured option 1 - the faux rock gateway sign.

Summary of comments

- Some respondents commented that real rock should be used rather than faux rock.
- Several respondents commented that the font used for the lettering appears too small and narrow. They would like a larger, more welcoming font used.

4.2 Relocated Baden Powell Trail Fencing

Two fencing options are proposed for consideration. Both options propose a wooden fence approximately 1.1 metres high that would blend into the natural surroundings.

Participants were asked: Please indicate your preference for Option 1 or Option 2.

Quantitative Summary

Option 1: Rustic wooden fence with open spaces between the slats.	58%
Option 2: A more structured wooden fence with wire fencing between the slats to prevent dogs from accessing the wetlands.	42%

A majority of respondents favoured option 1 – rustic wooden fence with open spaces between the slats.

¹ Totals may not add up to 100% due to rounding.

Summary of Comments

- Several respondents commented that they preferred the more natural look of option 1 fencing.
- Some respondents felt that option 2 was a more practical solution for keeping dogs out of the wetlands.

4.3 Cycling Path

With input from cycling groups, a northbound cycling path has been provided from the top end of the BC Ferries parking lot connecting to the traffic circle and the old highway northbound. This safer route allows cyclists to continue along the highway shoulder, without having to cross the Horseshoe Bay exit lanes, to continue their northbound journey on the old highway. This cycling path also provides better connectivity and route options into Horseshoe Bay as it connects directly to the Eagleridge Interchange.

Participants were asked to provide comments about the cycling path.

Summary of Comments

- Several respondents commented that safety is the number one priority.
- A few respondents commented that the bike path should be 2 metres wide and that a 1.2 metre wide cycling path is too narrow.

4.4 Landscape Plans

4.4.1 Eagleridge Interchange Landscaping – 2 Options

Two options are proposed for the landscape treatment of the Eagleridge Interchange area. Landscaping in this area will include significant tree and shrub planting on slopes, adding trees to existing slopes and greening up the reclaimed eastbound on-ramp. The traffic circle will be planted with groundcover and low shrubs as the preferred treatment.

Participants were asked: Please indicate your preference for Option 1 or Option 2.

Option 1: Reclaimed area to be seeded with rough grass.	10%
Option 2: Reclaimed area to be planted with clusters of trees and shrubs.	90%

The majority of respondents strongly favoured option 2 – planting of clusters of trees and shrubs in the reclaimed area.

Summary of comments

- Several respondents commented that trees will also assist in reducing traffic noise.

4.4.2 North Junction at Pasco Road Landscaping – 2 Options

Two options are proposed for plantings at the North Junction at Pasco Road.

Participants were asked: Please indicate your preference for Option 1 or Option 2.

Option 1: Trees and Shrubs – Clusters of native trees and shrubs in selected area near the overpass.	65%
Option 2: Shrubs - Clusters of native shrub roses in selected areas near the overpass.	35%

The majority of respondents chose option 1 – plantings of clusters of native trees and shrubs near the overpass.

4.4.3 New Pullout Landscaping

The new pullout on the overland route provides the opportunity to view Howe Sound from an unobstructed viewpoint.

Two options exist for plantings at the new pullout.

Participants were asked: Please indicate your preference for Option 1 or Option 2

Option 1: Trees and Shrubs – Clusters of native trees and shrubs.	58%
Option 2: Shrubs - Clusters of low growing shrubs.	42%

The majority of respondents chose option 1 – plantings of clusters of native trees and shrubs.

Summary of comments

- Some respondents commented that trees and shrubs should be strategically placed so they do not interfere with the views.

4.4.4 Eagleridge Bluffs Viewscapes As Seen From Bluebell Road - 2 options

Two options are available for landscape treatment of the retaining walls as seen from Bluebell Road.

Participants were asked: Please indicate your preference for option 1 or 2

Option 1: Landscape area near retaining wall with grass, trees and shrubs	55%
Option 2: Landscape area near retaining wall with trees only.	45%

Summary of comments

- Several respondents suggested using whatever plantings that would cover the wall – trees, shrubs and grasses.

4.4.5 Viewscape from Gleneagles Community Centre – 2 Options

Two options are available for landscape treatment of the visible parts of rock-fill slopes.

Participants were asked: Please indicate your preference for option 1 or 2

Option 1: Re-vegetate visible parts of rock-fill slopes with grass, trees and shrubs	71%
Option 2: Re-vegetate visible part of rock-fill slopes with trees only.	29%

4.5 Relocated Trailhead Parking

Following consultation with the District of West Vancouver, it was agreed that improved parking at the Black Mountain Trailhead and Trans Canada Hiking Trailhead would provide better access for hikers to recreational trails in the area. Parking at Eagleridge Drive has been shifted to Trans Canada Hiking Trailhead, near Westport Road.

Participants were asked to provide their comments.

Summary of comments

- Several respondents commented that parking near Westport Road was a good idea.
- Some respondents suggested that relocating the trailhead parking at Westport Road could create a safety issue.

4.6 Additional Comments

- Several respondents commented that noise is an issue.
- Some respondents noted the importance of using plantings that preserve the natural look of the area and that cover the cuts and fills.