

sea-TO-SKY

HIGHWAY IMPROVEMENT PROJECT

Consultation Summary Report

Pre-Design of the Sea-to-Sky
Highway Improvement Project

Britannia Beach Segment

April, 2005

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EXECUTIVE SUMMARY

Approximately forty residents participated in the consultation on the pre-design of the Britannia Beach Segment of the Sea-to-Sky Highway Improvement Project (February 2005).

The following are the key themes from this consultation:

There should be safe and easy access into and out of Britannia Beach on both the east and west sides. Participants were concerned about possible lengthy delays on getting onto or across the highway.

Consideration should be given to how pedestrians will safely cross the highway and crosswalks and pedestrian controlled traffic lights were mentioned as possible solutions.

Members of the public should be encouraged to use the business areas of Britannia Beach. Gateways¹ and highway design, such as easy access and egress to the community, should encourage travelers to use the business areas.

The design of the gateways should incorporate historical elements of Britannia Beach such as the mine museum.

Participants supported the use of proposed traffic calming options such as the use of quiet pavement and enhanced RCMP enforcement to control speed and reduce noise.

Participants supported the use of gateways at either end of Britannia Beach although there was not agreement on the specific location of these gateways.

¹ Gateways are architectural features at the entrance to a community that contribute to public safety by calming traffic and creating a sense of arrival.

1. PROJECT OVERVIEW

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. To be completed before the Olympics, the highway improvements will serve population growth and economic development in the corridor over the long term 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:

- 4 lanes Horseshoe Bay to Lions Bay
- 2 - 4 lanes Lions Bay to Squamish
- 4 lanes within urban Squamish
- 3 lanes from Squamish to Whistler

The estimated capital project cost for the improvement project is \$600 million and will be completed by 2009 to meet population growth and travel demands until 2020, with additional improvements phased in as required over approximately 20 years. The project will create 6,000 new jobs throughout the province as a result of economic activity generated along the corridor, and will increase provincial GDP by \$300 million over the period of 2010 to 2025.

The primary goals for the Sea-to-Sky Highway Improvement Project include:

- Safety improvements
- Reliability improvements
- Capacity improvements
- Project completion by 2009
- Manage traffic flows during construction to minimize disruption and maximize predictability
- Complete the project on time and on budget

1.1 COMMUNITY CONSULTATION

The Ministry of Transportation (MoT) has consulted about the scope of highway improvements over the last two years with communities, businesses and residents along the corridor. The MoT project team has attended more than 400 meetings. Much of the consultation has complemented various technical studies undertaken by the MoT on tolling, other route options, and transportation alternatives.

Consultations will continue with municipalities (elected officials and staff), and organizations such as Technical Liaison Committees (locally nominated advisory groups), the Furry Creek Community Advisory Group, the Lions Bay Community Advisory Group, Howe Sound Community Forum, Squamish advisory groups, Tourism Whistler, One-Whistler, Chambers of Commerce, environmental organizations, including the Recreation Focus Group and the public.

1.2. TRAFFIC MANAGEMENT

A key priority of the Ministry of Transportation is to minimize disruption and maximize the predictability of traffic delays during construction. Communities along the corridor have been consulted about seasons, days of the week and hours of the day when highway construction would cause the least disruption. As a result of this consultation, road closures and delays will be limited to non-peak periods.

2. CONSULTATION METHODS

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:

- Pre-Design
- Preliminary Design
- Detailed Design

2.1 PRE-DESIGN CONSULTATION GOALS

The purpose of the Britannia Beach consultation on Pre-Design is to:

- Inform the community and stakeholders about the draft pre-design options for improvements to the Sea-to-Sky Highway within Britannia Beach and about corridor-wide consultation;
- Gather input and feedback regarding the draft pre-design options for highway improvements from the community and stakeholders;
- Summarize community and stakeholders input for consideration by the Ministry of Transportation. Distribute the Consultation Summary

Report to consultation participants, the regional district and other stakeholders.

2.2 BRITANNIA BEACH COMMUNITY CONSULTATION METHODS

a. DISCUSSION GUIDE AND FEEDBACK FORM

A discussion guide was developed that explained the purpose of the consultation, described the pre-design options for residents and provided a feedback form to assist in the gathering of community input.

b. WEB-BASED CONSULTATION

All consultation materials were available on the web including feedback form that could be emailed or faxed back to the project.

c. BRITANNIA BEACH PRE-DESIGN COMMUNITY CONSULTATION

On February 16, 2005 a meeting was held with the Britannia Beach Community Advisory Group (CAG) and an open house was held on February 24, 2005.

Approximately forty residents participated in the consultation program.

3. KEY THEME SUMMARY BRITANNIA BEACH COMMUNITY CONSULTATION ON PRE-DESIGN

3.1 Key Theme Summary from February Community Advisory Group Meeting

- 3.1.1 Pedestrian movements between the town and the waterfront were identified as needing a close look including the possibility of pedestrian crosswalks or pedestrian controlled traffic lights from the 99er Restaurant across the highway to the foreshore.
- 3.1.2 CAG members requested a pedestrian controlled traffic light at Main Street.
- 3.1.3 CAG members observed that it was important to slow the traffic, as slower traffic is more likely to encourage people to enter the commercial core. CAG members emphasized the need to encourage travelers to use the services provided in Britannia Beach. Some said that this was why the gateway should be located far enough in advance of the entrance, so that people have time to react.
- 3.1.4 CAG members noted the importance of retaining/referencing the historical past of Britannia Beach including using the mine museum and other features in the design of the gateways. A number of suggestions were provided on how to design new gateways such as using the mining scale in the design.
- 3.1.5 Several CAG members offered solutions for noise reduction including the use of 'quiet' pavement, graduated building of speed control zones (50km to 60km to 80km) enhanced signage and enforcement opportunities (more of a RCMP presence).

3.2 Key Theme Summary from Feedback Forms

Question 1: Gateway² - South

The Sea-to-Sky Highway Improvement Project proposes to construct a gateway south of the Britannia Beach community. The purpose of the “gateway” is to calm or slow traffic entering the community and to create a sense of arrival. There are several options for the location of this gateway.

Would you like to have a gateway at the southern entrance to your community?

97% YES 3% NO

There are several options for the location of this gateway. Where would you like the south gateway located?

72% 400 metres south of the 99er Restaurant

16% At the top of the hill just south of Britannia Beach

13% Some other location. Where?

There was no consensus on alternate locations. Suggestions included:

- It can be moved South when Makin lands are developed
- 100 metres south of 99
- 100 metres south of Britannia
- Combine with smart light at Main Street
- At the 99er Restaurant

Question 2: Gateway – North

The Sea-to-Sky Highway Improvement Project proposes to construct a gateway north of the Britannia Beach

Would you like to have a gateway at the northern entrance to your community?

93% YES 7% NO

² Gateways are architectural features at the entrance to a community that contribute to public safety by calming traffic and creating a sense of arrival.

There are several options for the location of this gateway. Where would you like the north gateway located?

55% **400 metres north of the Britannia Creek Bridge**

31% **At the top of the hill, north of Britannia Beach, across from the District of Squamish sign**

14% **Some other location. Where?**

There was no consensus on alternate locations. Suggestions included:

- Where the existing SB 50K sign is.
- Combine with Smart Light at Main Street
- Halfway down hill
- Cruntty Entrance

Question 3: Traffic Calming

In addition to gateways, we would like to add further traffic calming measures such as banners and landscaping along the highway corridor through Britannia Beach.

Do you support banners and landscaping as part of the highway improvements?

94% **YES**

6% **NO**

Question 4: Highway Traffic Noise

Highway traffic noise has been identified as a concern by Britannia Beach residents. Baseline noise levels indicate that the current and projected noise levels are within MoT policy limits.

There are several methods that can be used to reduce noise levels, if necessary. These include traffic calming, the use of quiet pavement and RCMP enforcement areas.

Do you support the use of traffic calming to control speed and to reduce noise?

97% **YES**

3% **NO**

Do you support the use of quiet pavement to reduce noise?

100% **YES**

0% **NO**

Do you support the use of RCMP enforcement to control speed and reduce noise?

80% **YES**

20% **NO**

Question 5: Pedestrian Crossing

It is possible to include a pedestrian crosswalk at Main Street to allow for safe pedestrian access across the Se-to-Sky Highway to the foreshore.

Do you support a pedestrian crosswalk as part of the highway improvements?

97% YES 3% NO

Where is your preference for the location of the pedestrian crosswalk?

97% At Main Street

3% Some other location. Where?

There was no consensus on alternate locations. Suggestions included:

- Must be 2 and near the '99er.
- And also at another location at a later date as project develops.
- May need an additional crossing to waterfront further south as well. Or a way to funnel them to Main Street.
- It won't get used anywhere else. People would still cross at Main Street.
- Don't forget Minafty Bay existing Ped. underpass.
- Only with a smart light.

Key Theme Summary of “Other Comments”

Impacts on businesses

Many participants expressed concern about the impact of the highway improvements on local business. Specifically they were concerned that the highway improvements would mean that travelers would not stop at Britannia Beach and this would have a negative impact on local business. They want the Sea-to-Sky Highway Improvement Project to take steps to encourage travelers to stop, use the services and purchase the products offered in the community.

Suggestions for design of gateways

Some participants suggested motifs for the gateway designs such as the use of the mining scale or the use of national flags. (Note: This will be addressed during the consultation on preliminary and detailed designs.)

Traffic lights for safety at Main Street

Some participants suggested the use of pedestrian controlled traffic lights at Main Street and 99. This would include a traffic light at the pedestrian crossing.

Turn lanes

A few participants suggested turn lanes with a median for at least one access point on the east and west side of the highway. The observation was made that when there are high traffic volumes it is very difficult to turn into the community from the southbound lane and to access the southbound lane from the community.

Appendix I: February 16 CAG Meeting

SEA-TO-SKY HIGHWAY IMPROVEMENT PROJECT PRE-DESIGN COMMUNITY CONSULTATION BRITANNIA BEACH SEGMENT

Meeting notes from a Sea-to-Sky Highway Improvement Project, Pre-Design Community Consultation, held at the Britannia Beach Community Center, Britannia Beach, BC on February 16, 2005

PRESENT: Judy Kirk, Kirk & Co. Consulting Ltd.
Mike Lichtensteiger, Sea-to-Sky Highway Improvement Project,
Owners Engineers
Tom Tasaka, Section Director for Britannia Beach, Sea-to-Sky
Highway Improvement Project, Owners Engineers
Susan Campbell, Recording Secretary

BRITANNIA BEACH COMMUNITY ADVISORY GROUP (CAG):

Henry Becker
Jane Iverson
Rudy Doornbos
Kirstin Clausen
Brenda Dixon
Jerry Bordian

SUMMARY:

- (a) Pedestrian movements between the town and the waterfront were identified as needing a close look. Community access from the 99 Restaurant across the highway to the foreshore was requested several times by various CAG members. One CAG member suggested that perhaps you could encourage people to walk under the bridge as an easy fix - provide visual cues as to a preferable way to cross the highway.
- (b) One CAG member requested two pedestrian highway crossings.
- (c) Several CAG members requested a traffic light at Main Street.
- (d) One CAG member observed that it was important to slow the traffic down as it brings customers into the commercial core and that was why the gateway was so important, located far enough in advance, so that the traffic has time to react.
- (e) One CAG member suggested moving the 'Welcome to Squamish' further north.
- (f) Two CAG members noted the importance of retaining/referencing the historical past in the use of gateway and other features. For example, one CAG member suggested incorporating the historical mining scale into the upland development as a visioning feature on the boulevard.
- (g) Several CAG members confirmed that the present bus stop location was a good one.
- (h) Several CAG members noted the need for noise reductions measures to reduce the sound of vehicle accelerations when they leave Britannia Beach. Solutions, suggested by several CAG members, were the use of 'quiet' pavement, graduated building of speed control zones (50km to 60km to 80km) enhanced signage and enforcement opportunities (more of a RCMP presence).

- (i) One CAG member reported that the curve, reference #13 on the Discussion Guide Map, was banked the wrong way.

CLARIFICATION:

- (a) On the intent of the Ministry of Transportation regarding the land on which the 99 Restaurant and house is situated.
-

1. **Call to Order**

The small group meeting was called to order at 7:09 p.m.

2. **Introduction**

The Facilitator, Judy Kirk, welcomed everyone to the meeting and self-introductions were undertaken. The Agenda was reviewed as was the Discussion Guide and Feedback Form. The Facilitator provided the following introductory remarks:

- The information, being consulted on, is summarized in the Discussion Guide.
- Currently the project is at the pre-design stage and there are two further consultation stages that will occur as the project matures. The Ministry of Transportation is almost finished the pre-design consultations for the entire Sea-to-Sky corridor.
- Everyone is encouraged to attend the upcoming open house.
- All the materials are available on the web site to ensure as many points of access to the information as possible.
- www.seatoskyimprovements.ca

3. **Overview of the Britannia Beach Sector – Tom Tasaka**

- The objective is to improve safety and reliability of the highway.
- Starting at the north end the highway improvements include 2 lanes plus new alternating passing lane with wider shoulders for cyclists and disabled vehicles. Will maintain the present 50-kilometer speed limit.
- Focus on the features that are traffic calming measures and gateway treatment. For example, additional lights along the highway may be one of the improvements that could be done – better lighting system. Lights and banners.
- At the 99 Restaurant proposing a channelized T-intersection and an additional right-out access – clean up the intersection to make it safer and illuminate it.
- During the Olympic period the Ministry of Transportation will put in a temporary third lane.
- Main Street – full movement intersection. Provide a right-in/right-out access to the foreshore south of Main Street.
- For the Olympics – one of the options is to put in a “bailey” bridge. Temporary one-lane bridge for northbound traffic over Britannia Creek located to the east of the existing highway.
- The proponent for the final design and construction won’t be selected for at least one month.

- Provide a bus stop and bus shelter on Main Street for northbound and southbound travel and will work with the Bus Company and the community on this.

Questions: *(The following abbreviations will be used in the Meeting Notes: Q=Question, A=Answer and C=Comments)*

C: It would be nice to have community access from the 99 Restaurant to the highway.

Q: Do trees work as traffic calming measures?

A: Yes, they do – the spacing of the trees works to slow the traffic down.

C: Are you considering traffic lights at Main Street – at times they are necessary when the Whistler traffic is coming through. Traffic lights would be quite effective at this location.

Q: Will there be road access?

A: Not planning anything different than what is there now.

Q: Is this the new alignment? *(This comment was in reference to the alignment in the area of the bridge over Britannia Creek.)*

A: These are pre-design drawings and there is some shifting proposed which will be seen at the preliminary design stage.

Q: Are you going over the railway tracks? *(This reference is at #10 on the drawing in the Discussion Guide.)*

A: There is a need to determine clarity at this point - an understanding that a full movement intersection with a consolidation of accesses will occur at the Main Street location.

C: The developer advised that they are constructing a road back into the upland development and that for a small portion of that road they will build to a soft design awaiting the final alignment from the Ministry of Transportation that they will then tie into.

Q: Are you proposing that the road be raised?

A: The road will be pretty much at the same elevation as it is today however this will be determined later on at the preliminary design stage.

Q: Would this be an additional right-in and right-out north of Main Street or would the full movement intersection tie in?

A: The Ministry of Transportation will not sever access into properties.

A: Generally speaking, to improve safety, to consolidate as many accesses as possible is appropriate.

C: Redevelopment of the commercial core likely will have to take place and accesses will have to flow into that redevelopment. Our interest, because we own the property, is that we would like to participate in cost-sharing arrangements and we would like to discuss options.

C: There is a need to keep in mind the waterfront development.

- A: One of the options that might occur is a widening of the area and the two lanes would give additional access to the foreshore.
- C: It is important to slow the traffic down as it brings customers into the commercial core.
- A: There are major improvements occurring on both ends of this section of the road.
- C: That is why the gateway is so important, located far enough in advance, so that the traffic has time to react.
- C: Move the Squamish Sign further north.
- C: Several CAG members confirmed that the present bus stop location was a good one.
- C: There is a historical scale on mining lands that we (the developer) are trying to incorporate into the development – for example, retaining that as a feature on the boulevard.
- C: This scale could be a fabulous piece of visioning for the community – incorporate it so that we don't lose sight of the fact that there was an important mine on this site.
- C: Britannia Beach is the front door to Squamish.
- C: The Facilitator noted that at the preliminary design stage consultation on the kind of signage, treatments for gateways and traffic calming features would occur so that residents could obtain some kind of an idea what they could like. At the detailed design stage residents will get into the detailed aspects of the treatment.
- C: As we design the development, at the top of the hill, we are trying to incorporate important community features. Our development has hired Ron Rule, a well-known Landscape Architect, to develop designs and we would be prepared to have him attend and put forth suggestions at a future meeting.
- A: One of the biggest 'value for dollars' is lighting – lighting provides urban features.
- C: We have a town sign design that we could bring as a point of response.
- Q: With respect to pedestrian crossings, in the area of #10 on the map in the Discussion Guide, I feel we need some type of pedestrian crossing across the highway.
- A: The Facilitator asked if it was not possible to put in a pedestrian crossing what could be done to ensure safety?
- C: People will walk across the highway anyway. Perhaps you could encourage people to walk under the bridge – this maybe an easier fix.
- A: You can't have people crossing the highway everywhere – you have to make it safe.

C: There are plans swirling around regarding the potential to redevelop the waterfront. In other words bring the 'beach' back to Britannia Beach. We envision the first part of such a redevelopment could include a boat launch for the community and a general clean up of the area to make it more park-like. This will encourage people to use the waterfront and it will become a community amenity. This is some of the thinking that is going around now. The Sewer Treatment Plant is being redesigned and there will be a wastewater treatment plant with a controlled access adjacent to the right-in and right-out on the Makin Lands. The GVRD, which is the local authority for the development, is requiring one treatment plant to service the entire community. We will be attempting to tie-into to the mine outfall and we will design the plant to look like a beach house.

A: If there is a willingness to leave the pavement from the temporary third lane that could serve the community.

C: It is important to have at least two pedestrian highway crossings.

Q: With respect to the tire noise, as vehicles accelerate, when leaving the community, is there anything that could help reduce that noise?

A: The Ministry of Transportation is planning on using 'quiet' pavement and we would be seeking input, from the community, on enforcement issues.

Q: Is it possible to have graduated speed levels, for example, 50 to 70 to 80 kilometers, for the traffic as it leaves the community?

C: You have to remember the community above the road and keep things as quiet as possible – add signage to slow the traffic down and remind the vehicles they are traveling through a residential community like they have at Lions Bay.

A: We are hoping that with the traffic calming measures noise reductions will be the benefit.

C: In Britannia Beach, there is a volunteer fire department that will be transferred to the GVRD and while there is some question of jurisdiction this should be kept in mind as well. The curve at #13, on the Discussion Guide Map, is banked the wrong way.

C: The Facilitator observed that the Furry Creek residents have the same issues as Britannia Beach with respect to enforcement issues and in the Furry Creek location there is talk of building pull out medians that would enhance enforcement opportunities and perhaps something like that could be looked at for Britannia Beach.

C: Would like to see more of a RCMP presence at Britannia Beach.

4. **Feedback Forms**

At this point members of the Britannia Beach CAG filled out the feedback forms.

Final Questions:

Q: Who picks up the tab for all the gateway treatments, for example, the traffic light? In the past the notion of a traffic light has been somewhat rejected by the Department of Highways however there is a safety issue. If this is not the solution then something else needs to happen.

- A: The Facilitator observed that as the community becomes more 'urban' in its feel perhaps they could advocate or argue for a traffic light. Right now the Ministry of Transportation is taking a traffic calming approach and that full movement at the Main Street intersection will create its own traffic calming.
- C: While traffic calming is good road rage will occur if there is no light.
- C: Also you have to remember that, as a result of the upland development, there will be a doubling of vehicles in the community.
- A: We will do an analysis and traffic count and we will determine what is needed. The larger issue is what are the numbers? The planning horizon is 2025 – what is required up to the year 2025.
- Q: What is involved in getting a pedestrian crossing at the 99 Restaurant?
We need access across the highway at that point.
- A: We weren't considering this at this point in time.
- C: The crown land where the proposed sewer treatment plant will be is partially parkland and there will be improvements.
- C: The Facilitator summarized that CAG had identified a need to look more closely at pedestrian movements between the town and the waterfront.
- C: There is a need to acknowledge that this is a different community than Lions Bay – the pedestrian interface is different here. There has to be a clearly marked alternative – some visual cues provided as to a preferable way to cross the highway.
- C: Be careful what you wish for because if access is achieved across the highway the train will be required to blow its whistle every time it approaches that access. Do you want that?
- C: The Facilitator reiterated that the desire of CAG was to take a stronger look at pedestrian crossings and what the community could do to ensure community connections – easier/more pleasant.
- C: The railway track is a high point and foreign photographers frequently line up along the track thus increasing the propensity for an accident.
- A: A suggestion might be to build a platform for them to film from.
- C: Note that the Sewer Treatment Plant crossing will be controlled access (locked gate).
- C: A traffic light makes it stronger for a pedestrian crossing.
- C: There will be pathways along the north side of the creek encouraging movement within the community.
- C: The schedule to complete the project is 2009 and at the end of April 2005 we will have a better idea of the schedule.
- Q: The 99 Restaurant and house are on Ministry of Transportation land and their license has not been renewed. The Historical Society owns the

buildings and the Ministry of Highways has not communicated their intent with respect to the land and we feel like we are in a bit of 'no man's land'. We are reassured by the plan that land use is not changing yet on the other hand we have a lease that has not been renewed.

A: The Facilitator advised that she would communicate this concern to Mr. Peter Milburn, Project Director, for the Sea-to-Sky Improvement Project, and that Mr. Milburn would contact the Historical Society regarding this issue.

5. **Adjournment**

The meeting closed at 8:30 p.m.

Appendix II: Feedback Form Comments

Britannia Beach Feedback Form Comments

1. Some other location. Where?

- It can be moved South when Makin lands are developed
- 100 K south of 99
- 100 metres south of Britannia
- Combine with smart light at Main Street
- At the 99er Rest.

2. Some other location. Where?

- Where the existing SB 50K sign is.
- Combine with Smart Light at Main Street
- Halfway down hill.
- Cruntty Entrance I want keep

5. At some other location. Where?

- Must be 2 and near the '99er.
- And also at another location at a later date as project develops.
- May need an additional crossing to waterfront further south as well. Or a way to funnel them to Main Street.
- It won't get used anywhere else. People would still cross at Main Street.
- Don't forget Minafty Bay existing Pedestrian underpass.
- Only with a smart light.

Other Comments

- I support anything that helps with speed control.
- Provide pull outs for RCMP for both directions
- Support crosswalk as long as there is a traffic light.
- Enforcement (speed) pull out areas (wide shoulder)
- Must have a traffic light. Must, must - safety. Road crossing at Shannon Falls has one. There are 200 homes.
- Need a second pedestrian crossing at or near the '99 restaurant. This is dangerous as is.
- Lighting is a big problem. More lights are needed. Traffic control light at Main Street is imperative.
- Gateway-South - We will bring in landscape architect
- Traffic lights at intersection standardized lighting
- Bailey Bridge - cost sharing with us.
- Not excessive RCMP enforcement.
- Keep in mind access to current commercial businesses. Can we consider medians at left turns with landscaping?
- Put a smart light at main street.
- Question 1. We have a town sign design that could be presented for consideration. Also in addition to gateway a town-sign. Just sough a soft

entrance with lighting and banners (heritage photos) to create a sense of arrival and landscaping.

- Pedestrian crossing with a traffic light.
- Must have a traffic light at Main Street intersection to allow safe access and exit by car/bus and also to accommodate pedestrian passage across hwy. Consider population growth and anticipated tourist visitation will increase.
- Be cognizant of future waterfront and commercial development.
- Britannia Beach will be more urban than now
- Love traffic calming but not at expense of light.
- Pedestrian crossing - look more closely. More movement necessary. Safety, a traffic light is a must.
- The historical society (museum) has recently passed a motion that allows discussion about the land occupied by the Pozzolan shed (along highway) to be considered for highway upgrade.
- I suggest the gateway should have a motif. Perhaps fly all the flags of countries that have tax treaties with Canada so it is not only colourful, but educational as well.
- Would a pedestrian (c/w ramps) overpass be a consideration?
- Alternatively, does the pedestrian crossing include crossing lights (preferably stop lights).
- Any additional measures that would slow down Northbound traffic until they reach the 80 km zone.
- I would like to see a smart light or something similar for easier access to the highway from Britannia.
- Pedestrian crossing must look good, not like one in Squamish.
- Left turn lanes in both directions at Main Street is imperative. I have been (in my vehicle) hit from behind while waiting to turn left into Britannia. The force sent me into a 360 degree. This experience has made me fearful every time (1-2 times a day). I need to make a left turn at Britannia. During heavy traffic I will drive as far as Minaty Bay to make my turn -- which is no better.
- Traffic light at Main Street and 99
- Strong enforcement of speed zone.
- Left-hand turn lane going south into Britannia.
- Traffic light at Main and 99.
- Left turn lanes
- Strong enforcement of speed zones.
- My main concern is construction impact on the businesses (along the highway). Thank you.
- We need access to front parking and businesses. Must have traffic light.
- Smart light to enter onto highway and light for pedestrians crossing.
- #10 Pedestrian crossing needed. On Friday and Sunday evenings it is near impossible to turn left into or out of town. (Friends have had to go up to Murrin Lake to (turn left) in order to head south.
- Would like to see a traffic light for easier access turning south out of Britannia.
- There needs to be a left turn lane for southbound traffic with a smart light control at Main Street and the highway.
- To make the most efficient use of taxpayers' dollars build an additional two lane permanent bridge.
- Don't waste it on rented equipment of any kind.

- Use monies saved from RCMP speed traps and hokey "gateways" to install a smart light at Main Street. This is all we really need. It can take ten minutes to turn left to go to Vancouver at present, let alone 2010. Build the upper bypass and solve all the problems (underpass at creek)
- A sensor traffic light for southbound entrance to hwy from Britannia is needed now. With additional residence and increased traffic a SAFE entrance for southbound access to highway is needed. This light could be combined with pedestrian controlled crosswalk to cross highway.
- The access for the parking lot where all the small businesses are (general store, native art gallery, Huber store, cappuccino bar etc) is a must!! Without it, all these businesses are gone. At the intersection of Main Street the smart lights are necessary. Heavy traffic on weekends and during the summer. We have to get out somehow.
- Sitting areas.
- Access for businesses.
- Stop light on highway
- Better signs for Customs House Gallery.
- Sirens make noise.
- I want a light so people behind me don't get aggravated when I want to turn into Britannia on Friday nights after shopping. There's a lot of road rage toward my car slowing down sometimes.
- A light is needed.
- A traffic light must be at Main Street onto highway. Try to turn south any day. Very difficult.
- Request a light on demand for traffic exiting B.B. heading south. Also for pedestrians going to the foreshore.
- Gateway north, please don't close it (entrance)
- I am general store owner. So because if close entrance will be closed my business. Right turn in Frontage Road out.
- Support removal of R-in, R-out to foreshore to S of Main Street only if auto access to foreshore from Main Street intersection can be provided.
- The temporary widening of Britannia Creek Bridge and Narrowing along museum. Bottlenecking is shortsighted and should be looked at for long range traffic considerations into the growth period of the next years.
- If Hwy at later date was to take out the 99er would we be compensated? Also what would happen if contractors doing the highway took over the 99er parking lot.
- Closer gateways
- Move crosswalk to north side of intersection
- Right turn in and out of commercial area (north side Britannia)
- Leave pavement after 2010 by 99er's for local access
- Smart light at intersection
- No right turns at "Prince George" dock. (South of intersection)
- Frontage road along highway for commercial area
- Leave Mt. Womar
- Do no straighten highway north of Bridge.
- Encourage speeding - scenic route
- Traffic calming - crash barrels.