

Preliminary Design Consultation Summary Report

Furry Creek

November 17, 2005

TABLE OF CONTENTS

1. Project Overview	1
A. Community Consultation	2
B. Traffic Management	2
2. Overview of Consultation on Highway Improvement Design	3
A. Preliminary Design Consultation Goals	3
B. Preliminary Design Consultation Methods	4
3. Key Theme Summary	5
A. Summary of Feedback Form Choices	5
B. Key Theme Summary of Comments	6
Appendices:	
1. Statistical Analysis of Feedback Forms	
2. List of Registered Attendees	
3. Sample Advertisement	
4. Discussion Guide	
Appendix to Discussion Guide: Maps	
Feedback Forms	
5. Open House, Web and E-mail Feedback Forms	
6. Feedback Form Comments	
7. CAG Meeting Notes	

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, 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 two-lane sections and alternating passing opportunities provided by alternating the third lane.

Improvements will 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 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

A. COMMUNITY 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. The MoT project team has attended approximately 400 meetings. Much of the consultation has complemented various technical studies undertaken by the MoT on tolling, other route options, and transportation alternatives.

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.

The S2S Transportation Group is the contractor responsible for designing, building, operating and maintaining the Sea to Sky Highway. A key outcome of the preliminary design consultation is practical feedback on preliminary designs for consideration by the Ministry of Transportation and the S2S Transportation Group as they develop detailed and final designs.

The next stage of consultation, 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.

B. 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
- **Travel Planner** – A list of the available closure/delay windows to November 30
- **Closure & Delay Windows** – The maximum closure/delay windows to 2009
- **Trip Calculator** – Use our interactive trip calculator for suggested departure times to reach your destination
- **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 CONSULTATION ON HIGHWAY IMPROVEMENT DESIGN

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 (**CURRENT STAGE**)
4. Detailed Design Consultation

A. PRELIMINARY DESIGN CONSULTATION GOALS

The purpose of the consultation is to:

- Inform the community and stakeholders about the draft preliminary design improvements to the Sea to Sky Highway within the Furry Creek area as well as the corridor-wide features.
- Gather input and feedback regarding preliminary design features for highway improvements from the community and stakeholders.
- Summarize community and stakeholder input for consideration by the Ministry of Transportation. Distribute the Consultation Summary Report to consultation participants, the community advisory group and other stakeholders.

B. PRELIMINARY CONSULTATION METHODS**a. DISCUSSION GUIDE AND FEEDBACK FORM**

A consultation discussion guide (see tab 4) was developed explaining the purpose of the preliminary design consultation including a feedback form to assist in gathering community input.

The discussion guide also included maps showing the location of highway improvements and features, graphics illustrating the gateway feature options, the proposed pedestrian underpass, and descriptions of the landscape options. Feedback was gathered at Open Houses, 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.

c. COMMUNITY ADVISORY GROUP

The Sea-to-Sky Highway Improvement Project team met with the Furry Creek Community Advisory Group (CAG) on October 4th and 17th, 2005. The consultation discussion guide and display boards were reviewed with the CAG and members provided comment on preliminary design features for the Furry Creek area.

d. OPEN HOUSES

An Open House held on Tuesday, October 11th, 2005, 6:00pm - 9:00pm at the Furry Creek Golf and Country Club, gave residents, community organizations and businesses an opportunity to provide feedback on the preliminary design features. Display boards provided background on the new 2-lane Furry Creek Bridge, the pedestrian underpass, the gateway feature options as well as the landscape options. Sea-to-Sky Highway Improvement Project staff were available to answer questions.

e. ADVERTISEMENTS

Advertisements for the Open House were placed in the following publications: the Squamish Chief on Friday, September 30th, 2005 and on Friday, October 7th, 2005 and in the North Shore News on Wednesday, October 5th, 2005. (see tab 3).

3. KEY THEME SUMMARY

The Furry Creek Preliminary Design consultation included gathering community feedback and input regarding refinements to traffic calming measures such as gateways and landscaping, location of bus stops, and the provision of a pedestrian underpass.

Approximately 40 people participated in the Furry Creek Preliminary Design consultation. Nine people attended the October 4th, 2005 CAG, twenty people attended the October 11th, 2005 open house, and five people attended the October 17th, 2005 CAG. A total of twenty-three feedback forms were returned. Eight feedback forms were submitted at the CAG meeting, ten feedback forms were submitted at the Open House, five feedback forms were submitted via e-mail, plus two additional e-mails were received containing comments.

A. Summary of Feedback Form Choices

Participants were asked to indicate their preference for:

1. COMMUNITY GATEWAY FEATURE OPTIONS¹

Participants were asked: **Please indicate your preference²**: 1 (your most favourite); 2 (your second favourite); 3 (your third favourite); and 4 (your least favourite).

The following is the statistical summary for first choice preferences for each option:

Option 1: Community Rock	74%
Option 2: Community Links	13%
Option 3: Community Rings	4%
Option 4: Community Blades	4%

2. LANDSCAPE OPTIONS

Participants were asked: **Please indicate your preference** 1 (your most favourite); 2 (your second favourite); 3 (your least favourite).

The following is the statistical summary for first choice preferences for each option:

Landscape Option A - Open Spaces	30%
Landscape Option B - Trees	61%
Landscape Option C - Banner Poles	17%

¹ Please see Furry Creek Discussion Guide for description of options.

² Totals may not add up to 100% as some participants did not indicate a choice and other totals may exceed 100% as some participants indicated multiple first-choice preferences.

3. BUS STOPS

In the northbound direction, a future bus stop location is proposed within the traffic island for northbound right-in / right-out.

Participants were asked: **Do you agree that this is a suitable location for a future northbound bus stop?**

YES	87%
NO	0%
No preference indicated	13%

B. Key Theme Summary of Comments

Pedestrian Underpass

Participants were asked to provide comments on the proposed pedestrian underpass.

The summary of comments noted that:

- Participants consider the proposed pedestrian underpass a necessity for Furry Creek.
- Participants indicated a preference for a pedestrian underpass that is wider than the proposed underpass.
- Participants indicated that good lighting in the pedestrian underpass is important for safety reasons.
- Participants noted that drainage in the pedestrian underpass is also a concern.

Key Themes

The following are the key themes identified in the participant feedback:

a. Gateway Feature Options:

While a majority of participants favoured the 'rock' as the corridor gateway feature, a few participants expressed concern that the 'rock' should be unique to Furry Creek.

b. Landscape Options

Participants indicated a preference for the use of trees rather than banners as a landscape option in order to buffer noise in the Furry Creek area and to calm traffic entering the Furry Creek community. Some participants indicated landscaped areas should be well kept.

c. Bus Stops

While the majority of participants favoured the proposed location of the northbound bus stop location, safe pedestrian crossing of the frontage road to access the bus stop is an important consideration, as is the need for shelter from bad weather.³

d. Noise

Some participants noted the need for 'quiet' pavement throughout the Furry Creek section of the highway.

³ Bus shelter amenities would be the responsibility of the community.

Appendix