

SEA-TO-SKY HIGHWAY IMPROVEMENT 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 and reliability. By 2009, extensive improvements will make travel along the corridor safer for residents, commuters and tourists.

The highway improvements, to be completed before the Olympics, will serve population growth and economic development in the corridor 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:

- **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.

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

S2S TRANSPORTATION GROUP

The S2S Transportation Group (S2S) was the firm selected in March 2005 to design, build, operate and maintain the Sea-to-Sky

Highway. S2S is accountable for delivering a safe and reliable highway through a 25-year performance-based contract. The Ministry of Transportation will oversee the project, ensuring that all specifications are appropriately met, such as highway width, number of lanes, safety requirements, sightline requirements, signage, traffic management and commitments to communities.

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
- **Seasonal Travel Planner** A list of the available closure-delay windows to November 30
- **Closure & Delay Projections to 2009** The maximum closure and 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

COMMUNITY CONSULTATION ON HIGHWAY IMPROVEMENT DESIGN

CORRIDOR-WIDE 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.

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:

1. Project Definition Consultation
2. Pre-Design Consultation
- 3. Preliminary Design Consultation (CURRENT STAGE)**
4. Detailed Design Consultation

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.

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. The detailed design stage involves relatively more financial and technical analysis than preliminary consultation to ensure that designs are financially and technically feasible.

SUMMARY OF COMMUNITY INPUT FROM FURRY CREEK PRE-DESIGN CONSULTATION

A pre-design consultation program was conducted with the Furry Creek community between October 2004 and February 2005. Community input was provided to the S2S Transportation Group for consideration when developing preliminary designs. The following summarizes the pre-design input received during the consultation:

Traffic Calming

Participants supported the use of gateway treatments, vertical markers and landscape buffers for traffic calming.

Gateways

The majority of participants supported a south gateway at the existing Furry Creek sign just north of Porteau Bluffs.

Participants equally supported a north gateway at the existing pullout or at the southbound access to Furry Creek.

Bus Stops

Participants supported a southbound bus stop on the west side of the highway across from the Furry Creek Centre and a northbound bus stop on the east side of the highway across from Furry Creek Centre.

Pedestrian Crossing

Participants supported a cost-shared pedestrian crossing just north of the Furry Creek entrance.

Highway Traffic Noise and Speed

Participants supported speed controls and quiet pavement to reduce traffic noise.

FURRY CREEK CONSULTATION ON PRELIMINARY DESIGN

The Furry Creek Preliminary Design consultation includes 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.

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.

Consultation on preliminary design will include meetings with the Furry Creek Community Advisory Group (CAG). An open house will be held to provide residents, community organizations and businesses with an opportunity to provide feedback on the preliminary design options. Community members can provide feedback by attending the open house listed below, or by accessing consultation materials and an on-line feedback form at www.seatoskyimprovements.ca.

OPEN HOUSE SCHEDULE

Date	Time	Location
October 4 CAG Meeting	7 pm – 9 pm	Furry Creek Golf & Country Club
October 11 Open House	6 pm – 9 pm	Furry Creek Golf & Country Club Creekside Room 150 County Club Rd. Furry Creek, BC
October 17 CAG Meeting	7 pm – 9 pm	Furry Creek Golf & Country Club

BACKGROUND INFORMATION

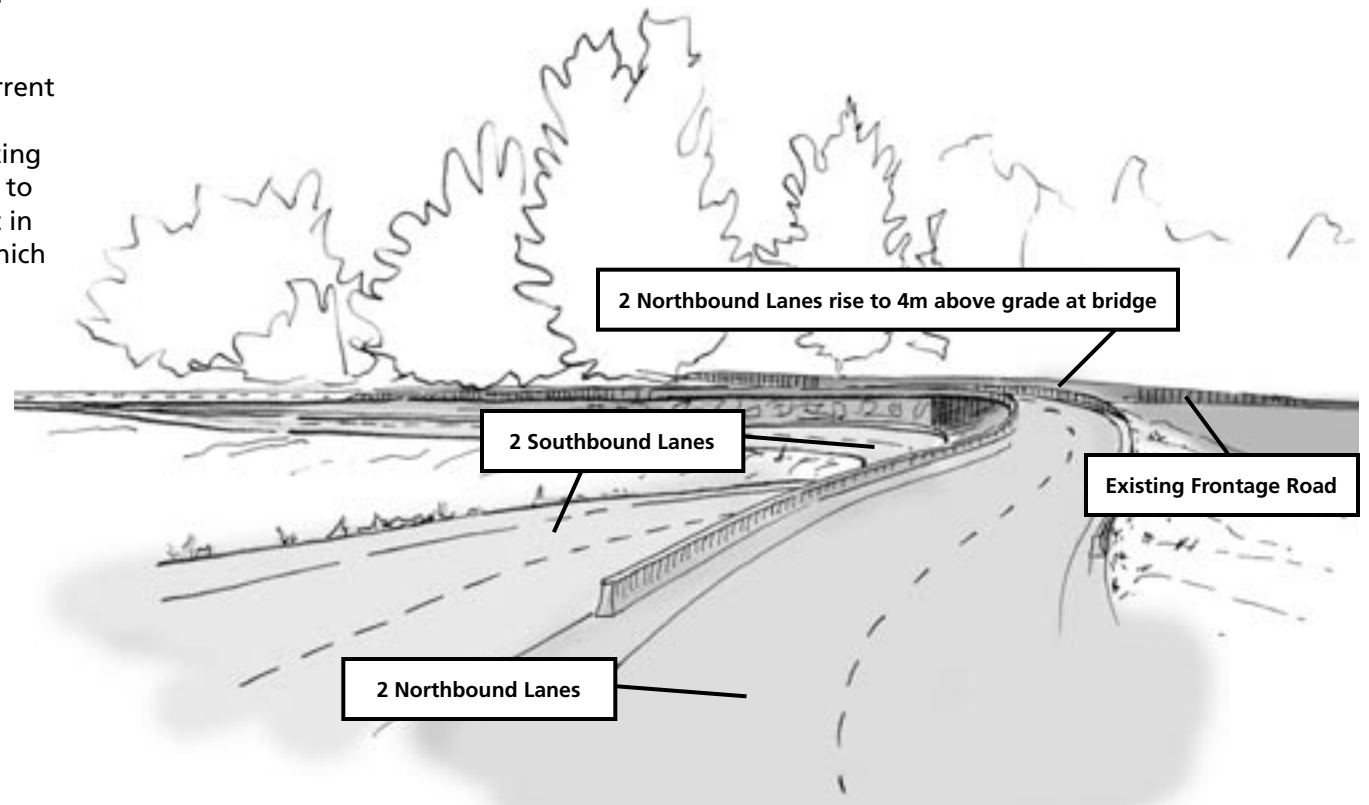
BACKGROUND INFORMATION

New Furry Creek Bridge

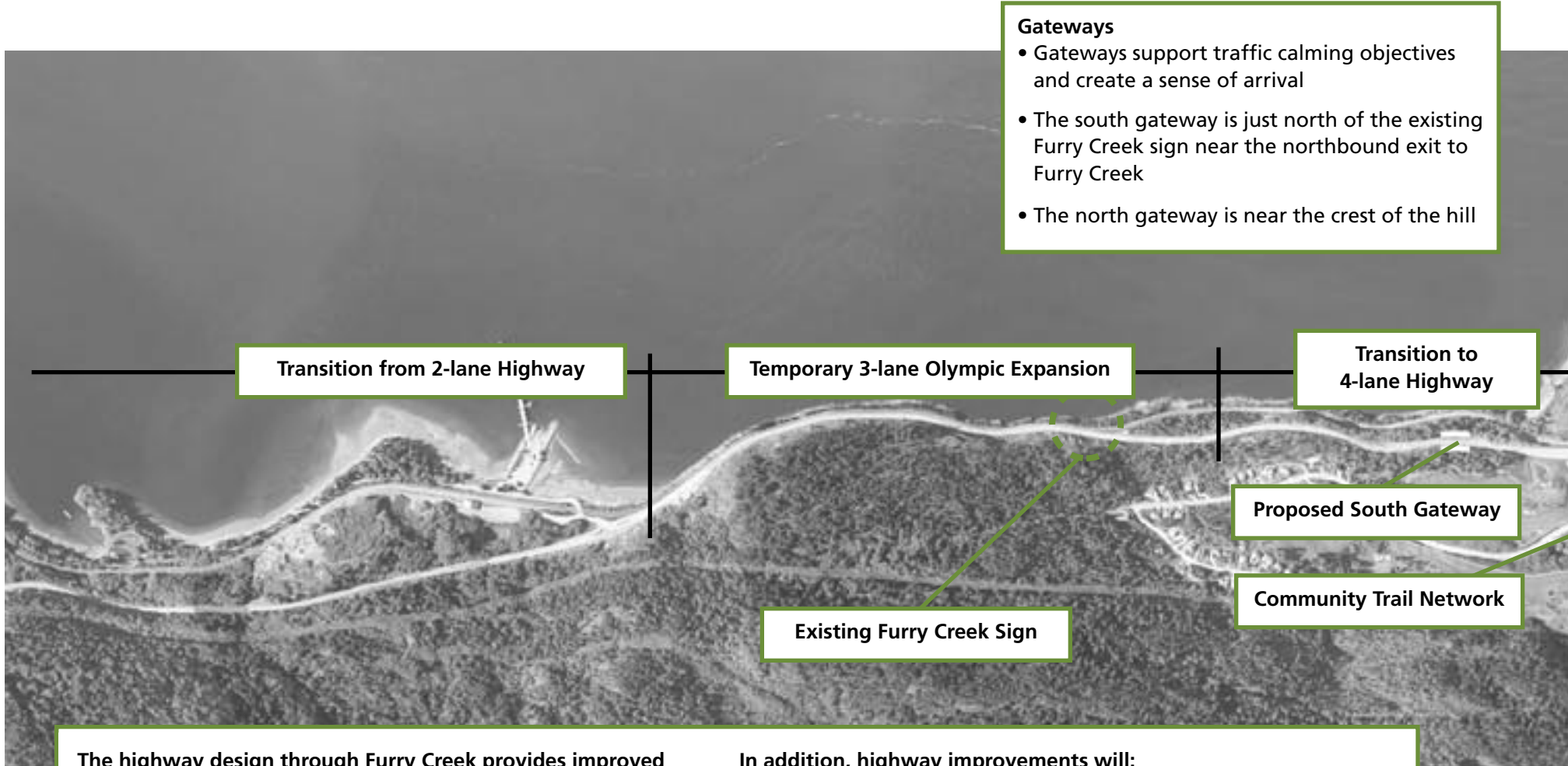
To accommodate a four-lane highway, a new two-lane bridge for northbound traffic is required over Furry Creek. The new bridge will be located to the east (upstream) of the existing highway bridge over the creek. The existing bridge will be converted to serve two southbound lanes.

The new bridge will be higher than the existing highway bridge to comply with high water regulations. This higher bridge means that the northbound and southbound lanes will be grade-separated, with the northbound lanes about 4 metres higher than the southbound lanes for approximately 800 metres.

The addition of this bridge eliminates the current highway constriction point of the existing crossings, and will improve safety by eliminating the need for merging the southbound traffic to one lane. In addition, the free flow of traffic in both directions will improve the ease with which residents access the highway.



FURRY CREEK SECTION OF THE SEA-TO-SKY HIGHWAY



Gateways

- Gateways support traffic calming objectives and create a sense of arrival
- The south gateway is just north of the existing Furry Creek sign near the northbound exit to Furry Creek
- The north gateway is near the crest of the hill

Transition from 2-lane Highway

Temporary 3-lane Olympic Expansion

Transition to 4-lane Highway

Proposed South Gateway

Existing Furry Creek Sign

Community Trail Network

The highway design through Furry Creek provides improved safety, reliability and capacity by:

- Providing a four-lane divided highway through Furry Creek
- Providing widened paved shoulders to provide more room to accommodate cycling and emergency pull-offs
- Providing center median barrier to prevent head-on collisions

In addition, highway improvements will:

- Improve sightlines
- Provide smoother transitions into curves
- Generally improve the consistency and standards of driving
- Provide improved acceleration and deceleration lanes for entrance and exits to the highway

Proposed Bus Stop Locations

- Proposed southbound bus stop provides room to pull off and merge back onto the southbound highway and is within a reasonable distance of the pedestrian underpass. Sufficient room is provided for future community upgrades.
- Proposed northbound bus stop is within a short walking distance from Furry Creek Centre, and could be linked into the trail system. Sufficient room is provided for future community upgrades.

Additional highway safety features

- High-resolution pavement markings
- Roadside rumble strips
- Roadside delineators to assist in keeping drivers alert and driving safely

Split-Grade

4-lane Highway

Proposed North Gateway

Transition from 4-lane to 3-lane Highway

Relocated Hydro Poles

Relocated Light Fixtures

Pedestrian Underpass

- A 2.3 metre high by approximately 2 metre wide steel culvert under the highway with an asphalt walking surface sloped to drain to one end
- Lighting for improved visibility within the underpass, and to help create a more open feeling
- Provides access across the highway within the community, as well as access to future bus stops on each side of the highway and potential to connect to the current community trail network

New Furry Creek Bridge

- New two-lane bridge located east of the existing Furry Creek highway bridge
- Split-grade from the existing highway bridge
- Eliminates the need for merging the traffic to one lane in each direction
- Improves the ease of access onto highway

PRELIMINARY DESIGN CONSULTATION TOPICS

The Sea-to-Sky Highway Improvement Project is now at the Preliminary Design Stage. The following preliminary design features are the focus of this consultation:

COMMUNITY GATEWAYS

OVERVIEW

The Sea-to-Sky Highway Improvement Project is developing a community gateway concept for the Sea-to-Sky corridor.

In Furry Creek, gateways would define the entry from both directions into the Furry Creek community, in a similar manner to other corridor communities, but with distinctive elements unique to Furry Creek in order to set it apart.

The southernmost sign (the big rock sign) will have to be temporarily relocated to accommodate a temporary third lane of traffic planned in the vicinity of Porteau Bluffs during the Olympic period. This rock sign could be relocated at or near its present location at the conclusion of the Olympic period.

1. GATEWAY FEATURE OPTIONS

The goal of each of the following options is to acknowledge the Sea-to-Sky highway as a whole with *Elements of Continuity*, while also recognizing individual communities through *Elements of Distinction*.

Elements of Continuity are consistent aspects that recognize the Sea-to-Sky highway corridor as a system from West Vancouver to Whistler.

Elements of Distinction will be developed in consultation with each community at the detailed design phase. These components will represent each community as a unique place and destination.

Community Rocks Option

A boulder or rock (real or 'faux') would be located at each community gateway, with the opportunity to carve both the community name and a selected image for local identity. The use of rock as a theme is naturally tied to the surrounding natural landscape.

Alternately, this rock feature could be used as a consistent base that is adorned with the community name and a symbol or sculpture chosen after considering input from the community during the detailed design stage. In each case the boulder would be approximately eight feet high, and could be illuminated.



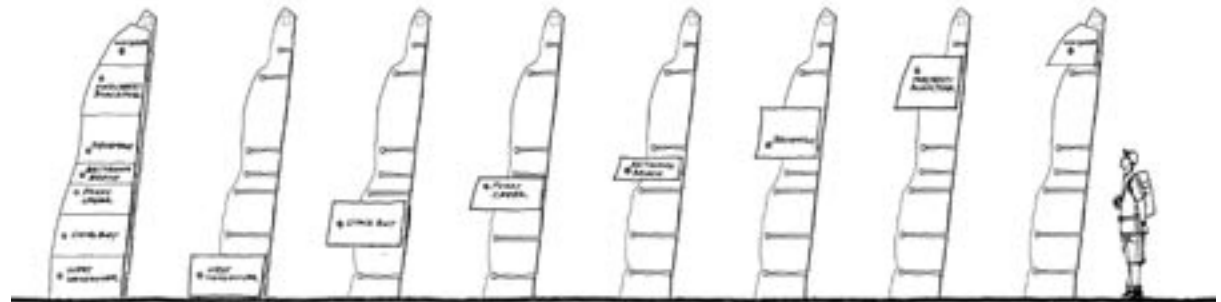
Community Links Option

The Community Links option would provide both elements of continuity – a vertical face (wood or metal) – and elements of distinction – in this case, a unique glass-like, metal or wooden band designed after considering input from the community during the detailed design stage.

The vertical face would have one edge carved to represent the curve of the Sea-to-Sky highway. The locations of other corridor communities would be indicated by a line;

as one progresses along the corridor the appropriate community name would be highlighted and written on a coloured sleeve or band that is attached to the slab.

The Community Links option emphasizes the linking of communities from West Vancouver to Whistler along the Sea-to-Sky highway corridor. The slab would be approximately 14 feet high in order to be adequately visible to passing motorists and could be illuminated.

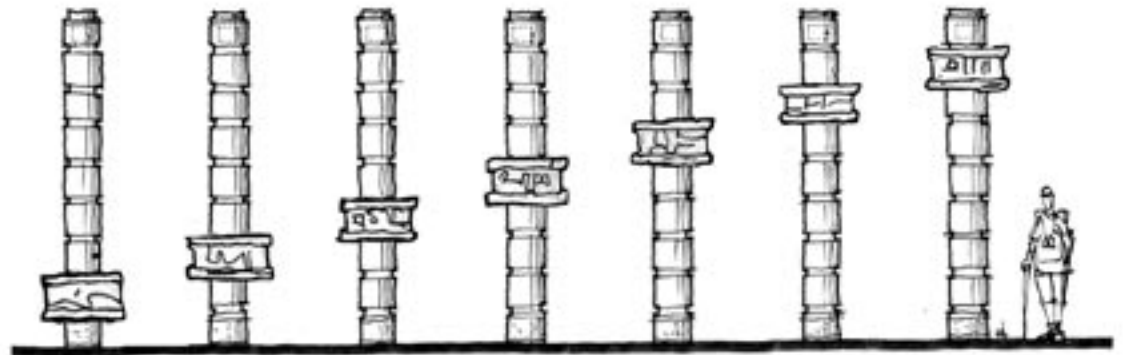


Community Rings Option

The Community Rings option would provide vertical poles of wood or metal as an element of continuity, with a unique wood, metal or glass-like ring as its element of distinction, designed after considering input from the community during the detailed design stage.

Throughout the corridor, the appropriate community name would be highlighted and written on a coloured 'ring' that wraps around the pole. This solution emphasizes the location of each community along the corridor while highlighting the idea of belonging to a network of corridor communities.

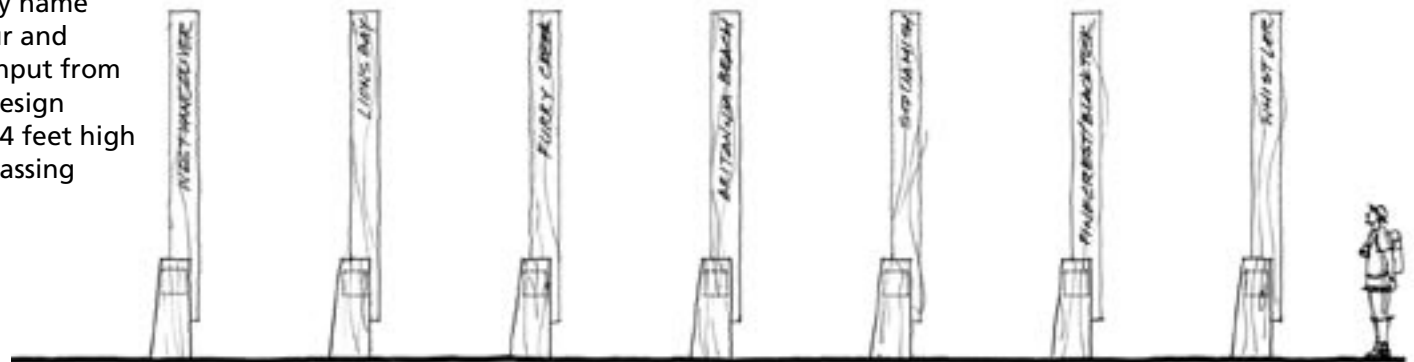
The pole would be approximately 14 feet high in order to be adequately visible to passing motorists, and could be illuminated.



Community Blades Option

In the Community Blades option, each corridor community would be recognized with equal prominence by the use of sign poles. The element of continuity is a base fabricated from a solid wood beam. This theme integrates with the surrounding environment and history of the area, while its simple geometric form is contemporary and highly adaptable to other signage uses of different scales.

The element of distinction would be the metal or wooden blade with the community name that fits into the base, with the colour and imagery designed after considering input from the community during the detailed design stage. The feature is approximately 14 feet high in order to be adequately visible to passing motorists, and could be illuminated.



2. LANDSCAPE FEATURES

The Furry Creek portion of the Sea-to-Sky corridor is defined as a smaller community within a section of rural highway. The intent is to highlight smaller communities through some tree or shrub plantings, banners, or other landscape features.

With respect to landscape opportunities in Furry Creek, consideration was given to specific highway limitations such as sightlines, steep rock slopes or rock cuts adjacent to the highway, and overhead power lines, in order to maintain safety objectives for the Sea-to-Sky Highway.

In developing landscape options for the Furry Creek area, one of the main design considerations was the existing character of the area. The Sea-to-Sky Highway landscape is typically confined, with steep slopes and forest, especially on the east side of the highway. Upon entering Furry Creek, the landscape opens up, contributing to the uniqueness and “sense of place” of this community.

Plantings or other landscape features can be used to reinforce landscape character and to enhance gateways, contributing to the identification of communities. The landscape options explore some alternative methods for landscape treatment of community gateways and the roadside. During the detailed design phase of community consultation, input from the community will be considered in the selection of specific plants and shrubs. The detailed design phase will be held prior to completion of the highway improvements.

The split grade of the highway in the Furry Creek area presents opportunities for planting in the

median. South of the new Furry Creek bridge, there is an opportunity to plant the slope with shrubs. North of the bridge, there is space for a hedge or row of shrubs in front of the low retaining wall, with grass to be placed on the slope below the shrubs. These treatments are common to all landscape options.

Landscape Option A – Open Spaces

Refer to Landscape Display Board

The approach to the gateways in Option A is to plant five or six trees close together in rows along each side of the road just beyond the gateway sign. This would enhance the gateway experience; however, it could require the removal of some forest vegetation.

Option A retains the openness of the landscape of the south Furry Creek area. Trees would be planted, where possible, north of the open area, which would enhance the contrast between the forested area and the south open area where the golf course is located. Not planting trees in the south area would preserve the views in the future.

Landscape Option B - Trees

Refer to Landscape Display Board

The approach to the gateways in Option B is to plant five or six trees close together in rows along each side of the road just before the gateway sign. This would enhance the gateway experience; however, it could require the removal of some forest vegetation.

Option B would involve planting trees along the roadside in the south Furry Creek area. At previous community meetings, some interest was

expressed in seeing this type of tree planting. No trees would be planted north of the open area, although self-seeding of trees and shrubs would likely occur over time.

In Option B, the area between the highway and the frontage road (east of the highway, north of the south exit) would include restoration of some clumps of native trees and shrubs.

Landscape Option C – Banner Poles

Refer to Landscape Display Board

Landscape Option C focuses on the use of banner poles instead of trees to provide a special gateway identity to the Furry Creek area. The gateways would include closely-spaced banner poles instead of trees beyond the gateway sign. One advantage to this approach would be that the banners would remain highly visible, even with the growth of the adjacent forest.

In the approaches into Furry Creek past the gateways, existing light poles could have banners added to them.

In Landscape Option C, the area between the highway and the frontage road (east of the highway, north of the south exit area) would include a more concentrated landscape treatment and would be completely restored with native trees and shrubs wherever disturbance might occur as a result of the highway upgrading.

3. BUS STOPS

Although there are currently no bus stops in Furry Creek, a new pedestrian underpass will allow pedestrian access to each side of the highway, in response to community input. The pedestrian underpass makes the provision of bus stops in each direction more feasible to accommodate future bus service.

In the southbound direction, a future bus stop is proposed in the existing gravel area directly west of the existing northbound right-in / right-out access. There is sufficient room to pull off and merge back onto the southbound highway, and it is within a reasonable distance of the pedestrian underpass. In addition, this location has sufficient room for future community upgrades.

In the northbound direction, a future bus stop is proposed within the traffic island for the northbound right-in / right-out. This location was selected, following discussion with bus operators, to service the bus movement, since there is no available turn-around in the frontage road area. This bus stop would be a short walking distance from Furry Creek Centre, and could be linked into the trail system. There is sufficient room at this location for future community upgrades.

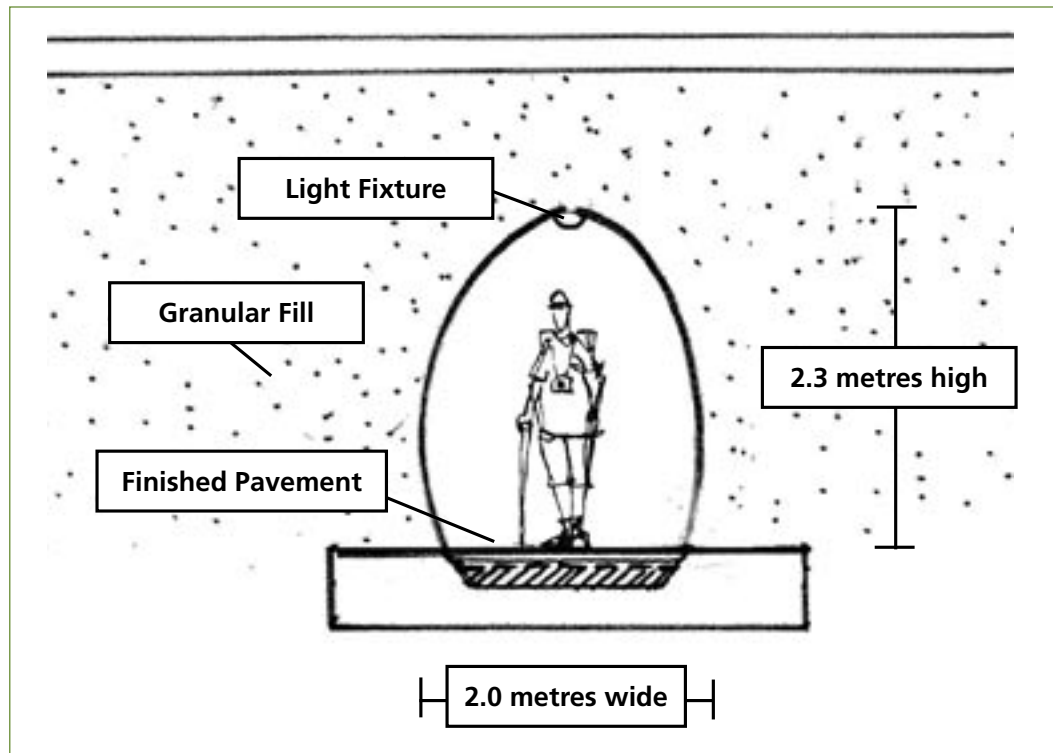
4. PEDESTRIAN UNDERPASS

The construction of a pedestrian underpass has been proposed, north of the current northbound highway right-in / right-out access. This pedestrian underpass would include the construction of a 2.3 metre high by 2 metre wide elliptical steel arch culvert under the highway, with an asphalt walking surface sloped to drain

to one end. In addition, the underpass would have lighting for improved visibility within the tunnel.

The pedestrian underpass will provide pedestrian access across the highway within the community, as well access to future bus stops on each side of the highway. The community could connect to the pedestrian underpass through expansion of the current trail network.

The proposed pedestrian underpass has been located as shown to accommodate the depth of the underpass and is in close proximity to future bus stop locations.



This feedback form gives you an opportunity to provide your comments on the Furry Creek portion of the Sea-to-Sky Highway Improvement Project. Please complete the feedback form by indicating your choice in the box for each question and also provide your comments.

1. COMMUNITY GATEWAY FEATURE OPTIONS

The Sea-to-Sky Highway Improvement Project plans to implement a gateway strategy throughout the highway corridor. Four options have been proposed. Please indicate your preference: **1** (your most favorite); **2** (your second favorite); **3** (your third favorite); and **4** (your least favorite).

Which of the proposed Gateway Feature Options do you prefer?

Community Rocks Option

Community Links Option

Community Rings Option

Community Blades Option

Comments: _____

2. LANDSCAPE

The Sea-to-Sky-Highway Improvement Project has developed landscape options for the Furry Creek area. One of the main design considerations was the existing character of the area. Please indicate your preference: **1** (your most favorite); **2** (your second favorite); **3** (your least favorite).

Which of the proposed landscape options do you prefer?

Landscape Option A – Open Spaces

Landscape Option B – Trees

Landscape Option C – Banner Poles

Comments: _____

3. BUS STOPS

The Sea-to-Sky Highway Improvement Project proposes to provide two locations to accommodate future bus stops, one northbound and one southbound.

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

Do you agree that this is a suitable location for a future northbound bus stop?

Yes

No

Comments: _____

Please provide your contact information (optional)

Name: _____

Address: _____

Phone: _____

E-mail: _____

4. PEDESTRIAN UNDERPASS

The Sea-to-Sky Highway Improvement Project proposes to locate a pedestrian underpass just north of the current northbound highway right-in / right-out access. The underpass will provide pedestrian access across the highway within the community, as well as provide access to future bus stops on each side of the highway. The pedestrian underpass will be 2.3 metres high by 2 metres wide and will include lighting for improved visibility.

Comments: _____



For further information about the Furry Creek Consultation, please contact:

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