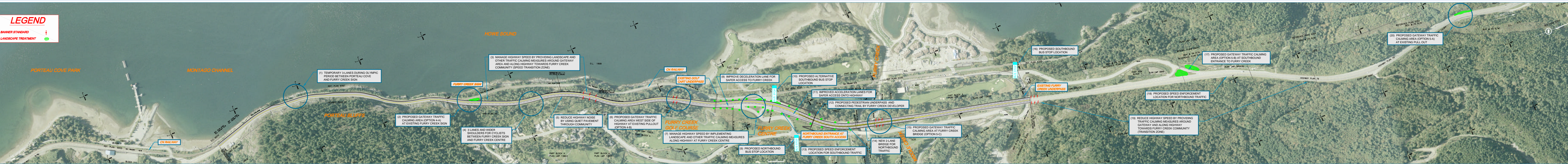


**LEGEND**

BANNER STANDARD

LANDSCAPE TREATMENT



## Proposed Highway Improvements

### Key Characteristics of design improvements in Furry Creek are:

- (1) Use CN Rail line for a temporary third lane during Olympic period between Porteau Cove and the Furry Creek sign
- (2,6,15,17, and 20) Implement improvements such as gateway treatments at the north and south to support traffic calming objectives and create a sense of arrival
- (3,7, and 19) Implement landscape treatments at north and south gateways and at Furry Creek centre (northbound entrance) to calm traffic
- (4) Highway improvements include 2-lane highway plus new alternating passing lane with wider shoulders for cyclists and disabled vehicles between the Furry Creek sign and Furry Creek centre
- (5) Reduce highway noise through the use of quiet pavement, and speed management by traffic calming and police enforcement areas
- (8 and 11) Improve safety and reliability including improved deceleration/acceleration lanes at Furry Creek south access
- (14) Construct new 2-lane bridge over Furry Creek to the east of the existing highway for northbound lanes; utilize the existing bridge for 2 southbound lanes
- (9 and 16) Provide bus stops off highway at northbound and southbound entrances to Furry Creek
- (10) Possible alternative southbound bus stop location on west side of highway at Furry Creek centre
- (13 and 18) Construct speed enforcement locations for northbound and southbound traffic
- (12) Consider pedestrian underpass and connecting trails (possible cost share item)

### Primary Goals for the Sea-to-Sky Highway Improvement Project are to :

- Achieve safety improvements
- Achieve reliability improvements
- Complete the project by late 2009
- Manage traffic flows during construction to minimize disruption and to maximize predictability
- Remain within the project budget of \$600 million.

### Evaluation

	Community Issues	Benefits/Results
<b>Safety/Access</b>	<ul style="list-style-type: none"> <li>• Safer entry and exits with improving sightlines</li> <li>• Safe pedestrian crossing of highway</li> <li>• Lengthy delay entering highway during heavy traffic</li> <li>• Facilitate enforcement to encourage speed reduction</li> <li>• Improve gateway/amenity signage to improve driver decision making and traffic calming</li> <li>• Safe location for bus stop and provide bus shelter</li> </ul>	<ul style="list-style-type: none"> <li>• Improve deceleration/acceleration lanes and alignment to encourage safer vehicle movements.</li> <li>• Available through existing highway underpass with sidewalk, allow pedestrian underpass and connecting trails to be constructed by Furry Creek developer.</li> <li>• Northbound access lane improvements will improve merge lane onto highway. No change to southbound access.</li> <li>• Enforcement pullout locations will be co-ordinated with the RCMP.</li> <li>• Corridor signage and gateway requirements will be undertaken with community input.</li> <li>• Several locations available for bus stops have been identified and the preferred option will be incorporated into the highway design. Safe pedestrian access is important when selecting the location.</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>• Increased noise from heavy traffic</li> </ul>	<ul style="list-style-type: none"> <li>• New pavement surface will reduce noise. Current and projected noise levels are within MoT policy limits.</li> <li>• Traffic calming measures and police enforcement will reduce speed and associated noise.</li> <li>• Improved passing opportunities north and south of the community should reduce driver frustration, speed, and noise through the community.</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>• Protection of natural environment</li> <li>• Enhanced highway landscaping</li> <li>• Eliminate pull-out at south end of community to prohibit access to private property</li> </ul>	<ul style="list-style-type: none"> <li>• Minimize fisheries impact at Furry Creek bridge. Use existing highway and retaining walls to limit disturbance.</li> <li>• Corridor wide landscaping design criteria developed, specific community requirements to be reviewed during preliminary design consultation.</li> <li>• No parking permitted on the highway. Existing pullout to be landscaped or used as a southbound bus stop.</li> </ul>