

Pre-Design Consultation Summary Report

Pinecrest – Black Tusk

November 18, 2004

Table of Contents

Project Overview	1
Community Consultation	1
Traffic Management	2
Overview of Consultation on Highway Improvement Design	2
Pre-Design Consultation Goals	2
Pre-Design Consultation Methods	3
Key Theme Summary	4

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 Email Feedback Forms

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, over the long term, 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:

- 4 lanes Horseshoe Bay to Lions Bay
- 2 lanes Lions Bay to Porteau Cove
- 3 lanes from Porteau Cove 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. 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 2009
- Manage traffic flows during construction to minimize disruption and maximize predictability
- Complete the project on time and on budget

A. COMMUNITY CONSULTATION

The Ministry of Transportation (MoT) has consulted about the scope of highway improvements since 2002 with communities, businesses and residents along the corridor. The MoT project team has attended close to 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 Lions Bay Community Advisory Group, Howe Sound Community Forum, Squamish advisory groups, Pinecrest and Black Tusk Advisory Group, Tourism Whistler, One-Whistler, Chambers of Commerce, environmental organizations, including the Recreation Focus Group and the public.

B. TRAFFIC MANAGEMENT

A key priority of the Ministry of Transportation is to minimize disruption and maximize the predictability of traffic delays and road closures 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. For additional information, go to:

<http://www.seatoskyimprovements.ca/>.

2. OVERVIEW OF CONSULTATION ON HIGHWAY IMPROVEMENT DESIGN

As the Sea-to-Sky Highway Improvement Project proceeds through various design stages and ultimately to construction, communities and key stakeholders are consulted. The design stages include:

- Pre-Design
- Preliminary Design
- Detailed Design

A. PRE-DESIGN CONSULTATION GOALS

The purpose of the Pinecrest and Black Tusk consultation is to:

- Inform the community and stakeholders about the draft pre-design options for improvements to the Sea-to-Sky Highway within Pinecrest and Black Tusk 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, community advisory group and other stakeholders.

B. PRE-DESIGN CONSULTATION METHODS**a. DISCUSSION GUIDE AND FEEDBACK FORM**

A discussion guide (see tab 4) was developed that explained the purpose of the consultation, described design options for residents and included a feedback form to assist in gathering community input. The discussion guide also provided maps that highlighted the location of each option. Feedback was returned at Open Houses, by email, fax and mail.

b. WEB-BASED CONSULTATION

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

c. COMMUNITY ADVISORY COMMITTEE

The Sea-to-Sky Project team met with the Pinecrest and Black Tusk Community Advisory Committee (CAG) on September 14, 2004. The project materials were reviewed with the CAG. Members indicated appreciation for the materials and said they preferred Option C. They also said they looked forward to results of the consultation with the community.

c. OPEN HOUSES

An Open House was held on Sunday, November 7, 2004 from 1:00-4:00 pm at Sea-to-Sky Hotel (Ballroom), Squamish, B.C. Presentation boards provided background on each of the three options and Sea-to-Sky staff were available to answer questions.

d. ADVERTISEMENTS

169 feedback forms were mailed to Pinecrest and Black Tusk residents with a notice inviting them to attend the Open House (see tab 3) and 130 emails were sent to residents notifying them of the Open House and attaching the feedback form. In addition the Pinecrest/Black Tusk Community Advisory Group sent a notice to the community (see tab 3)

3. KEY THEME SUMMARY

There were approximately 221 participants in the consultation. A total of 212 feedback forms were returned with 177 submitted at the Open House, 18 by email, 9 by fax and 8 by regular mail.

Summary of Feedback Form Choice

96% of participants expressed a preference for Option C — Major Re-Alignment.

Participants were asked: **Please indicate your preference for Option A, B or C by marking the appropriate box with an “X”.** The following are the statistical results for each option:

Option A — Existing Alignment	0.94%
Option B — Minor Re-Alignment	0.00%
Option C — Major Re-Alignment	96.23%
No choice selected	2.83%

Key Theme Summary of Comments

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

a. Protection of Water Supply

The participants primary concern expressed was protection of the water supply for Pinecrest and Black Tusk. Participants said that Option C offered the best protection for water supplies. Others were concerned that with options A and B potential runoff from the highway or a major highway accident, involving a tanker truck for example, would create the greatest damage to the water supply. Participants said these risks were significantly lower with Option C.

b. Safety

Participants said that Option C provided for the highest level of safety on the highway. They said that Option C would make entering and exiting the community safer, crossing the highway safer and, perhaps most importantly, increase safety for their children and school buses.

c. Noise

Participants indicated a preference for Option C as they felt it would reduce the noise from vehicles on the highway and during the construction of the new highway.

d. Environment

Participants indicated that Option C offered the greatest protection of their environment. Feedback indicated that when participants spoke of their environment they referred to the natural environment, the lake and water supplies and impacts such as noise.

e. Option A or no preference selected

Of the two participants who selected Option A, their primary concern was community access. They felt that Option A allowed for better access to the community.

Of the five participants who did not indicate a preference by marking one of the options, their comments indicated support for Options C.

Appendix