

## 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. 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 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 lanes Lions Bay to Porteau Cove (3rd lane on rail bed for Olympics)
- 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 and 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; and
- Complete the project on time and on budget.

## COMMUNITY CONSULTATION

### Corridor-wide 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 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.

Community Advisory Groups (CAG) have been established along the corridor, including within the Pinecrest/Black Tusk area. The groups are composed of individuals nominated by their organization who participate in the design review process. The objectives of the work of the CAG's are to identify and compare provincial and community needs, issues goals and objectives.

In addition to these working groups, the MoT conducted a broader-based public consultation that included public open houses and town hall meetings between October 9 – 31, 2002. Further consultation took place in August 2003 as part of the environmental assessment process. Open houses provided information about the project and offered conceptual drawings. The open houses included a moderated forum where questions were submitted to a panel of MoT environmental and engineering staff.

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 (CURRENT)
3. Preliminary Design Consultation
4. Detailed Design Consultation

## PRE-DESIGN OPTIONS FOR PINECREST ESTATES/BLACK TUSK VILLAGE

### Pre-Design Consultation

The Sea-to-Sky Highway Improvement Project Team is currently undertaking the Pre-Design Consultation. In the overall context of the project scope, schedule and budget, communities along the Sea-to-Sky corridor will be involved in pre-design consultations to ensure that community objectives are considered as appropriate highway improvements are designed to meet the primary safety, reliability and capacity goals.

The purpose of the Pre-Design consultation with Pinecrest and Black Tusk is to:

- A. Inform the community and stakeholders about the design options** for improvements to the Sea-to-Sky Highway within Pinecrest and Black Tusk;
- B. Gather input and feedback** regarding the design options for the highway improvements from the community and stakeholders; and to
- C. Summarize community and stakeholders** input for consideration by the Ministry of Transportation. Distribute the Consultation Summary Report to consultation participants, Community Advisory Group and stakeholders.

There are three draft pre-design options for the area of Pinecrest Estates/Black Tusk Village.

**Option A - Existing Alignment** (2- lane highway with alternating passing lanes by widening existing highway alignment) This option would generally run along the existing route and would meet the Sea-to-Sky Highway safety and reliability improvement goals. This upgrade would include significant straightening, improved sightlines and would minimize environmental impacts. At Pinecrest, Black Tusk and Brew Creek, the accesses would be upgraded to a T-intersection to provide improved left turning in and out of the communities. At the MacDonald property, the access would be a right-in/right-out. The community's drinking water supply would be protected by providing road drainage to control and redirect the surface runoff away from Retta Lake.

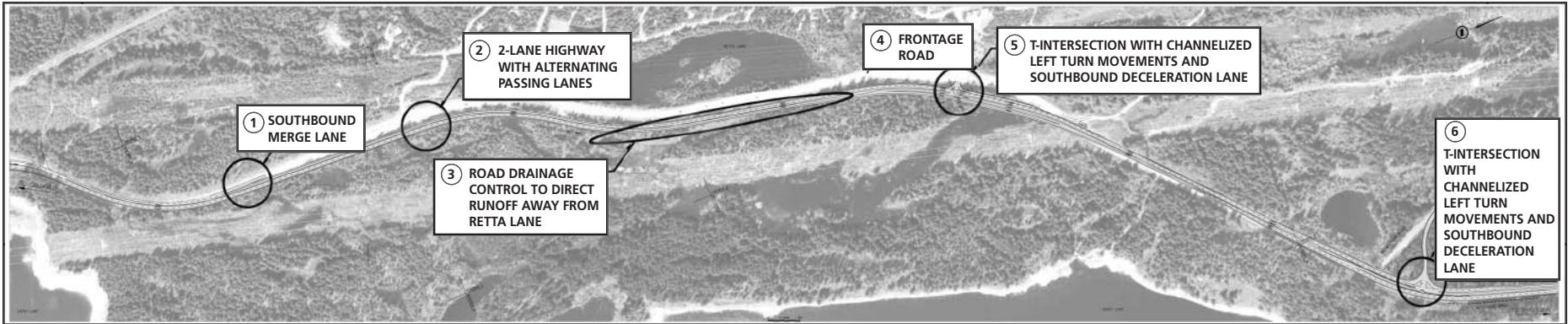
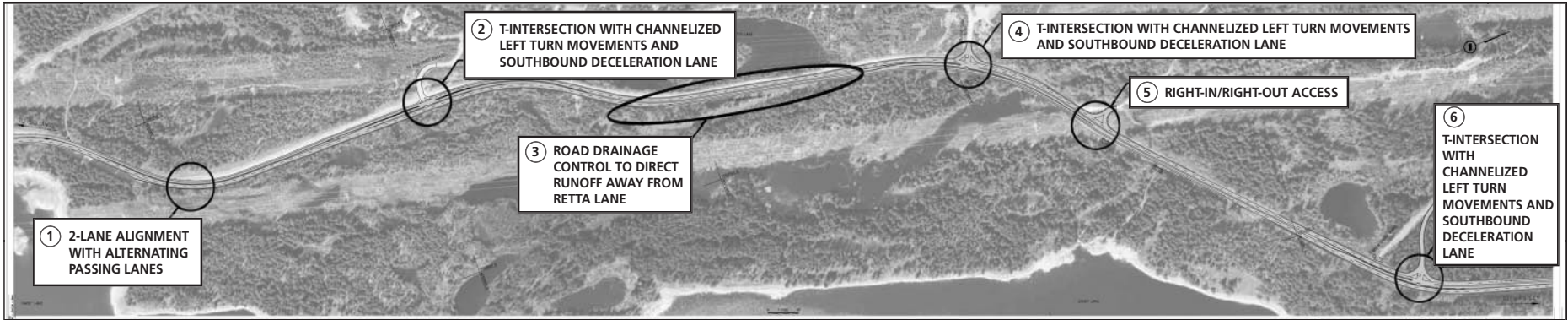
**Estimated cost is \$5.5 million.**

**Option B - Minor Re-Alignment** (2- lane highway with alternating passing lanes, adjacent to the existing highway) This option would create a new highway adjacent to the existing route, which would meet the Sea-to-Sky Highway safety and reliability improvement goals. The existing highway would be available for community use as a frontage road. This minor re-alignment option would reduce the number of highway accesses from four to two. The Pinecrest, Black Tusk and MacDonald accesses would be consolidated into one T-intersection to provide improved left turning in and out of the communities. The Brew Creek access would be upgraded to a T-intersection to provide for left turns in and out. This option has medium to high environmental impacts specific to wildlife and fisheries. The environmental impacts in this option are greater than in the existing alignment option and the major re-alignment option. The community's drinking water supply would be protected by directing road drainage from the re-aligned highway away from Retta Lake.

**Estimated cost is \$ 6.7 million.**

**Option C – Major Re-Alignment** (2- lane highway with alternating passing lanes, on a by-pass alignment away from the existing highway) This option bypasses the Pinecrest/Black Tusk community and runs along a new route on the west side of Daisy Lake. The new highway would meet the Sea-to-Sky Highway safety and reliability improvement goals and the existing highway would be available for community use as a frontage road. This option would reduce the number of accesses to the highway from four to two. The Pinecrest, Black Tusk and MacDonald accesses would be consolidated into one T-intersection to provide improved left turning in and out of the communities. The Brew Creek access would be upgraded to a T-intersection to provide for left turns in and out. This option has some environmental impacts specific to wildlife and fisheries, which will be minimized. The community's drinking water supply would be protected as the re-aligned highway is well away from Retta Lake.

**Estimated cost is \$6.4 million.**



This feedback form provides you with an opportunity to provide your comments on the Pinecrest Estates/Black Tusk Village portion of the Sea-to-Sky Highway Improvement Project. Please indicate your preference for Option A, B or C by marking the appropriate box with an "X". Please also provide your comments.

**Option A - Existing Alignment**

(2- lane highway with alternating passing lanes by widening existing highway alignment) This option would generally run along the existing route and would meet the Sea-to-Sky Highway safety and reliability improvement goals. This upgrade would include significant straightening, improved sightlines and would minimize environmental impacts. At Pinecrest, Black Tusk and Brew Creek, the accesses would be upgraded to a T-intersection to provide improved left turning in and out of the communities. At the MacDonald property, the access would be a right-in/right-out. The community's drinking water supply would be protected by providing road drainage to control and redirect the surface runoff away from Retta Lake.

**Estimated cost is \$5.5 million.**

**Option B - Minor Re-Alignment**

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**Estimated cost is \$ 6.7 million.**

**Option C - Major Re-Alignment**

(2- lane highway with alternating passing lanes, on a by-pass alignment away from the existing highway) This option bypasses the Pinecrest/Black Tusk community and runs along a new route on the west side of Daisy Lake. The new highway would meet the Sea-to-Sky Highway safety and reliability improvement goals and the existing highway would be available for community use as a frontage road. This option would reduce the number of accesses to the highway from four to two. The Pinecrest, Black Tusk and MacDonald accesses would be consolidated into one T-intersection to provide improved left turning in and out of the communities. The Brew Creek access would be upgraded to a T-intersection to provide for left turns in and out. This option has some environmental impacts specific to wildlife and fisheries, which will be minimized. The community's drinking water supply would be protected as the re-aligned highway is well away from Retta Lake.

**Estimated cost is \$6.4 million.**

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HIGHWAY IMPROVEMENT PROJECT

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