

# **sea-TO-SKY**

**HIGHWAY IMPROVEMENT PROJECT**

## **Preliminary Design Consultation Summary Report**

**Pinecrest Estates/Black Tusk Village**

**July 4, 2006**

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## 1. PROJECT OVERVIEW

### 1.1 PROJECT SCOPE

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 2-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.

## 1.2 PROJECT GOALS

**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

## 1.3 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.

## 1.4 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 travelers. 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](http://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 travelers can receive text message alerts about major or unscheduled events that affect highway travel.

## **2. OVERVIEW OF PRELIMINARY DESIGN CONSULTATION ON HIGHWAY IMPROVEMENTS**

### **2.1 STAGES OF CONSULTATION**

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

### **2.2 PRELIMINARY DESIGN CONSULTATION GOALS**

The purpose of the Pinecrest Estates/Black Tusk Village consultation on Preliminary Design is to:

- Gather community feedback and input regarding refinements to gateways and landscaping along the re-aligned segment of the highway;
- Summarize community and stakeholders' input for consideration by the Ministry of Transportation and the S2S Transportation Group as they develop detailed designs, and distribute the Consultation Summary Report to consultation participants and other stakeholders.

### **2.3 PRELIMINARY DESIGN CONSULTATION TOPICS**

The following consultation topics were discussed in the Pinecrest Estates/Black Tusk Village preliminary design community consultation:

- Location of the proposed north and south community gateways
- Preferred gateway feature options
- Preferred landscape features

## **2.4 PRELIMINARY DESIGN CONSULTATION METHODS**

### **a. DISCUSSION GUIDE AND FEEDBACK FORM**

A discussion guide was developed that explained the purpose of the consultation, described the preliminary design options for residents and provided a feedback form to assist in the gathering of community input.

The discussion guide also included:

- Maps showing the location of highway improvements and features
- Background on the Sea-to-Sky Highway Improvement Project's response to community input from the pre-design consultation
- Graphics illustrating the Community Gateway options
- Descriptions of the Community Gateway options
- Graphics illustrating the Landscape Feature options
- Descriptions of the Landscape Feature options

Feedback was gathered at the CAG meeting, at the open house, and by on-line feedback form, fax and mail.

### **b. WEB-BASED CONSULTATION**

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

### **c. CAG MEETING**

On May 16, 2006, a meeting was held with the Pinecrest Estates/Black Tusk Village Community Advisory Group (CAG).

### **d. OPEN HOUSE**

An open house was held to provide Pinecrest Estates/Black Tusk Village residents, community organizations and stakeholders with the opportunity to provide feedback on the preliminary design options. Presentation boards provided background on the options and Sea-to-Sky staff were available to answer questions.

#### **Saturday, May 27, 2006**

10:00 a.m. – 1:00 p.m.

Garibaldi Volunteer Fire Department Hall

Approximately 230 residents and stakeholders participated in the preliminary design consultation program.

**e. ADVERTISEMENTS**

179 discussion guides including feedback forms were mailed to Pinecrest and Black Tusk residents. Included in the mailing was a notice inviting residents to attend the May 27, 2006 open house (see Appendices – section 4). Approximately 152 emails were sent to residents (by the CAG) notifying them of the open house. The open house notice was also posted at the mail kiosk.

### **3. SUMMARY OF FEEDBACK**

The Pinecrest Estates/Black Tusk Village Preliminary Design community consultation included gathering community feedback and input regarding Community Gateways and Landscape Features.

230 residents and stakeholders participated in the Pinecrest Estates/Black Tusk Village Preliminary Design community consultation. 138 feedback forms were returned, as follows:

- 5 feedback forms were returned at the May 16, 2006 CAG meeting
- 101 feedback forms were returned at the May 27, 2006 Open House
- 29 feedback forms were submitted via email/online feedback form
- 3 feedback forms were returned by mail

#### **3.1 SUMMARY OF FEEDBACK FROM COMMUNITY ADVISORY GROUP MEETING**

The following provides a key theme summary of comments from the Community Advisory Group meeting.

- The importance of the realignment of the highway was noted by all participants.
- Participants discussed the importance of the southbound exit for use by buses and emergency vehicles and that it not be used as a north bound entry into the community.
- Participants noted that the capacity for a future bus stop should be considered.
- Participants discussed the name of the community and agreed to ask the community whether they wished to consider a formal name change.

### 3.2 SUMMARY OF FEEDBACK FORM RESPONSES<sup>1</sup>

The following provides a summary of input provided through the consultation feedback form. The quantitative results are presented below and these are followed by a qualitative summary of feedback form comments.

#### Gateway<sup>2</sup> Features

##### North Gateway

The **north** gateway is proposed 400 metres north of the intersection into the Pinecrest/Black Tusk community. Do you agree with the proposed location of the north gateway?

<b>Strongly Agree</b>	70%
<b>Somewhat Agree</b>	13%
<b>Agree</b>	17%
<b>Somewhat Disagree</b>	1%
<b>Strongly Disagree</b>	0%

##### Key Theme Summary from Additional Comments

- Some participants noted the importance of including safety improvements in the gateway locations such as 'reduced' speed limit signs and a stoplight at the intersection.
- Some participants also requested that the gateways be lit. Several participants commented on the importance of good sight lines for traffic.

##### South Gateway

The **south** gateway is proposed 500 metres south of the intersection into the Pinecrest/Black Tusk community. Do you agree with the proposed location of the south gateway?

<b>Strongly Agree</b>	74%
<b>Somewhat Agree</b>	8%
<b>Agree</b>	17%
<b>Somewhat Disagree</b>	0%
<b>Strongly Disagree</b>	1%

##### Key Theme Summary from Additional Comments

- Several participants expressed concerns that the signage should be made more visible, by increasing the height, ensuring that the area is lit, and by contrasting the name of the community from the material of the sign.

<sup>1</sup> The percentages for feedback responses are calculated from responses provided to the questions. Percentage totals may not add to 100% due to rounding.

<sup>2</sup> Gateways are architectural features at the entrance to a community that contribute to public safety by calming traffic and creating a sense of arrival.

### Gateway Feature Options

The Sea-to-Sky Highway Improvement Project plans to implement a gateway strategy throughout the highway corridor. Four gateway feature options are proposed for the gateways to the Pinecrest Estates/Black Tusk Village area and are shown on pages 4 and 5 of the discussion guide. *On a scale of 1 (Not at all appealing) to 5 (Very appealing) indicate how appealing each of the following design options are to you by marking an "X" through the circle.*

<b>Community Rocks</b>	87% found this option very appealing
<b>Community Links</b>	5% found this option very appealing
<b>Community Rings</b>	2% found this option very appealing
<b>Community Blades</b>	3% found this option very appealing

### Key Theme Summary from Additional Comments

- Most participants emphasized that they prefer the community rock feature, in keeping with the surroundings of the area.
- Some participants expressed a concern that the sign would be big/tall enough for motorists to read while passing through the area.
- Some participants noted that the lettering on the sign should be large enough to be visible to passing motorists.

### Landscape Features

Please indicate which landscape option you prefer. Choose one.

<b>Landscape Option 1 – Street Trees</b>	50% chose this option
<b>Landscape Option 2 – Banner Poles and Native Plantings</b>	31% chose this option
<b>Landscape Option 3 – Ornamental Trees</b>	18% chose this option

### Key Theme Summary from Additional Comments

- Some participants expressed concern about the landscape features restricting sightlines at the intersections.
- Some respondents commented that if the banner pole option was chosen, they wanted the banners changed seasonally, and also expressed concern about who would maintain the banners as they wore out.
- Those who selected the street tree option suggested that coniferous trees be used rather than deciduous trees, as they would fare better over time.