

#### 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.

Over the long term, 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 a minimum of 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 to 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
- Management of traffic flows during construction to minimize disruption and maximize predictability
- Completion of 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 more than 400 meetings. Much of the consultation has complemented various technical

studies undertaken by the MoT on tolling, other route options, and transportation alternatives.

Community groups have been established along the corridor, including within the Whistler area. The groups are composed of individuals nominated by their organizations who participate in the design review process. The objectives of the work of the community groups 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.

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 Consultation

The Sea-to-Sky Highway Improvement Project Team is currently undertaking Pre-Design Consultation. In the overall context of project scope, schedule and budget, communities along the Sea-to-Sky corridor are 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 is to:

- A. Inform the community and stakeholders about the design options** for improvements to the Sea-to-Sky Highway in the Brandywine to Function Junction section;
- B. Gather input and feedback** regarding the design options for the highway improvements from the community and stakeholders; and
- C. Summarize community and stakeholders input** for consideration by the Ministry of Transportation. The Consultation Summary report will be posted on the project website for consultation participants, community groups, stakeholders and the public.

### PRE-DESIGN CONSULTATION WITH WHISTLER

Open Houses will be held to provide Whistler residents, community organizations and businesses an opportunity to provide feedback regarding the draft pre-design options. Community feedback can be provided by attending the open houses listed below, or by accessing consultation materials and an on-line feedback form at [www.seatoskyimprovements.ca](http://www.seatoskyimprovements.ca).

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#### Open House Schedule

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Date	Time	Location
Saturday, April 2, 2005	2:00 p.m. – 5:00 p.m.	The Westin Resort and Spa 4090 Whistler Way
Thursday, April 7, 2005	5:30 p.m. - 8:30 p.m.	Whistler Municipal Hall Council Chambers 4381 Blackcomb Way

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### TRAFFIC MANAGEMENT

The Sea-to-Sky Project Team, in consultation with the public and key stakeholders along the Sea-to-Sky Highway corridor, has developed available time periods for highway closures and delays in order to undertake required construction activities. The private sector partner will take into account the available time periods in scheduling their work.

The Sea-to-Sky Highway Improvement Project's goal is to manage traffic to minimize disruption and maximize predictability.

#### The Traffic Management Plan

No highway closures or lengthy delays:

- Friday mornings through Sunday evenings
- During commuting hours 6 am to 9 am/4 pm to 8 pm
- On Canadian or U.S. statutory holidays
- During peak winter months (December – February)
- No daytime closures in peak summer months (mid-June to mid-September)

For updates, please visit [www.seatoskyimprovements.ca](http://www.seatoskyimprovements.ca)  
or call 1-877-4safe99 (toll free in Canada)  
or 1-604-660-1088 (international).

## **KEY HIGHWAY IMPROVEMENTS FOR BRANDYWINE TO FUNCTION JUNCTION SECTION**

Currently, the highway section from Brandywine to Function Junction is primarily 2 lanes with some short 3 and 4 lane sections. The Sea-to-Sky Highway Improvement Project will widen the existing 2-lane sections to at least 3 lanes to improve passing opportunities. Between Brandywine and Function Junction, the improved highway will generally follow the existing highway alignment. The additional passing lane will provide safe passing opportunities and increase mobility. The wider shoulder will provide opportunities to deal with incidents and disabled vehicles, and increase reliability. Highway improvements meet the project goals for safety, reliability and capacity.

**Specific improvements are listed on the right.**

### **Brandywine to Callaghan Section**

The improved highway will shift slightly west to facilitate the construction of the grade-separated railway crossing, which will improve the grade and the S-curve associated with this crossing. The grade-separated crossing will improve safety and movement by eliminating any potential for vehicle/train conflicts and eliminating wait times due to trains. At Brandywine Provincial Park, the existing access will be upgraded to a channelized T-intersection and turnaround to provide safer entry and exits into the park. The access to Brew Main Forest Service Road will also be upgraded to a channelized T-intersection to improve sightlines and safer entry and exits. The existing Brandywine Creek Bridge will be widened and upgraded to 3 lanes to increase capacity and reliability. Highway improvements in this area also include gateway signage announcing the arrival into the Resort Municipality of Whistler. Gateways contribute to public safety by calming traffic and creating a sense of arrival.

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### **Callaghan to Powerline Hill Section**

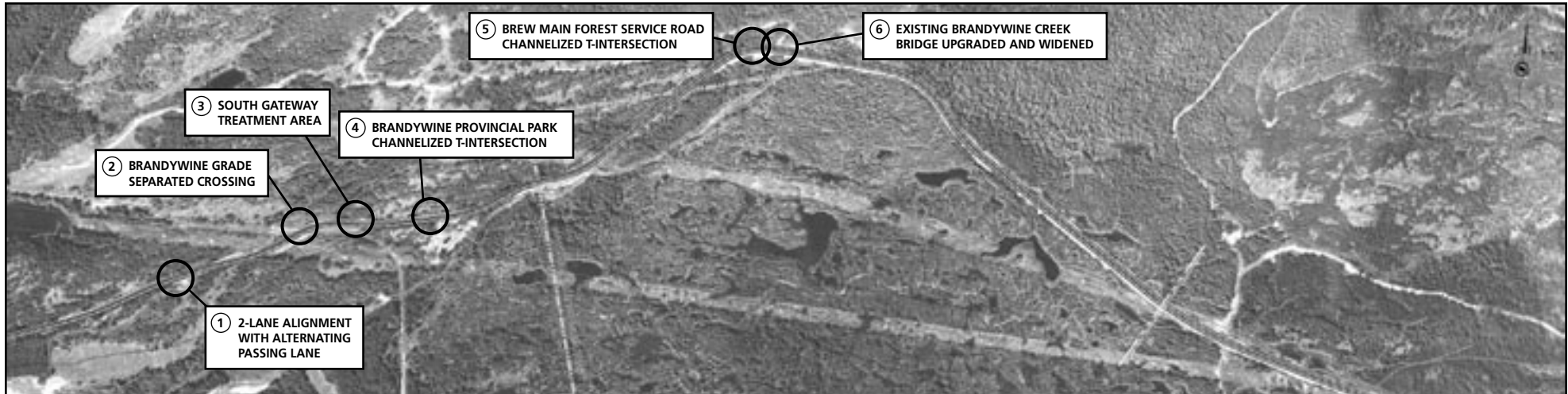
The proposed Whistler Nordic Centre access road will be a channelized T-intersection to provide safe entry and exits into the Callaghan Valley. Accesses at McGuire Forest Service Road and Cal-Cheak (Daisy Main) Forest Service Road will be upgraded to right-in/right-out accesses. A new twin 2-lane northbound bridge will be provided at Callaghan Creek to provide additional capacity and reliability. The Callaghan Forest Service Road access will be closed post-Olympics. The Whistler Nordic Centre Road is constructed to provide access into the Callaghan Valley. At the northern end of this section, the improved highway will move further east to accommodate widening and to straighten curves and reduce grades. Highway improvements include a viewpoint approximately 1 kilometre north of Callaghan Creek for northbound travellers, with parking for 5 to 10 vehicles, with a right-in/right-out access. This viewpoint will provide unobstructed views to the north, south and west.

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### **Powerline Hill to Function Junction Section**

In this section, the improved highway continues slightly east to accommodate widening, to straighten curves and to reduce grades near Powerline Hill, which will improve safety. Wider shoulders will provide opportunities to deal with incidents and disabled vehicles and increase reliability. The improved highway crosses the main channel of Millar Creek, where an environmentally improved open bottom arch culvert is proposed to promote fish passage. The improved highway at Millar Creek will shift slightly east to facilitate construction of a grade-separated crossing to improve safety and mobility by eliminating vehicle/train conflicts and eliminate wait times due to trains. As part of the highway improvements in this section, the Sea-to-Sky Highway Improvement Project proposes to rebuild the primary north gateway to the Resort Municipality of Whistler near Function Junction. A visual barrier will be provided to shield the Millar Creek sewage treatment facility from view while traveling on the highway.

## Brandywine to Callaghan Section



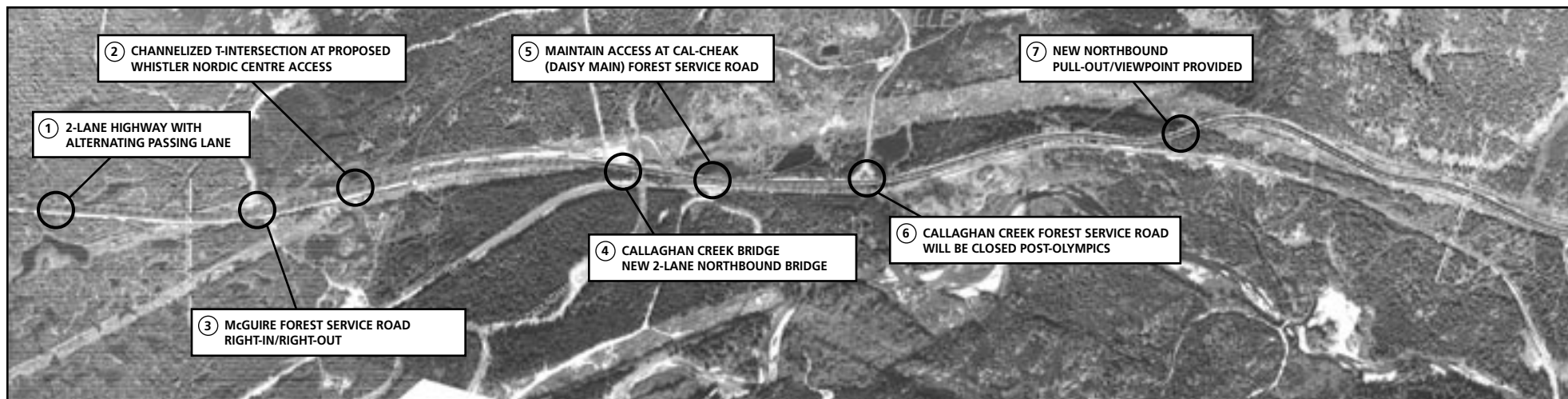
### PROPOSED HIGHWAY IMPROVEMENTS

#### Key Characteristics of design improvements:

- ① Widen 2-lane highway with alternating passing lane with wider shoulders for disabled vehicles and cyclists.
- ② Existing at-grade railway crossing just south of Brandywine Provincial Park upgraded to a grade separated crossing. Highway alignment shifted west to improve alignment and eliminate S-curve.
- ③ South Gateway treatment provided in the Brandywine Provincial Park Area.
- ④ Brandywine Provincial Park access upgraded to a channelized T-intersection with vehicle turnaround.
- ⑤ Brew Main Forest Service Road access upgraded to a channelized T-intersection.
- ⑥ Brandywine Creek Bridge upgraded and widened to three lanes.

ISSUES	BENEFITS/RESULTS
<b>Safety/Access</b>	
<ul style="list-style-type: none"> <li>Existing highway has inconsistent driving conditions and variations in safe driving speeds.</li> </ul>	<ul style="list-style-type: none"> <li>Straightened curves and flattened grades improve driving conditions and provide for speed consistency.</li> </ul>
<ul style="list-style-type: none"> <li>Safer entry and exits with improved sightlines at accesses.</li> </ul>	<ul style="list-style-type: none"> <li>Channelized T-intersection and improved sightlines provide safer vehicle movements at Brandywine Park and Brew Main Forest Service Road.</li> </ul>
<ul style="list-style-type: none"> <li>Potential for vehicle/train conflicts at level railway crossings.</li> </ul>	<ul style="list-style-type: none"> <li>Grade-separated railway crossing just south of Brandywine Provincial Park eliminates vehicle/train conflicts.</li> </ul>
<ul style="list-style-type: none"> <li>Safe locations for disabled vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>Wider shoulders and pullouts will provide refuge opportunities for disabled vehicles.</li> </ul>
<ul style="list-style-type: none"> <li>Pedestrian movement at Brandywine area.</li> </ul>	<ul style="list-style-type: none"> <li>Wider shoulders and improved sightlines for pedestrian safety. Consideration being given to provision of parking on southbound side of highway.</li> </ul>
<ul style="list-style-type: none"> <li>No "gateway" opportunity to identify Whistler municipal boundary.</li> </ul>	<ul style="list-style-type: none"> <li>"Gateway" treatment near Brandywine rail grade separation to identify Whistler Municipal Boundary.</li> </ul>
<b>Mobility</b>	
<ul style="list-style-type: none"> <li>Lack of passing lanes results in vehicle back-ups and unsafe passing.</li> </ul>	<ul style="list-style-type: none"> <li>Regularly spaced and long passing lanes provide for safer passing opportunities.</li> </ul>
<ul style="list-style-type: none"> <li>At-grade railway crossings result in delays to the traveling public when waiting for train passage.</li> </ul>	<ul style="list-style-type: none"> <li>Grade-separated railway crossing provided just south of Brandywine Provincial Park eliminates wait time.</li> </ul>
<ul style="list-style-type: none"> <li>Lack of additional lanes results in potentially long delays during incident response.</li> </ul>	<ul style="list-style-type: none"> <li>Alignment improvements result in reduced incidents. Additional lanes result in better opportunities to direct traffic around incident locations.</li> </ul>

# Callaghan to Powerline Hill Section

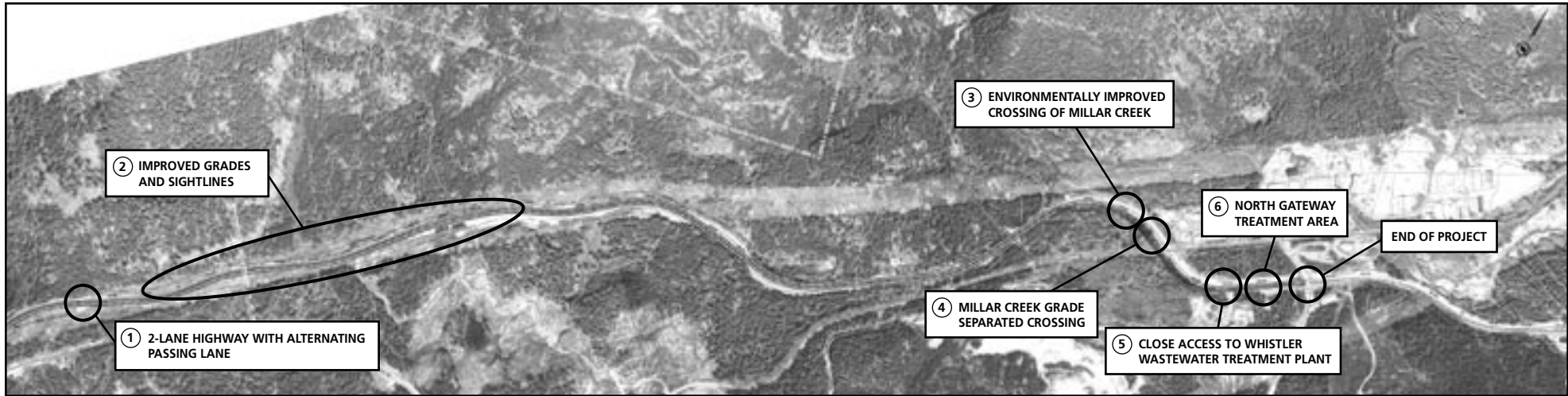


## PROPOSED HIGHWAY IMPROVEMENTS

### Key Characteristics of design improvements:

- ① Widen 2-lane highway with alternating passing lane with wider shoulders for disabled vehicles and cyclists.
- ② Channelized T-intersection provided at proposed Whistler Nordic Centre access. This road will provide access into the Callaghan Valley post-Olympics.
- ③ McGuire Forest Service Road access upgraded to improve right-in/right-out.
- ④ New bridge crossing of Callaghan Creek to provide two additional northbound lanes.
- ⑤ Maintain access for Cal-Cheak (Daisy Main) Forest Service Road.
- ⑥ Callaghan Creek Forest Service Road access will be closed post-Olympics.
- ⑦ New northbound pull-out/viewpoint provided with right-in/right-out access and parking for 5-10 vehicles. Viewpoint will provide unobstructed views to the north, south and west.

ISSUES	BENEFITS/RESULTS
<b>Safety/Access</b>	
<ul style="list-style-type: none"> <li>Existing highway has inconsistent driving conditions and variations in safe driving speeds.</li> <li>Safer entry and exits with improved sightlines at accesses.</li> <li>Safe locations for disabled vehicles.</li> <li>Better roadside opportunities for scenic viewpoints.</li> </ul>	<ul style="list-style-type: none"> <li>Straightened curves and flattened grades will improve driving conditions and provide for speed consistency.</li> <li>Improved intersections and better sightlines provide safer vehicle movements at Whistler Nordic Centre and McGuire Forest Service Road.</li> <li>Wider shoulders and pullouts will provide refuge opportunities for disabled vehicles.</li> <li>New northbound pullout/viewpoint with right-in/right-out access provides unobstructed views to the north, south and west.</li> </ul>
<b>Mobility</b>	
<ul style="list-style-type: none"> <li>Lack of passing lanes results in vehicle back-ups and unsafe passing.</li> <li>Lack of additional lanes results in potentially long delays during incident response.</li> </ul>	<ul style="list-style-type: none"> <li>Regularly spaced and long passing lanes provide for safer passing opportunities.</li> <li>Alignment improvements result in reduced incidents. Additional lanes results in better opportunities to direct traffic around incident locations.</li> </ul>
<b>Environmental</b>	
<ul style="list-style-type: none"> <li>Environmentally sensitive areas around Callaghan Forest Service Road.</li> </ul>	<ul style="list-style-type: none"> <li>Callaghan Forest Service Road access will be closed when alternate access is provided to Whistler Nordic Centre.</li> </ul>



**PROPOSED HIGHWAY IMPROVEMENTS**

**Key Characteristics of design improvements:**

- ① Widen 2-lane highway with alternating passing lane with wider shoulders for disabled vehicles and cyclists.
- ② Re-alignment of highway near Powerline Hill to improve grades and provide better sightlines.
- ③ Existing Millar Creek culvert replaced with environmentally improved open bottomed arch to promote fish passage.
- ④ Existing at-grade railway crossing just south of Function Junction upgraded to grade-separated crossing to improve safety and mobility.
- ⑤ Close access to Whistler Waste Water Treatment Plant and addition of a visual barrier to shield the waste water treatment plant from view while traveling on the highway.
- ⑥ North Gateway treatment provided near Function Junction.

ISSUES	BENEFITS/RESULTS
<b>Safety/Access</b>	
<ul style="list-style-type: none"> <li>• Existing highway has inconsistent driving conditions and variations in safe driving speeds.</li> <li>• Potential for vehicle/train conflicts at level railway crossings</li> <li>• Safe locations for disabled vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>• Straightened curves and flattened grades improve driving conditions and provide for speed consistency.</li> <li>• Grade-separated railway crossing provided at Millar Creek eliminates vehicle/train conflicts.</li> <li>• Wider shoulders and pullouts will provide refuge opportunities for disabled vehicles.</li> </ul>
<ul style="list-style-type: none"> <li>• Existing northbound entry into urban Whistler at Function Junction doesn't provide "gateway" into community.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhanced opportunities through highway improvements to provide effective "gateway" treatment into urban Whistler.</li> </ul>
<b>Mobility</b>	
<ul style="list-style-type: none"> <li>• Lack of passing lanes results in vehicle back-ups and unsafe passing.</li> <li>• At-grade railway crossings result in delays to the traveling public when waiting for train passage.</li> <li>• Lack of additional lanes results in potentially long delays during incident response.</li> </ul>	<ul style="list-style-type: none"> <li>• Regularly spaced and long passing lanes provide for safer passing opportunities.</li> <li>• Grade-separated railway crossings at Millar Creek will eliminate delays.</li> <li>• Alignment improvements result in reduced incidents. Additional lanes result in better opportunities to direct traffic around incident locations.</li> </ul>
<b>Environmental</b>	
<ul style="list-style-type: none"> <li>• Existing culvert at Millar Creek does not promote fish passage.</li> </ul>	<ul style="list-style-type: none"> <li>• New open bottomed arch culvert at Millar Creek will have improved features and capacity to promote fish passage.</li> </ul>

Please complete this feedback form by marking your preference with an "X" in the appropriate box. Space is provided for additional comments.

### 1. PRIMARY GATEWAY - SOUTH

As part of the upgrade to the highway, the Sea-to-Sky Highway Improvement Project proposes to build a primary south gateway to the Resort Municipality of Whistler. Gateways contribute to public safety by calming traffic and creating a sense of arrival. There are several options for the location of these gateways.

Where would you like the south gateway to be located?

- Near the municipal boundary, south of Brandywine Provincial Park
- At Brandywine Provincial Park
- North of Brandywine Provincial Park
- Some other location. Where? \_\_\_\_\_

### 2. PRIMARY GATEWAY - NORTH

As part of the highway improvements, the Sea-to-Sky Highway Improvement Project proposes to rebuild the primary north gateway to the Resort Municipality of Whistler near Function Junction.

Where would you like the Gateway near Function Junction to be located?

- Before the Function Junction intersection.
- After the Function Junction intersection.
- Some other location. Where? \_\_\_\_\_

### 3. MILLAR CREEK RAIL CROSSING

The Sea-to-Sky Highway Improvement Project proposes to upgrade the existing at-grade crossing to a grade-separated crossing. This will improve the overall safety and reliability of the highway. Existing tree coverage and landscaping provides adequate coverage of the Whistler Waste Water Treatment Plant. However, there are options that can be used to further shield the sewage treatment facility from view while traveling on the highway.

What is your preference for creating a visual barrier to the Whistler Waste Water Treatment Plant?

- Natural treatment such as a landscaped berm, including trees planted on the berm
- Gateway signage, announcing arrival into Whistler
- Other. Please specify: \_\_\_\_\_

### 4. BRANDYWINE FOREST SERVICE ROAD

As part of the Sea-to-Sky Highway Improvement Project, it is possible to close and relocate the Brandywine Forest Service Road to join with the new Whistler Nordic Centre Access Road, which is proposed to be at the Callaghan West Forest Service Road. This access is approximately 500 metres north of the existing location. This relocated access provides a more efficient connection to the Whistler Nordic Centre. In addition, this access provides safe access for recreational users to hiking trails east of the Callaghan Creek and on the west side of the highway.

Does this new access location meet your needs for access to the Whistler Nordic Centre and Callaghan Valley?

- YES  NO

Please specify your interests in this area.

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### 5. NORTHBOUND VIEWPOINT

The Sea-to-Sky Highway Improvement Project proposes to construct a viewpoint approximately 1 kilometre north of Callaghan Creek for northbound travellers, with parking for 5 to 10 vehicles with a right-in/right-out access. This viewpoint will provide unobstructed views to the north, south and west.

Do you support the addition of a northbound viewpoint 1 kilometre north of Callaghan Creek?

- YES  NO

### 6. BRANDYWINE PROVINCIAL PARK PULLOUT

The Sea-to-Sky Highway Improvement Project is currently examining options to provide a southbound pullout parking area near the Brandywine Provincial Park. This pullout parking area could be useful for people who use the Brew Lake Trail, which is across the highway from Brandywine Provincial Park.

If this pullout was provided, how would you use this pullout?

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