

Nikki Cooper

From: [REDACTED]
Sent: Thursday, October 22, 2020 8:47 AM
To: corporate
Subject: Hwy 99 Capacity and Safety Review - Revised !!

* Corporate: Kindly revise my correspondence to Mayor and council sent Oct 19.. While I was a past member of TMAC and TAG the references here were intended as a TAG participant. Much appreciated for clarity. Thx, Steve A.

Good Day Mayor and Council,

Having had opportunity to review McElhanney Hwy 99 Capacity and Safety Plan as contained in Oct 20 Council package I would also like to take time to convey a few thoughts..

As a past member of TAG seeing the report finally come forward for council perusal is welcomed.

Firstly, I would like to commend McElhanney for such an in depth well put together plan.

It is my sincere hope council decides to take this from the planning stage to phased implementation during the near future. That of course would be addressed by tackling short term actions which will compliment the inevitability of long term desired outcomes, minimizing wasted steps as detailed in report.

Of the short-medium term recommendations which would prove most beneficial, the actions highlighted for access to Hwy 99 for Spring Ck, Whistler Rd and Nordic (adjacent to pedestrian overpass.) stand out.

Proposals for southbound protected left turn lanes , in addition to northbound deceleration and acceleration lanes would naturally increase accessibility and safety for vehicular traffic in Whistler corridor. Just as this type of access to Hwy 99 has been successfully implemented south of Whistler from Callaghan Valley entrance to Squamish. With four lanes at highway speeds as part of Pre-Olympic Hwy 99 improvement project .

I would also stress the need for same measures to be included for Brio, at both entrances. As pointed out on Pg 45 of report - traffic flow at Brio is 80% higher than Hwy 99 North of Squamish during morning hours, 77% greater in afternoons.

Surely these numbers would indicate embracing same measures taken at other locations, using Spring Ck and Whistler Rd as examples, to address inherent problems which also apply at these locations. I would request the recommendation 6-3-13 to install a divider that eliminates left turn access to Hwy 99 not be considered. While the left turn southbound is admittedly difficult at times to complete from Brio entrance, leaving only one possibility to for southbound exit on Hwy 99 at Panorama from entire subdivision would only present more problems for residents.

Rather, include the protected southbound lane access with northbound deceleration and acceleration lanes for Brio entrance and Panorama .(6.3.13.) No shortage of available width at these locations will impact transit pullouts. Hwy 99 safe access would increase dramatically between Blueberry and Village. In a perfect situation acceleration / deceleration lanes northbound from Blueberry to Whistler Way would prove most efficient.

Heading north from Panorama to Village entrance #1 - the addition of a median preventing southbound left turns against signage at Whistler Way and Hwy 99 would be welcome. As pointed out in 5 years of accident survey statistics contained in report all these locations noted all had numerous MVA's .

In addition to a left turn preventative median for foiling southbound perpetrators using Hwy 99 at Whistler Way, an extension of northbound merge lane that connects with deceleration lane to main Village Gate entrance would be as welcome as Whistler Rd dedicated left turn lane connecting with Creekside entrance. Both could be very short term improvements , considering road line painting with some shoulder pavement should be all that is required. The viaduct overhead of golf course access road is already in place for this added lane. Spring of 2021 work project #1 !

Section 6.3.15 recommends a section of Valley Trail on shoulder of Hwy 99 from Whistler Cay Heights to Village Gate because of chronic jaywalking . If considered, this would be the only section of Valley Trail in such close proximity to Hwy 99. Which is something designers of Valley Trail have worked to avoid. We must also be cognizant of the snow dumping needs off Hwy 99 that utilize the Hwy R.O.W. One would expect a Valley Trail section within Hwy 99 R.O.W. would most likely be a non starter.

Of course this will be the first time any of you heard before, but this would be a perfect location for pedestrian underpass. Let's not forget the history of success with Mons project .

Considering this is a high exposure area for pedestrian/vehicle conflict, the cost to taxpayers of \$8,100,000 per fatality, \$300,000 per injury as pointed out on Pg 38 of report, make expense associated for such an improvement inexpensive by comparison.

All of the line item improvements detailed above, and associated costs should dovetail nicely with inevitable long term option as recommended in McElhanney report.

Should these suggestions be embraced a very good transportation plan could only get better.

Thank you for taking time to review . Trust this correspondence will make the cut as a "Recommendation to staff and TAG".

Sincerely, Steve Anderson
3257 Arbutus Drive . Whistler BC.