The frequency and severity of accidents are substantially higher than the provincial average on comparable roads, with an average of 300 accidents yearly. Closures due to accidents as well as incidents like rock slides create further disruption. The lack of passing lanes and winding mountain conditions combined with increasing traffic volumes require capacity improvements as well as safety improvements.

Average daily traffic volumes between Horseshoe Bay and Squamish are forecast to increase from the current estimated 13,700 to 22,000 by 2025, while volumes between Squamish and Whistler are expected to rise 56 per cent from 7,700 to 12,000. Official community development plans along the corridor indicate population growth will almost double over the next 25 years.

**Squamish to Whistler**
3-lanes throughout this section, including improved two-lane sections and alternating passing opportunities provided by alternating 3rd lane.

**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.

**North of Lions Bay to Murrin Park**
2, 3 and 4 lane sections; about half of this section includes improved 2 lanes, 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-lanes, which is consistent with community input from pre-design consultations. In Furry Creek, there will be 3 lanes moving to 4 lanes with median barrier.

**West Vancouver to Lions Bay**
4-lane sections with continuous median barrier, including straightening, widening and improved sightlines. (Eliminating several sharp curves)

**Added value of the Sea-to-Sky Highway Improvement Project beyond expected improvements include:**
- 60 km baseline passing lanes and 20 km additional passing lanes (33% more)
- 20 km baseline median barrier and 16 km additional median barrier (80% more)
- Additional highly reflective pavement markings where they are most needed to enhance safety
- 44 km baseline shoulder and centre-line rumble strips and 30 km additional shoulder and centre-line rumble strips where most effective throughout the corridor (68% more)
- Improved lighting and roadside reflectors throughout the corridor for additional safety
- Improved earthquake resistance and lighting on bridges
- 58 km baseline wider shoulders and 10 km additional wider shoulders for improved safety and accommodation of cyclists (17% more)
- Improved rock fall and debris catchment
- Additional highway straightening and improved sightlines
- Additional enforcement and emergency response
- Safer and more effective intersections, particularly in urban settings
- Improved signage signifying community entrances and to signal recreational and tourism features along the corridor
- Improved recreational trail networks in Squamish
- Improved highway maintenance response to weather conditions (three road/weather information sites)