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To: Taylor Eshpeter <taylor.eshpeter@whitehorse.ca>

Cc: Sabine Schweiger <sabine.schweiger@whitehorse.ca>; Whitehorse Urban Cycling Coalition (WUCC) <whitehorse-urban-cycling-coalition@googlegroups.com>

Sent: Tuesday, August 9, 2016 9:30 PM

Subject: Response to City's proposed Lewes and Hospital Road two-stage left.

Hello Taylor,

thank you for engaging with WUCC on this proposal. We are please to be the City's partner in building sustainable infrastructure and we believe our members can help the City make cycling investments even better based on first-hand and intimate knowledge of the City's cycling conditions.

With respect to the proposed upgrades at Lewes and Hospital Road, we are in support of this improvement, but some of our members are unfamiliar with the proposed treatment and have expressed some concern that there will be a perception that it might marginalize cyclists by treating them like pedestrians. That being said, we believe this perception maybe be a function of lack of understanding the function of the two-stage left turn box. Additionally, WUCC members have raised additional concerns and questions with the cycle facilities on Lewes Blvd that we would like to draw your attention to these as they should be addressed at some point in the future. First we will summarize feedback on the proposed Lewes/Hospital Blvd upgrades:

1. It is not completely clear on the figure, but we are assuming this will be a crosswalk setback configuration were the turning box is placed between the cycle lane and the crosswalk. The box should not be located in the cycle lane itself. There should be sufficient space at this location to accommodate the crosswalk setback configuration.
2. Ensure that the pole with push-button is located conveniently such that the cyclist can easily trigger the light without having to dismount or leave the roadway. If the button is not conveniently located it will significantly degrade the usefulness of this investment.
3. Ensure the turning box is sufficiently large: at least 10ft long x 6.5ft deep.
4. Continue the southbound bike lane through the intersection with demarcation as dashed stripping. Currently the cycle lane is not marked through the intersection but should be in this instance.
5. Ensure all ramps have a smooth a transition as possible to the roadway surface and avoid lips and bumps at the road/ramp transition.
6. It will likely require some outreach and education because no one will be familiar with the left-turn box. Probably a notice on City webpage and in paper explaining what the turning box is and how it works. But more importantly, you might want some direct engagement with FH staff, students and the bus drivers on what the turn box is and why they should not stop their motor vehicles on it.

With respect to broader concerns and need for improvement on Lewes Blvd, the members have identified the following:

1. Significant safety concern with the southbound bike lane exiting off of the bridge multi-use path onto the bike lane with simultaneous motor vehicles crossing the bike lane to the right-hand turning lane. This situation creates a hazard where motorists are not aware of cyclist descending from the multi-use path on to the bike lane, resulting in risk of collision (with the inevitable negative consequences accruing to the cyclist). This configuration should be

rectified to reduce the risk to cyclists. One suggested solution is to create a proper (and wide enough) cycle ramp to the bike path and then shorten the right turn lane so that the cyclist is clearly established in the bike lane BEFORE the motorists can cross the bike lane to the right turn lane.

2. Confusion and inconvenience created by the discontinuous separated cycle infrastructure on Lewes Blvd. The multi-use paths on the east and west sides of Lewes Blvd have been a great boost to sustainable transportation in the City. Unfortunately, they are not contiguous, prompting some users to think they need to cross from side-to-side at the intersection with Alsek Rd. It is recommended that a fully contiguous Lewes Blvd-to-Downtown cycleway be developed that provide AAA (All Ages and Abilities) separated infrastructure on both sides of Lewes Blvd. The priority should be to connect the missing segment on the west side of Lewes Blvd from Robert Campbell bridge to Alsek Rd.; and on the east side from Alsek to Teslin Rd. Given the good suitability of Riverdale for year-round cycling, coupled with the three major schools in this area, makes this a gap a priority project.

Thank you for engaging with WUCC on this matter. We look forward to providing a positive contribution to all future City of Whitehorse transportation planning projects and investments.

-Forest Pearson
on behalf of Whitehorse Urban Cycling Coalition