

Whitehorse Cyclists' Wishes and Worries

Collected May 31, 2017 during Bike to Work Wee

Wishes & Likes	Worries & Problems
General (23 +16 = 39)	
<ol style="list-style-type: none"> 1. I love what I experience on my commute [from Riverdale] and feel lucky to have it so good. 2. Get rid of helmet bylaw 3. Need separated bike infrastructure 4. <u>Separate Spaces (4x)</u> <ul style="list-style-type: none"> • Separated bike lanes • Protect bike lanes • Want divers between cyclists and vehicles • More bike paths 5. Need safe connections to bike paths 6. Flexibility is great: different trails, options have/strive for. 7. Build it "Cadillac" [well built, high quality] 8. Start with "low-tech/simple" solutions, then build better permanent solutions. 9. Upfront consideration of biking when planning. 10. No difficult "transition" areas. 11. <u>Safer, easier way to bike (4x)</u> <ul style="list-style-type: none"> • Nice to have a safer way to bike • Should be able to just ride through town—make it convenient. • [make biking] efficient • Make cycling more like Vancouver 12. Intersections should have sharp corners, not this silly sweeping corner concept that encourages speeding around corners. No one stops at lights or stop signs. 13. Paint bike lanes neon green like Vancouver/Portland 14. More RCMP and Bylaw presence on bikes. 15. More/better bike racks at stores 16. Need to have a "bell" culture for biking 17. Feds have new \$ for climate change & FCM. 	<ol style="list-style-type: none"> 1. <u>Disconnected (2x)</u> <ul style="list-style-type: none"> • Bike lanes that end in no where. • Lots of paths dead-end, don't continue, etc. 2. Lots of infrastructure feels "half-and-half" = took pedestrian infrastructure, not tailored for bikes. 3. Too much gravel on roads 4. Markings worn off bike paths 5. More durable paint markings or delineations 6. Bad design for bollards – black is a bad colour 7. Bike paths too small and too close to traffic. 8. Weather 9. Too many hills 10. Too many cars. 11. <u>Fear (2x)</u> <ul style="list-style-type: none"> • Fear of cars keeps me from cycling. • Afraid to let my kids ride their bikes alone because of cars. 12. Paint stop lines everywhere – everyone stops in the crosswalk 13. Pedestrian signals are very car-centric. Pedestrians should have priority (e.g. Alaska Hwy & 2-Mile & Range Rd) 14. Sand and gravel cleanup earlier.

Riverdale (13+23 = 36)

1. Riverdale ride is good (4x)
 - Millennium trail in great condition, very nice ride
 - We have it pretty good riding from Riverdale
 - We have it pretty good riding from Riverdale
 - We have it pretty good riding from Riverdale
2. Separate pedestrians and cyclists on Lewes/Millennium Trail (3x)
 - Create separated spaces (signs & lines) for walkers and cyclists on northbound multi-use path on Lewes Blvd.
 - Separated spaces (signs & lines) for walkers and cyclists on northbound multi-use path on Lewes Blvd.
 - Divide some paths (e.g. Millennium Trail) for wheeled traffic vs. walkers.
3. East side Lewes Blvd. good, paved and dirt options.
4. The Riverdale Cycleway! The whole length of Lewes from Grey Mt. Primary all the way to Legislature & Hanson St.
5. Chip or gravel surface to the Lower Riverdale trail so that families can commute on that smoothly but it's probably low priority as Alsek is pretty bike friendly.
6. More bike trails through woods [such as one along Lewes Blvd.]
7. Separated bike lane to hospital
8. Build winter cycle routes to schools in Riverdale

1. Lewes Blvd roundabout (6x)
 - Problem with Lewes Blvd roundabout southbound.
 - Conflict at Lewes Blvd. roundabout
 - Difficult connectivity from multi-use path & bike lane at Lewes Blvd. roundabout
 - Need route around Lewes roundabout (Nisutlin to Lewes n. bound)
 - Nisutlin Dr. & Lewes Blvd is bad for bikes vs. cars (especially kids on bikes)
 - Bad [roundabout at Lewes & Nisutlin]
2. Difficult junction [Lewes & Alsek] for bikes coming from downtown, turning left to Alsek.
3. Trail on east side of Lewes, turning up Alsek ends at gravel and a private driveway.
4. Snow in bike lanes on Lewes (3x)
 - More winter maintenance on Lewes Blvd. – scape built-up ice from bike lane
 - Snow gets piled up in bike lanes on Lewes
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5. Hospital Rd. intersection safety (6x)
 - Too many drivers running the light, turning left onto Hospital Rd. after signal changes when kids start crossing [Hospital Rd.] on the green.
 - Unsafe [Hospital Rd. & Lewes] cars running the left—going to hid a kid crossing.
 - Cars turn into bikes here [Hospital Rd. crossing]
 - Awkward, lack of transition from path to road [Hospital Rd. crossing]
 - Underpass at Hospital Rd. [E. side of Lewes Blvd.] – a kid is going to get killed here.
 - Cars almost hit cyclists coming s. bound (east side of Lewes at Hospital Rd)
 - Hard to turn left onto Hospital Rd.
6. Wider on-ramp from [N bound] bike lane to bridge (not wide enough for chariots)
7. South bound at bridge / right turn lane dangerous (3x)
 - Coming off bridge to bike lane S. bound into Riverdale is dangerous – tight with cars crossing bike lane.
 - Problem leaving bridge to Lewes [S. bound]
 - Extremely dangerous re-entry where cars merge into right turn lane [S. bound on Lewes after bridge]
8. Bridge & sidewalk dangerous

Downtown (39+68=107)

1. Waterfront & Millennium Trail are good (4x)

- Waterfront trail works well, good access to cross streets
- Waterfront trail good.
- Really like the Millennium Trail for cycling (along RSW)
- Riverdale via Waterfront Trail is great.

2. Plowing is good (3x)

- Plowing of waterfront trail works well.
- Winter plowing of Waterfront Trail
- Clearing [Waterfront Trail] good.

3. Missing plowing between Waterfront Trail and Front – need to jump over berms.

4. Cloverleaf @ bridge (3x)

- Need “cloverleaf” on ea. side of north end of bridge to bridge underpass.
- Cloverleaf needed at north end of bridge
- Needs ramps down to path underneath bridge.

5. Summer “planter boxes” separated bike lane on 4th or 2nd as a trial

6. Separated bike lane from Escarpment Trail to Waterfront Trail on Wood (adjacent school)

7. Separated bike lane on Main St. (remove a row of parking)

8. Separated bike lane on 4th and 2nd all the way from Robert Service Way/Millennium Trail to 2-Mile Hill

9. A separated bike path down 2nd or 4th would be good.

10. Separated / better bike lanes on 2nd and 4th (5x)

- Separated bike lane [on 4th] from 2-Mile to Millennium Trail
- Additional marking/visibility for bike lanes [on 4th]
- Extend bike lanes on 4th to 2-Mile Hill
- Make 2nd more bike friendly.

1. S. bound getting onto bridge (2x)

- On-ramp to sidewalk too close to bridge (pinch point) [2nd Ave. S bound to Riverdale]
- Problem getting on to bridge [nw end of bridge]

2. Cloverleaf at Bridge (3x)

- Steep, awkward access from Millennium Trail to bridge [northwest end at SS Klondike]
- Ramps too steep/awkward [NE end at Rotary Park]
- Very narrow and low [bridge underpass?]

3. Difficult to get to 4th Ave from bridge.

4. 2nd Ave S. bound at Robert Service Way (5x)

- Difficult/missing part on 2nd between bridge and Lowe St.
- Cyclists get squeezed out at lights [2nd and Robert Service Way]
- Cars turn in front (advance green encourages this) [2nd and Robert Service Way]
- S. bound on 2nd at Lowe/Robert Service Way – dangerous, drivers run the light.
- Right turning cars [on 2nd S. bound at Robert Service Way] blow right through cyclists going straight.
- 2nd Ave. southbound at Robert Service way is sketchy and dangerous.

5. Bike parking (3x)

- Lack of bike stands on Black St. between 2nd and 4th.
- Broken bike boxes downtown (don’t actually lock securely)
- Bike boxes are a huge waste of space, more bike stands.
- Bike parkade at Main St.

6. No real bike paths in downtown core.

7. 2nd Ave is bad (4x)

- 2nd Ave from Main to 2-Mile Hill – “It’s Terrible”
- 2nd Ave is scary! Difficult to turn left.
- No bikes on 2nd, dangerous for bus drivers [?]
- Riding on main roads downtown is hairy!
- Bike shoulder needed on 2nd.
- Wider bike path [sic] down 2nd and 4th

8. Too busy [Main St.]

9. Wider bike path [sic] down 2nd and 4th.

10. Crossing 2nd is difficult everywhere

11. Bad & excessive track crossings (5x)

- Trolley crossings bad! [on Waterfront Trail]

<ul style="list-style-type: none"> • Separated or raised bike lanes along 4th. <p>11. <u>3rd Ave bike street (2x)</u></p> <ul style="list-style-type: none"> • Make 3rd a bike street! [bike boulevard] • Make 3rd a bike boulevard, connecting to 2nd at Lowe, all the way through to SuperStore. <p>12. <u>Sensors/buttons to cross 2nd at Hanson and Black (3x)</u></p> <ul style="list-style-type: none"> • Bike sensors needed at Hanson to cross 2nd. • Bike sensors at Black to cross 2nd • Ability to actuate lights at Hanson or Black Street without having to ride onto sidewalk. <p>13. Make Front Street a cycling/pedestrian route.</p> <p>14. Connect park [at Jeckell St.] to Escarpment Trail/bike path</p> <p>15. Add “door opening” buffer strip anywhere bike lane runs adjacent to parallel parking</p> <p>16. Bike bridge over Yukon R. to Long Lake Road at Shipyards Park</p> <p>17. <u>Bike parking (2x)</u></p> <ul style="list-style-type: none"> • Dedicated bike parking on Main St (20% car spots convert to bike corrals) • More bike boxes <p>18. Access to grocery stores improved</p> <p>19. Plow 5th and 6th in winter for cycling</p> <p>20. Make 7th a neighborhood bike street. It connects all our parks and is already a good calm street. Connect it to the 2-Mile Hill west path behind Northern Metallic.</p> <p>21. There should be a path to connect Escarpment Trail to Earls [Quartz and Waterfront Trail]</p> <p>22. Stairs up Black Street gully are a great amenity.</p> <p>23. Sidewalks need to be wider to ride on [child speaking]</p> <p>24. Need east-west connections through downtown..</p>	<ul style="list-style-type: none"> • Bad crossing of trolley track at Kanoe People • Trolley track crossing on Waterfront trail “dangerous” • Minimize rail crossings. • Six railway crossing on Waterfront trail – smooth? <p>12. Bad section of trail at Shipyards, pavement torn up, rumble stops, pinch point.</p> <p>13. Waterfront/Millennium Trail needs more sweeping to remove gravel & broken glass, people not picking up poop.</p> <p>14. Need longer crossing signal [ped] of 4th at Black [said by child attending WES]</p> <p>15. <u>Safer up Black St. to school, xing 2nd (6x)</u></p> <ul style="list-style-type: none"> • Problem light at Black and 2nd – Motorist running light. School children use this route to get to WES. • Fix Black to make it better for kids riding to WES. • No safe way for kids to bike on Black from Waterfront trail, between 2nd and 3rd to WES. Too much parking and back into kids on bikes. • Need connection from Waterfront Trail to Black (riding to WES) • Difficult for kids to cross 2nd at Black St. Need to be safer for kids. <p>16. <u>Can’t get to library (3x)</u></p> <ul style="list-style-type: none"> • No connections from Waterfront Trail to library. • No access to library on Waterfront Trail • Library link missing (Kanoe People/Waterfront Trail) <p>17. Can’t change light at Ogilvie and 2nd without riding on sidewalk.</p> <p>18. Ogilvie is a death trap – impossible to shop.</p> <p>19. Need more bike-specific crossing buttons so we don’t have to climb onto sidewalk.</p> <p>20. <u>4th between Ogilvie and 2nd (12x)</u></p> <ul style="list-style-type: none"> • S-bound bike lane on 4th narrows at Ogilvie. • S. bound lane on 4th past Ogilvie is narrow. • Bike lanes on 4th (between Ogilvie and 2-mile hill) don’t keep going. • Bad area [4th between Ogilvie and 2nd] • Bad in here. [4th between Ogilvie and 2nd] • Bike path disappears [4th between Ogilvie and 2nd] • Bike lane too narrow, too many intersection on 4th north of Ogilvie.
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	<ul style="list-style-type: none"> • Missing connection on 4th between Olgivie and 2-Mile Hill paths. • Great curb cut at s. bound 4th at second – goes with the flow, but bad traffic pole! • No bike path/narrow on 4th between 2nd and Olgivie. • Sketchy [4th between 2nd and Olgivie] • Don't need 2 cars lanes each direction (4th between 2nd and Olgivie] <p>21. <u>Bike path along 2nd from 4th to Waterfront (3x)</u></p> <ul style="list-style-type: none"> • Connection needed between 2-Mile Hill/4th to Waterfront trail (via. 2nd.) • Need bike paths on 2nd from 4th toward Shipyards park. • Need bike paths on 2nd from 4th toward Shipyards park. <p>22. <u>Snow in bike lane on 4th (2x)</u></p> <ul style="list-style-type: none"> • Bike lane on 4th fills with snow. • Bike lanes [on 4th] are bad in winter. <p>23. No gravel on Waterfront Trail in winter please!</p> <p>24. Need stripe on Waterfront Trail</p> <p>25. North end of Waterfront trail, vegetation is infringing on trail – unsafe! Need better visibility on corners.</p> <p>26. Waterfront Trail too busy</p> <p>27. No separated path [Waterfront Trail], sometimes encounter row of drunk pedestrians.</p> <p>28. Too many potholes on 6th</p> <p>29. Car hazard [roundabout at 4th and Robert Service Way]</p>
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Two-Mile Hill / Marwell (12+36=48)

1. The Gap (3x)

- Separated bike lane from 2-Mile to Waterfront Trail at Chilkoot.
 - Would love to have a nice connection here [Quartz to 2-Mile Hill at Chilkoot]
 - Second that! [good connection Quartz to 2-Mile Hill at Chilkoot]
2. Plow west/south side of 2-Mile hill
 3. West side is better [on 2-Mile Hill]
 4. Separate path/connect from Takhini to Waterfront Trail via Jasper Rd. trail.
 5. Bike path/route from Takhini through Marwell to Waterfront trail
 6. Re-paint Quartz/Copper as a buffered bike lane. You are already painting two lines, just swap them to protect the cyclists a bit more.
 7. Sweet singletrack downhill to Downtown from new Ops Bldg/Public Safety Bldg.
 8. Rope tow up 2-Mile Hill
 9. Cyclists should be allowed on ALL roads [2-Mile Hill]
 10. Solve property issue of Waterfront Trail and extend this route to Titanium Way.

1. Crossing Quartz at Chilkoot (4x)

- Difficult connectivity to cross Quartz at Chilkoot/Waterfront trail—you end up far right of traffic, out of sight
- Need easy bike crossing of Quartz Rd. at Chilkoot.
- Need to be able to trigger the light on a bike [at Quartz and Chilkoot]
- No bike crossing, need post [Quartz Rd. and Chilkoot]

2. The Gap (13x)

- The Gap (missing route between 2-Mile Hill and Waterfront Trail)
 - The Gap [between 2-Mile Hill and Waterfront Trail]
 - Need link between 2-Mile and Waterfront trail
 - Yes yes! yes [the gap]
 - Better connection between 2-Mile Hill and Waterfront Trail.
 - Better connection between 2-Mile Hill and Waterfront Trail.
 - Better connection between 2-Mile Hill and Waterfront Trail.
 - Link between 2-Mile and waterfront
 - Link between 2-Mile and waterfront
 - Missing Link between 2-Mile Hill and Waterfront Trail
 - Missing connection [from Waterfront Trail to 2-Mile Hill]
 - Need better connection along Chilkoot.
3. Getting to 4th from Quartz & 2nd?
 4. Waterfront trail ends at Walmart
 5. Continue Riverfront trail to Tungsten Rd. [Marwell]
 6. 2-Mile Hill Intersections (9x)
 - Terrible road crossing on E. side trail [of 2-Mile Hill]—directs cyclists right into traffic turning on/off 2-Mile Hill. Dangerous.
 - Remove left opening to Chrysler at 2-Mile Hill trail.
 - Intersection [of E. side trail on 2-Mile Hill at 2nd and Chilkoot] are not connected well to paved bike path.

	<ul style="list-style-type: none">• Intersection at Industrial Rd. confusing & difficult to navigate• Very dangerous [2-Mile & Industrial intersection]• Bad bike intersection [2-Mile Hill & Industrial]• Dangerous intersection at 2-Mile Hill & Industrial.• Crosswalk at Integra Tire is dangerous when crossing with baby in Chariot in back of bike. Drivers don't see you and the crosswalk design pushes you out <u>too</u> close to traffic.• Bike path [on E. side of 2-Mile Hill] sucks. Merging of bike lane and sidewalk at intersection is a problem. <p>7. Prevailing south wind makes using north side in afternoon is really unpleasant (bad air quality) as freshly started vehicles gun it up the hill (>20km over the speed limit)</p> <p>8. <u>The Chicanes (4x)</u></p> <ul style="list-style-type: none">• Chicanes on E. side of 2-Mile Hill are silly• Switch backs on north side should be removed (like south side)• Pave straight through the chicanes• Remove chicanes <p>9. Hard to bike up hill.</p> <p>10. Swap sidewalk and bike-path going uphill</p> <p>11. Bike lane on Mountain View Drive (N. bound) disappears at Range Rd.</p>
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Takhini (4+16=20)	
<ol style="list-style-type: none"> 1. Separated bike lane/multi-use trail through Takhini North & West to 2-Mile Hill 2. Separated bike infrastructure [at 2-Mile Hill & Range Rd.] 3. Better connection from E. side of 2-Mile Hill to Takhini West 4. Ridge multi-use trail [Escarpment at Takhini East] to connect to 2-Mile Hill/Waterfront Trail 	<ol style="list-style-type: none"> 1. <u>Trail linkage via Jasper Rd. trail (2x)</u> <ul style="list-style-type: none"> • Need trail re-development from Takhini to 2-Mile Hill via Jasper Rd. • Improve trail & uptrack? Via Jasper Rd. 2. <u>Lack of bike lane on Range Rd. (4x)</u> <ul style="list-style-type: none"> • Bike lane needed on Range Rd. N. bound at 2-Mile Hill • No bike lane on Range Rd. S. bound to 2-Mile Hill. Range Rd. too wide. • Parked arcs around school in bike land on Range Rd. • No bike lane on Range Rd.! 3. <u>2-Mile and Range Rd Bad (8x)</u> <ul style="list-style-type: none"> • Too big intersection [2-Mile Hill & Range Rd.] – cross walk controls too short and poorly placed. • Difficult to cross with kids [2-Mile Hill & Range Rd. intersection] • Bad intersection [2-Mile Hill & Range Rd.] • Intersection too big [2-Mile Hill & Range Rd.] • Lack of cyclist visibility [W. bound on 2-Mile Hill at Range Rd.] Cyclists should go straight. • Stopped cars block bike path [N. bound Range Rd. at south side of 2-Mile Hill] • South side curb-cuts is very awkward [2-Mile Hill & Range Rd.] • Difficult to turn left from Range Rd. to S. side path (curb cut is difficult) 4. Need to continue path to Yukon College [up College Dr.] 5. Path from end of Nijmegen should be paved
Alaska Highway (8+15=23)	
<ol style="list-style-type: none"> 1. Tunnel under highway north side of intersection w/ 2-Mile Hill/Hamilton Blvd. 2. <u>Pave trail from Range Rd. to Airport Trail (4x)</u> <ul style="list-style-type: none"> • Paved bike route/trail from 2-Mile Hill to Airport Trail [via Range Rd. south] • Pave trail [from Airport Trail to Range Rd] • Pave trail [from Airport Trail to Range Rd] • Pave trail [from Airport Trail to Range Rd] 3. <u>Alaska Highway Cycle Super Highway (2x)</u> <ul style="list-style-type: none"> • Continuous Alaska Bike Superhighway entire length of City, separated from 	<ol style="list-style-type: none"> 1. New gravel “multi-use trail” along highway should be paved [and made flat for cyclists] 2. <u>Gravel on shoulders (2x)</u> <ul style="list-style-type: none"> • Gravel on highway shoulders in morning. • Sweep gravel off highway [along airport] 3. Not a lot of shoulder [at airport] 4. Can feel unsafe [Robert Service Way hill to AK Hwy] 5. <u>Problem intersection with 2-Mile Hill (3x)</u> <ul style="list-style-type: none"> • Bad intersection [2-Mile Hill & AK Hwy]

<p>roadway. It would be a great community/ recreational/tourist asset.</p> <ul style="list-style-type: none"> • Want biking removed from highway [want a separate bike path from highway] <p>4. Bike path from Raven’s Ridge to Kopper King</p>	<ul style="list-style-type: none"> • Pedestrian crossing timing at 2-Mile Hill is too short, especially for kids. • Problem with right turn coming onto AK Hwy with cyclists going straight through. <p>6. Traffic slowing needed on Ak Hwy N. bound from 2-Mile Hill.</p> <p>7. Wife refuses to ride on the highway [Hillcrest northwards]</p> <p>8. Need safe, comfortable bike route from Porter Creek and servicing Raven’s Ridge.</p> <p>9. Need crossing at Kopper King</p> <p>10. Need crossing at Raven’s Ridge</p> <p>11. Rabbitsfoot Canyon bad.</p> <p>12. Intersection at N. Klondike intersection lost shoulder bike lane, pinches out with rumble strips; no where to ride.</p>
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Hillcrest / Airport (4+6=10)

<ol style="list-style-type: none"> 1. Extend Airport Trail right to terminal. 2. Plowing of Airport Trail good 3. Underpass at Airport Trail (at ARC) to w. side of Alaska Highway—would provide safe crossing of Alaska Highway for all of Hillcrest, McIntyre Granger and Valleyview either on foot or bike. 4. Extend paved trail around east side of airport to Robert Service Way 5. Extend paved trail to Range Road to facilitate cycling towards College 6. Would be great to have a trail down Puckets Gulch (Spook Creek) 7. Kids single track down Puckets Gulch 8. No roots on Airport Trail [?] 9. Need bike path along Hillcrest Drive 10. Need cyclist/pedestrian controlled lights at Ak Hwy and Hillcrest Dr. 11. Pave gravel trail between Thompson and Sunset N./Park Lane [at Elijah Smith School] 	<ol style="list-style-type: none"> 1. Crossing needed at Burns Rd. 2. Opening at access trail difficult 3. Need crossing of Ak Hwy at Hillcrest Dr. 4. Motorized use of trail extension of Hillcrest Dr. to Granger, even through prohibited. 5. Right turning from AK into Airport conflicts with multi-use trail access 6. Fix trail [down Black Street gully?]
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Valleyview / CGC

Granger/McIntyre/Copper Ridge (3+3=6)

<ol style="list-style-type: none"> 1. <u>Hamilton Blvd multi-use trail good (2x)</u> <ul style="list-style-type: none"> • Good multi-use trail along Hamilton Blvd. • Great trail (along Hamilton Blvd.) 2. Trail from McIntyre to Airport Trail [thru tank farm] 	<ol style="list-style-type: none"> 1. Multi-use path is terrible – too many unnecessary hills, terrible road crossing (ie. Ingram), very difficult for a child to ride to Emily Tembly School.
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	<ol style="list-style-type: none"> 2. Access Rd [at N end of CGC], have almost been hit by drivers. They should have stop sign. 3. Have to ride on road, not multi-use path because hills going into intersection very steep [along Hamilton Blvd & Hamilton Extension]
Porter Creek / Whistle Bend (3+1=4)	
<ol style="list-style-type: none"> 1. Like this route (hill from College to Pine St.) 2. Whistle Bend perimeter path – very good path is paved, keep it as non-motorized. 3. Bike bridge from Whistle Bend to Long Lake loop. 	<ol style="list-style-type: none"> 1. Scary gravel road (road from Pine St. to College)