



H.A.R.T. INTERSECTION UPGRADES

City of Whitehorse & The Government of
Yukon

Round 2 Engagement Summary, May 2024



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Introduction and Overview

About the Project

The City of Whitehorse and the Government of Yukon are partnering on the HART: Combined Intersection Upgrades project. This joint initiative will focus on improving the Hamilton Boulevard & Alaska Highway / Two Mile Hill Road and the Range Road & Two Mile Hill Road intersections. That is where the HART comes in – H for Hamilton Boulevard, A for Alaska Highway, R for Range Road, and T for Two Mile Hill.

The HART: Combined Intersection Upgrades project is being developed based on technical analysis and meaningful community and stakeholder engagement. The new designs will improve the function and accessibility of both intersections, with an emphasis on making travel safer, easier, and more enjoyable for everyone.

The HART: Combined Intersection Upgrades project builds on the recommendations from the 2020 Range Road and Two Mile Hill Road Intersection studies, as well as other previous studies that considered the study area. It also aligns with the City's overall transportation and sustainability goals to improve the efficient movement of people by walking, cycling, and transit.

Project Timeline

- Project Launch: April 2023
- Engagement Round 1 (Information Gathering): June 2023
- Options Development: August 2023 – March 2024
- **Engagement Round 2 (Design Option Feedback): April 2024**
- Determine Preferred Design Option: April 2024
- Engagement Round 3: June 2024
- Final Design: July 2024

Community Engagement

Purpose

Based on community input collected in Round 1 Engagement, the project team developed two design options for consideration. The purpose of Round 2 Engagement was to share the recommended design options with Whitehorse residents and stakeholders and gather feedback to help determine a preferred design option.

Engagement Activities

Engage Whitehorse Website: A project website was hosted on Engage Whitehorse. This site hosted the Question-and-Answer tool for community members to learn more about the project and ask questions.

Online survey: A community survey was available from April 2 to 19, 2024. This survey was designed to gather feedback on both design options and help the project team determine a preferred design option.

Public Information Session: The project team hosted a public webinar on April 3, 2024, to introduce the two design options being considered for the HART intersections. Attendees were able to communicate

directly with the project team and ask questions about the proposed designs. The information session was recorded and posted on the [Engage Whitehorse website](#).

Pop-up Events: To meet people where they are at, the project team hosted two pop-up events on April 17 at the Canada Games Centre and April 18 at Main Street and 3rd Avenue. Community members were able to review the recommended design options, ask questions to the project team, and share their feedback on the recommendations.

What We Heard: Key Themes

A substantial amount of input was collected during this phase of public engagement, ranging from supportive to concerned.

Key Themes

There were several common themes heard repeatedly throughout the various engagement methods. These key themes are summarized below:

General Project Comments

- Strong support for improving the safety and comfort of people walking and cycling. For both options, there is strong support and advocacy for features that will improve active transportation. While respondents acknowledge improvements are present in both options, survey respondents believe there is room for further improvement.
- Engagement methodology (e.g. in-person pop-ups vs online survey) resulted in overall contrasting levels of support, particularly related to Option 2 and the roundabout. Compared to the online survey, results from the in-person pop-ups indicated a high level of support for Option 2, which might be attributed to staff explanations of the options.

Option 1 – Intersections

- Generally, the online survey respondents were more supportive of Option 1, but believe there is still room for improvement.
- **Support for the dual left turn lanes from Alaska Highway to Two Mile Hill Road.** Survey respondents were very supportive of the dual left turn lanes from Alaska Highway to Two Mile Hill Road. However, some respondents shared concerns that this will increase congestion at the Two Mile Hill Road and Range Road intersection.
- **Concerns about the removal and redesign of slip lanes at the Alaska Highway and Two Mile Hill Road intersection.** Respondents feel removing these lanes will increase motor vehicle congestion and further impact the flow of traffic.
- Survey respondents shared concerns that Option 1 will not improve the flow of traffic.

Option 2- Roundabout

- **Concerns about constructing a two-lane roundabout.:** Survey respondents shared that they feel the two-lane roundabout will be confusing and be difficult for larger vehicles (trucks, RV's, commercial vehicles, and emergency vehicles) to navigate. General concerns about drivers' ability

to navigate the roundabout was a common theme between survey respondents and pop-up attendees.

- **Respondents who are supportive of the roundabout** noted that it is an efficient way to keep motor vehicle traffic moving and reduce crossing distances for pedestrians and cyclists. However, both respondents who are supportive and unsupportive of the roundabout noted that there is a **need for community education** on how to maneuver in and out of a two-lane roundabout.
- **Concerns about the reconfiguration of the Two Mile Hill Road and Range Road intersection.** Survey respondents shared concerns about how pedestrians and cyclists will navigate the intersection and feel that the reconfiguration is too restrictive, especially for emergency vehicles and for drivers travelling to Takhini and Downtown.
- While many online survey respondents did not support the proposed designs for Option 2, survey respondents did note that they feel Option 2 will improve the flow of motor vehicle traffic. In contrast, there were relatively higher support for Option 2 during the in-person pop-up engagements.

Grade Separation for Active Transportation

- **High support for grade separated active transportation crossings.** Through the in-person pop-ups and online survey there was strong support for providing overpasses or underpasses at key desire lines for people walking and cycling as a core part of this project.

What We Heard: Engage Whitehorse Website

During the second round of engagement, the project team received three (3) questions through the Engage Whitehorse platform. Questions received were related to:

- Date and time of the Public Information Session;
- Viewing the design options; and
- Considering constructing roundabouts at both intersections in the study area.

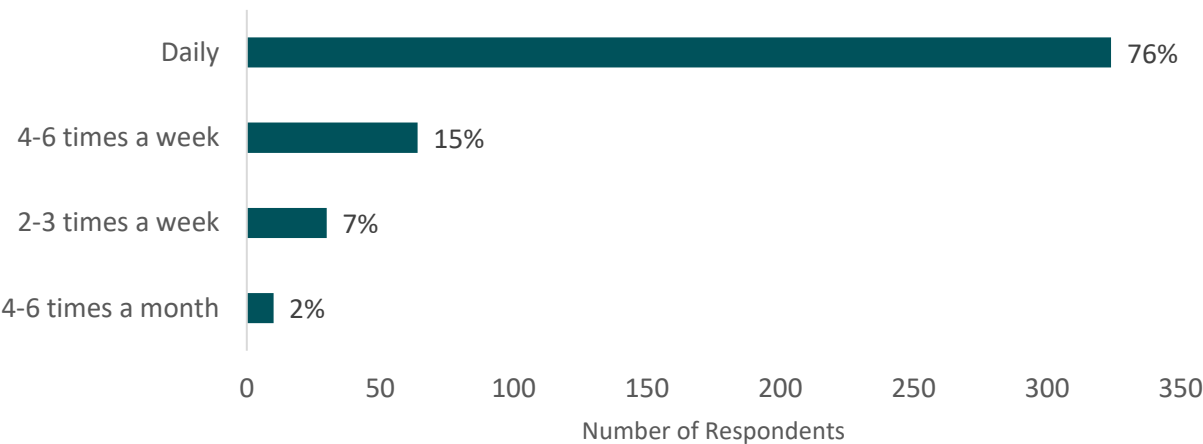
What We Heard: Online Survey

As part of this project, a survey was hosted between April 2 and 21, 2024. In total, there were 428 responses. Not all respondents answered every question, as some questions were optional. Additionally, the views represented in the survey results reflect the priorities and concerns of the respondents only and may not be representative of the general public.

While only the top themes have been included in this report, the City of Whitehorse and the Government of Yukon have read and will consider all feedback.

Part A: Connection to the Area

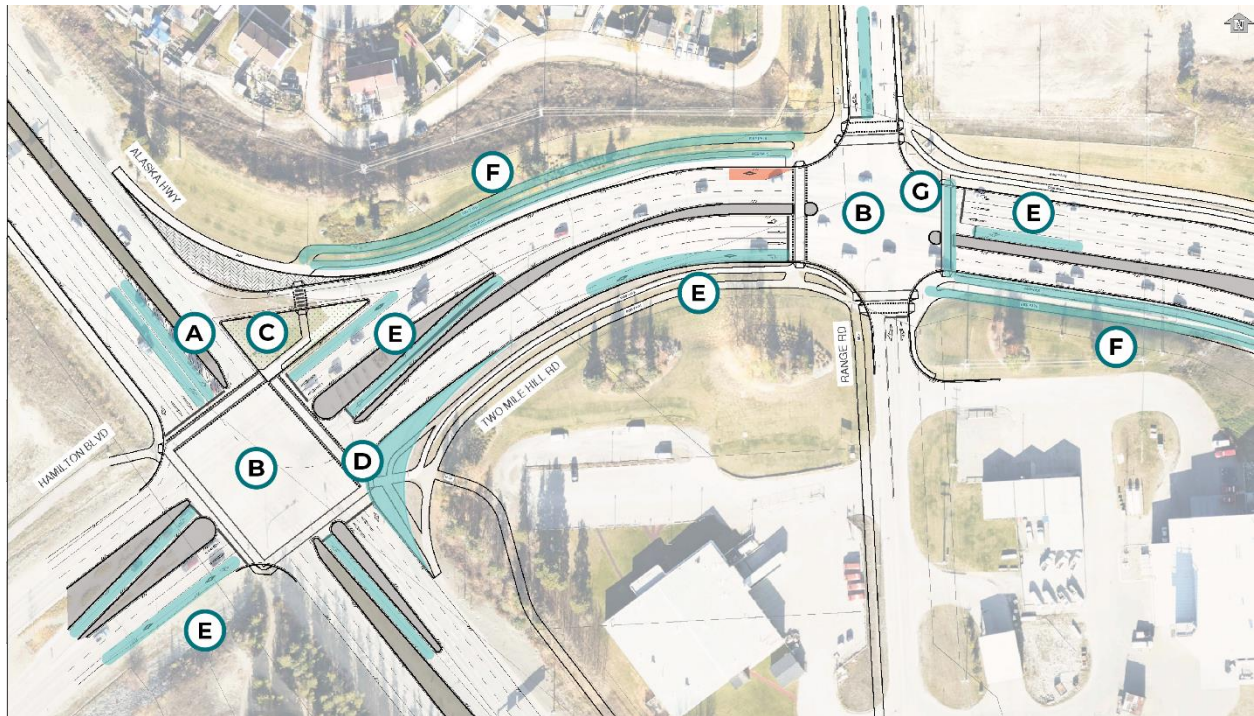
1. *How frequently do you travel through the Hamilton Boulevard / Two Mile Hill Road and Alaska Highway and Range Road and Two Mile Hill Road intersections? (428 responses)*



Most survey participants (76%) travel through the HART intersections on a daily basis. Only 2% of participants travel through these intersections 4 to 6 times a month.

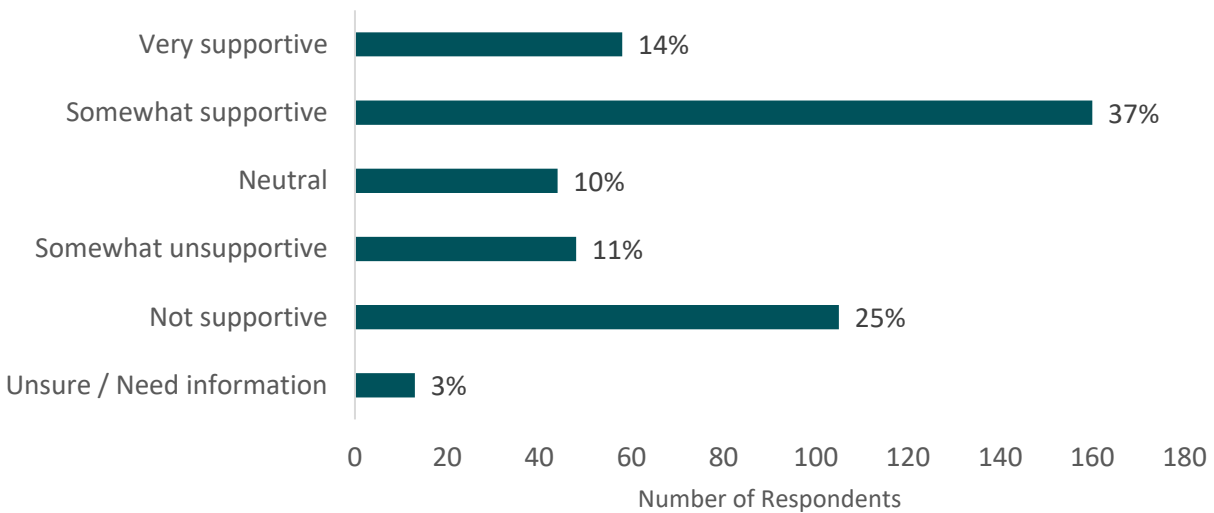
Part B: Design Option 1 – Intersections

Survey participants were asked to review the Option 1 design and consider the key design features described below.



What We Heard	What We Are Recommending
Community members expressed the need for improving the traffic flow at these intersections.	<p>The implementation of dual left-turn lanes from southbound Alaska Highway to eastbound Two Mile Hill Road to improve flow of traffic towards downtown. (A)</p> <p>Creating public transit improvements by adding additional queue jump lanes, to reduce delays for buses. (E)</p> <p>Adding a separate bike path and sidewalk along Two Mile Hill Road to connect to the pathways that are already established and connect any gaps that exist. (F)</p>
Community members shared a desire for improved safety and comfort for vulnerable road users	<p>The addition of a protected left-turn at both intersections to eliminate conflicts between left turning vehicles and pedestrians and cyclists using the crosswalks. (B)</p> <p>Redesign of the “smart channel right-turn” (a type of slip lane) for the westbound right turn at Alaska Highway and Two Mile Hill Road intersection, improving sightlines and encouraging slower turns with a sharper angle. (C)</p> <p>Removal of the northbound slip lane (also known as right-turn channels) from northbound Alaska Highway to eastbound Two Mile Hill Road to improve safety by reducing turn speeds, improving sightlines, and simplifying the intersection. (D)</p> <p>Adding new crosswalk on the east side of Two Mile Hill Road at Range Road. (G)</p>

2. What is your level of support for Option 1 Improvements? (428 responses)



A little more than half of respondents (51%) said that they are somewhat or very supportive of the Option 1 improvements.

3. What do you like about Option 1?

In total, there were 319 responses to this question. The top themes are outlined below.

- Dual left turn lanes to Two Mile Hill Road from Alaska Highway (84 comments)
- Additional left turn lanes/protected left turn lanes (48 comments)
- Separated bike path and sidewalk on both sides of Two Mile Hill Road (47 comments)
- Improves the experience and safety of people walking and cycling (39 comments)
 - Some respondents noted they liked the improvements for pedestrians and cyclists, but feel more could be done (5 comments)
- Dedicated transit queue jump lanes (36 comments)
- New crosswalk at Two Mile Hill Road and Range Road (30 comments)
- Improves the experience and safety for all road users (11 comments)
- It is not a roundabout (10 comments)
- Improves traffic flow* (7 comments)
- Redesigned “smart channel” (7 comments)
- General supportive comments (4 comments)

There were 15 respondents who shared they do not like anything about Option 1.

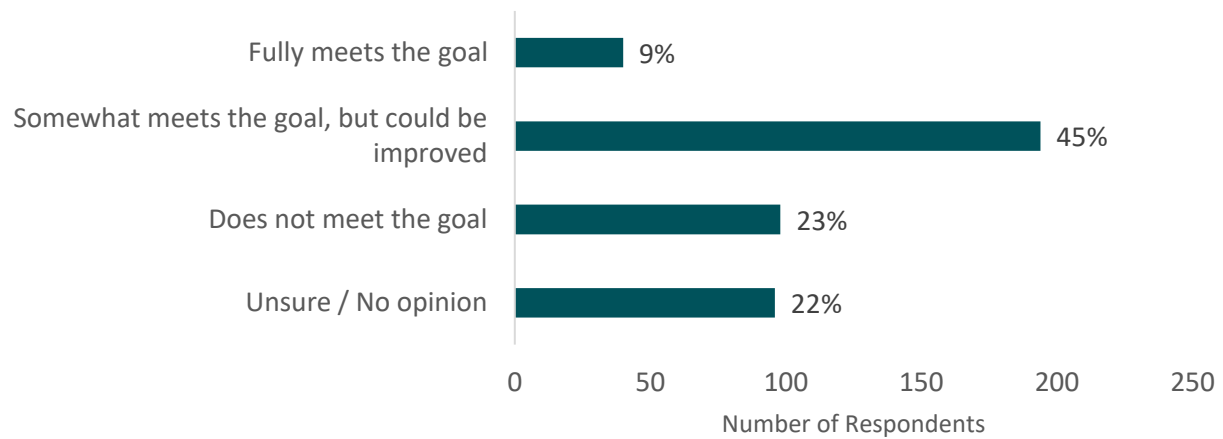
**Note: Some respondents said they like that Option 1 will improve traffic flow. However, based on a multi-modal level of service analysis, Option 1 will increase overall delays in traffic flow with protected-only left turn phasing.*

4. *What do you dislike about Option 1?*

In total, there were 319 responses to this question. The top themes are outlined below.

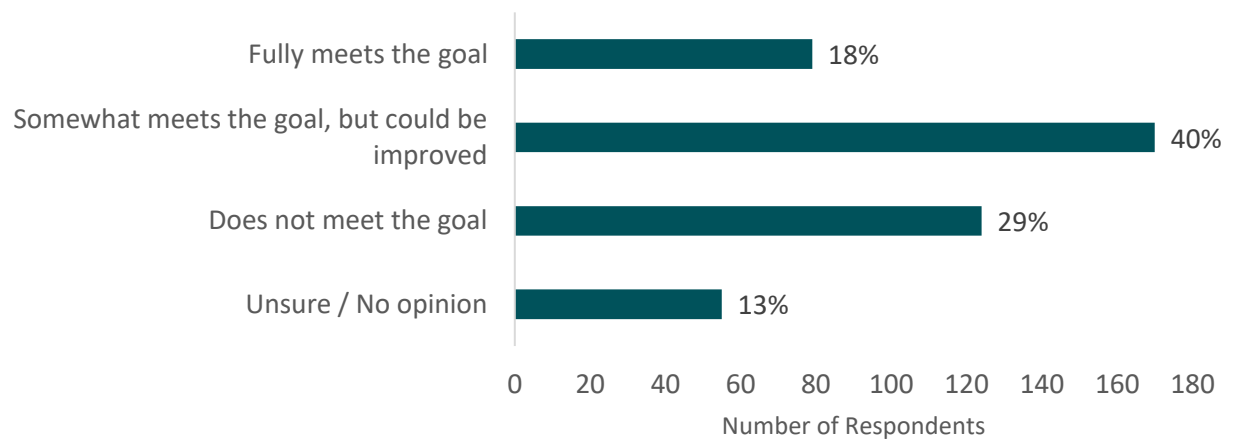
- Design prioritizes motor vehicles too much (57 comments)
- Dislike the removal and/or redesign of slip lanes (51 comments)
- Design does not improve traffic flow (49 comments)
- Dislike the dual left turn lanes (19 comments)
 - Some respondents noted that they think the dual left turn lanes will create more congestion leading up to the Two Mile Hill Road and Range Road intersection (7 comments)
- Design does not do enough to improve the experience and safety of active transportation users (15 comments)
- The intersection is still very large for active transportation users to navigate (15 comments)
- General dislike/dislike everything (14 comments)
- Confused by the design or feels it is too complicated (14 comments)
- Separated bike path and sidewalk (13 comments)
- Design prioritizes active transportation too much (12 comments)
- Design does not change enough to have an impact (11 comments)
- Dislike transit queue jump lanes (9 comments)
- Feel transit improvements are unnecessary (7 comments)
- Does not improve the experience or safety of active transportation users enough (6 comments)
- Dislike improvements for transit. They feel unnecessary and will negatively impact drivers (7 comments)
- Want an over or under pass at Alaska Highway (4 comments)
- Protected left turns will increase congestion (4 comments)
- New crosswalk does not feel safe (4 comments)
- Cannot see painted road lines in the winter (3 comments)
- Concerned about traffic impacts during construction (3 comments)
- Missing connected bike paths on Range Road (3 comments)

5. *To what extent do you feel Option 1 will meet the project goal of improving traffic flow? (428 responses)*



Most respondents (54%) feel Option 1 fully or somewhat meets the goal of improving traffic flow, but could be improved.

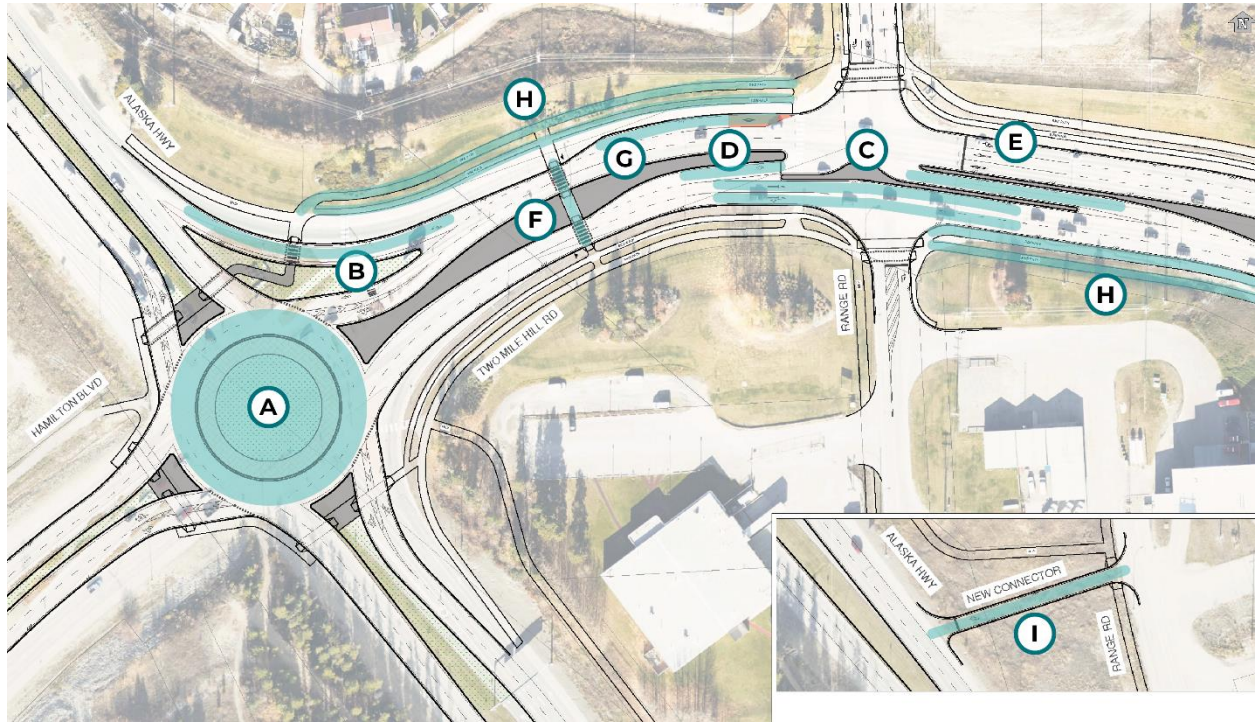
6. *To what extent do you feel Option 1 will meet the project goal of improving safety and comfort for people walking and biking? (428 responses)*



When considering the goal of improving safety and comfort for people walking and biking, 58% of respondents said they feel Option 1 fully or somewhat meets the goal, but could be improved.

Part C: Design Option 2 – Roundabout

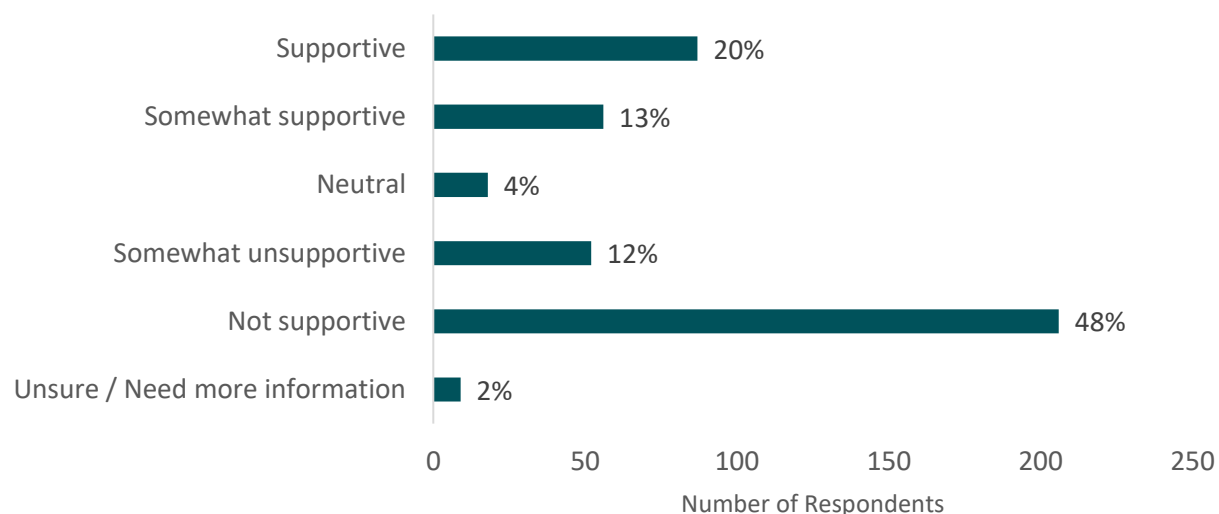
Survey participants were then asked to review the Option 2 design and consider the key design features described below.



What We Heard	What We Are Recommending
Community members expressed the need for improving the traffic flow at these intersections.	<p>Installation of a two-lane roundabout at Alaska Highway and Hamilton Boulevard/Two Mile Hill Road to improve traffic flow and road safety. The design encourages drivers to slow down as they approach the roundabout and the reduced number of lanes decreases crossing distances for pedestrians and cyclists. (A)</p> <p>Addition of a westbound to northbound right-turn bypass lane at the roundabout to accommodate high-volume traffic flow from downtown. (B)</p> <p>Reconfiguration of an intersection at Two Mile Hill Road and Range Road to improve traffic flow on Two Mile Hill Road, allowing for uninterrupted flow towards downtown (no traffic signals) and with some movement restrictions on Range Road: (C)</p> <ul style="list-style-type: none"> • Restrict northbound and southbound vehicle traffic that crosses Two Mile Hill Rd • Restrict northbound left-hand turns for vehicles from Range Road South • Restrict westbound left-hand turns for vehicles onto Range Road South <p>Addition of a channelized lane for left turns from Range Road to merge easily with eastbound traffic on Two Mile Hill Road. (E)</p>

	<p>Creating westbound public transit improvements and a bus stop on Two Mile Hill Road at the west side of the Range Road intersection to reduce delays for transit vehicles. (G)</p> <p>Addition of a separated bike path and sidewalk along Two Mile Hill Road to connect to the dedicated pathways already established and fill in any gaps that exist. (H)</p> <p>New one-way road from Range Road South to Alaska Highway to provide connectivity for drivers heading north and west (and allow them to bypass the Two Mile Hill intersection). (I)</p>
Community members shared a desire for improved safety and comfort for vulnerable road users	<p>Installation of a two-lane roundabout at Alaska Highway and Hamilton Boulevard/Two Mile Hill Road to improve traffic flow and road safety. The design encourages drivers to slow down as they approach the roundabout and the reduced number of lanes decreases crossing distances for pedestrians and cyclists. (A)</p> <p>Addition of a protected left-turn from Two Mile Hill Road to northbound Range Road to eliminate conflicts between left turning vehicles and pedestrians and cyclists at these crosswalks, making it safer for everyone. (D)</p> <p>Installation of a two-staged pedestrian crossing with rectangular rapid flashing beacons (RRFB) between the two major intersections to improve pedestrian safety while minimizing traffic delays. (F)</p>

7. What is your level of support for Option 2 improvements? (428 responses)



The majority of survey respondents (60%) said they are not supportive or somewhat not supportive of Option 2. 33% of respondents said they were supportive or somewhat supportive of Option 2.

8. *What do you like about Option 2?*

In total, there were 328 responses to this question. The top themes are outlined below.

- Roundabout (61 comments)
- Improves the flow of traffic (44 comments)
- Reconfiguration of Two Mile Hill Road and Range Road intersection (28 comments)
 - Some respondents noted that the reconfiguration helps simplify this intersection (3 comments)
- Separated bike path and sidewalk on both sides of Two Mile Hill Road (11 comments)
- General supportive comments (8 comments)
- Shorter crossing distances for pedestrians and cyclists (12 comments)
- Improves experience and safety for all road users (12 comments)
- New connector (9 comments)
- Public transit improvements (6 comments)
- Additional crosswalk (4 comments)
- Channelized land for left turns (5 comments)
- Reduced motor vehicle speeds (3 comments)
- Improves experience and safety for pedestrians and cyclists (11 comments)
- Westbound to Northbound right-turn bypass lane at the roundabout (4 comments)

There were 66 respondents who shared they do not like anything about Option 2.

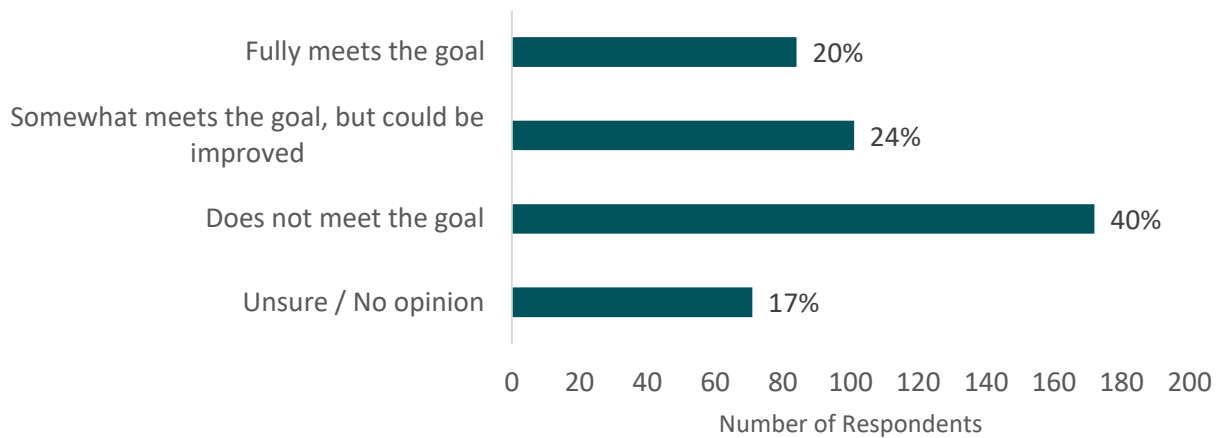
9. *What do you dislike about Option 2?*

In total, 353 respondents answered this question. Top themes are outlined below.

- Dislike the roundabout (164 comments)
 - Respondents noted that many people will be confused by the two lane roundabout. (74 comments)
 - Respondents also shared concerns about large trucks and commercial vehicles navigating the roundabout (18 comments)
 - Some respondents shared their concerns about pedestrians and cyclists crossing the roundabout (14 comments)
 - There were also concerns about rush hour traffic and congestion from neighbouring intersections backing into the roundabout (12 comments)
 - It is difficult to see painted road lines during the winter (2 comments)
 - Need to provide education on how to use roundabouts (2 comments)
- Prioritizes motor vehicles over active transportation users (60 comments)
- Dislike the reconfiguration of the Two Mile Hill Road and Range Road intersection (54)
 - Respondents also shared concerns about pedestrians and cyclists being able to safely navigate the intersection (13 comments)
 - Some respondents believe the reconfiguration is too restrictive (7 comments)
 - Some respondents shared frustration over the restricted access to Takhini (3 comments)
- Mid-block crossing feels dangerous (22 comments)
- Does not improve experience or safety for pedestrians or cyclists (12 comments)

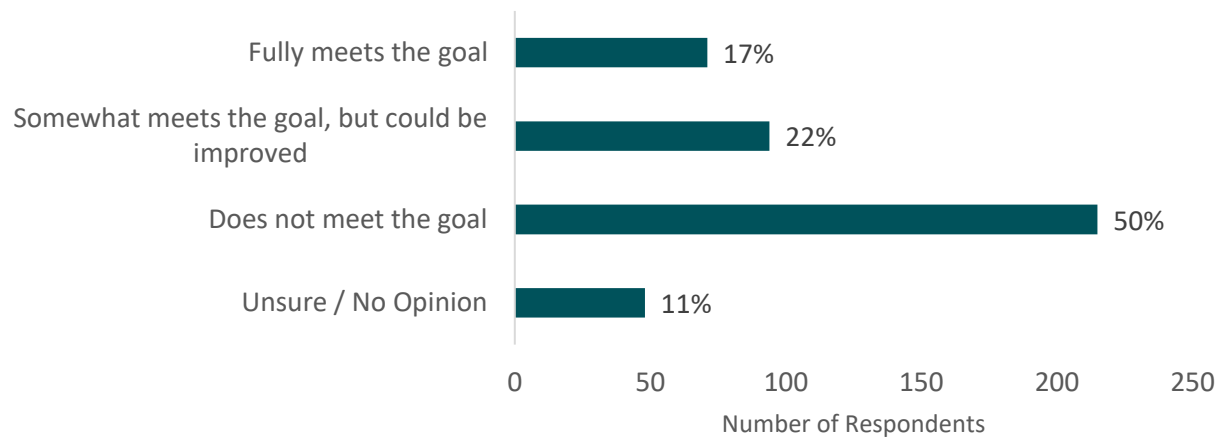
- Concerned about how emergency vehicles and large/commercial vehicles will navigate both intersections (8 comments)
- Design is confusing or unclear (8 comments)
- Dislike separated bike path and sidewalk (5 comments)
- Design does not improve traffic flow (4 comments)
- Concerned about the cost of implementation (3 comments)
- General dislike (3 comments)
- Dislike the westbound to northbound right-turn bypass lane at the roundabout (3 comments)

10. To what extent do you feel Option 2 will meet the project goal of improving traffic flow? (428 responses)



When asked to consider the goal of improving traffic flow, 40% of survey respondents said that Option 2 does not meet this goal and 20% of respondents said they believe Option 2 fully meets this goal.

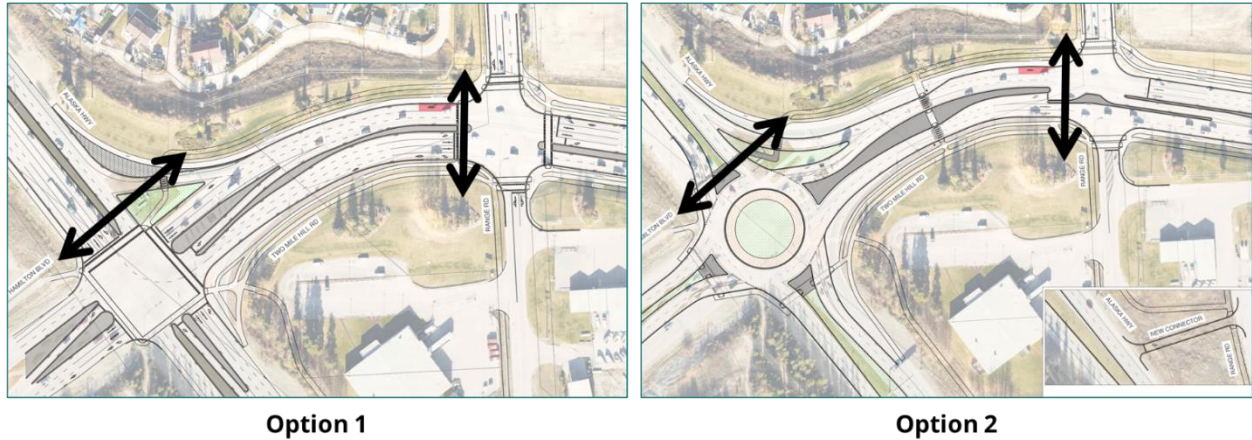
11. To what extent do you feel Option 2 will meet the project goal of improving safety and comfort for people walking and biking? (428 responses)



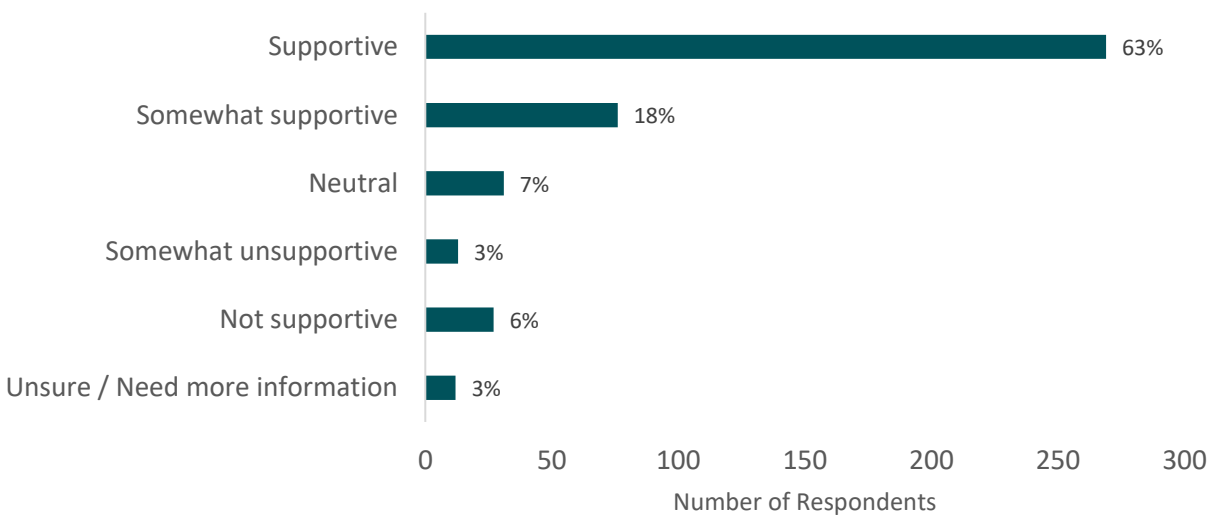
When considering improving safety and comfort for people walking and biking, 50% of respondents said Option 2 does not meet this goal and 17% said it fully meets the goal.

Part D: Grade Separation for Active Transportation

In addition to the Option 1 and 2 improvements, the project team is also exploring opportunities to provide grade separated crossings (i.e. overpass or underpass) for active transportation. Two desire lines were identified and applicable for both Option 1 and Option 2, as shown below.



12. What is your level of support for the two grade-separated active transportation connections (arrows) shown in the figure above? (428 responses)



The majority of respondents (81%) were supportive or somewhat supportive of the two grade separated active transportation connections.

13. Are there other desire lines in the study area that you think would be enhanced if a grade-separated connection could be provided?

In total, there were 225 responses to this question. The top themes are outlined below.

Location Specific

- Across Range Road (18 comments)
 - Respondents mentioned an east-west crossing on the north side of the Range Road and Two Mile Hill Road intersection (7 comments)
- Across Alaska Highway (17 comments)
 - Some respondents specifically requested crossings over Alaska Highway at Takhini and the Airport Chalet (7 comments)
- Proposed crossings are sufficient (9 comments)
- Across Two Mile Hill Road (7 comments)
 - Some respondents specifically requested a crossing on the east side of the Two Mile Hill Road and Range Road intersection (3 comments)
- Across Alaska Highway at Takhini (5 comments)

Other Comments

- Shared support for grade-separated facilities (24 comments)
- Concerns about winter maintenance (12 comments)
- Concerns about grades, accessibility, and travel distances (11 comments)
- Concerns about project cost (8 comments)
- Grade-separation is unnecessary (7 comments)
- Concerns about the potential for crime, including gender-based violence (5 comments)
- Proposed options need additional connects (4 comments)
- Concerns about people jumping from overpasses (3 comments)
- Highway should be fully grade-separated (3 comments)

Part E: Final Comments

14. Do you have any additional comments or feel anything was missed in the proposed design options?

In total, there were 248 responses to this question. The top themes are outlined below.

Comments on Design Options

- Want to see active transportation infrastructure prioritized (53 comments)
- Additional pedestrian and cycling safety improvements are needed for both options (27 comments)
- Concerned about or opposed to a roundabout (35 comments)
- Reiterate support for Option 1 (10 comments)
- Do not support either option (9 comments)
- Support for a roundabout (9 comments)
- Proposed options do not adequately address congestion concerns (9 comments)

- More information is required (6 comments)
- Concerned about the cost to implement the project (5 comments)
- Reiterate support for Option 2 (3 comments)
- Sightline concerns at Two Mile Hill Road and Range Road intersection (3 comments)

Additional Design Considerations

- Recommendations for alternative configurations (7 comments)
- Consider synchronized signals (4 comments)
- Widen Alaska Highway (3 comments)
- Consider full grade separation (3 comments)
- Install red light cameras (3 comments)

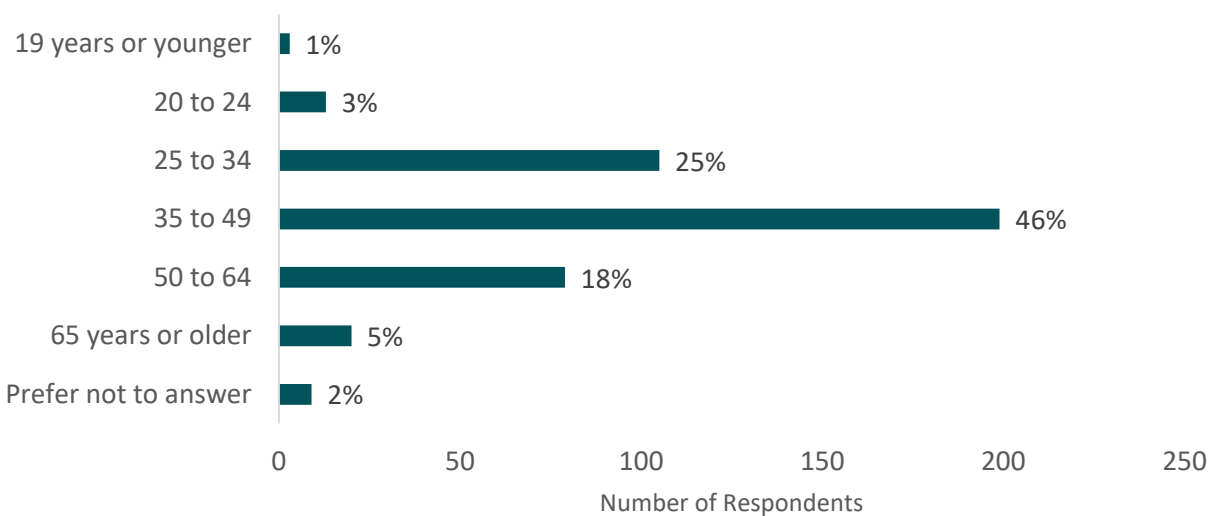
Other Comments

- Support for active transportation grade-separation (19 comments)
- Need to focus on improving traffic flow (12 comments)
- General supportive comments (4 comments)
- Roundabout education is critical (4 comments)
- Consider impacts of Robert Service Way closures (3 comments)
- Concerned how effective designs will be during the winter (3 comments)

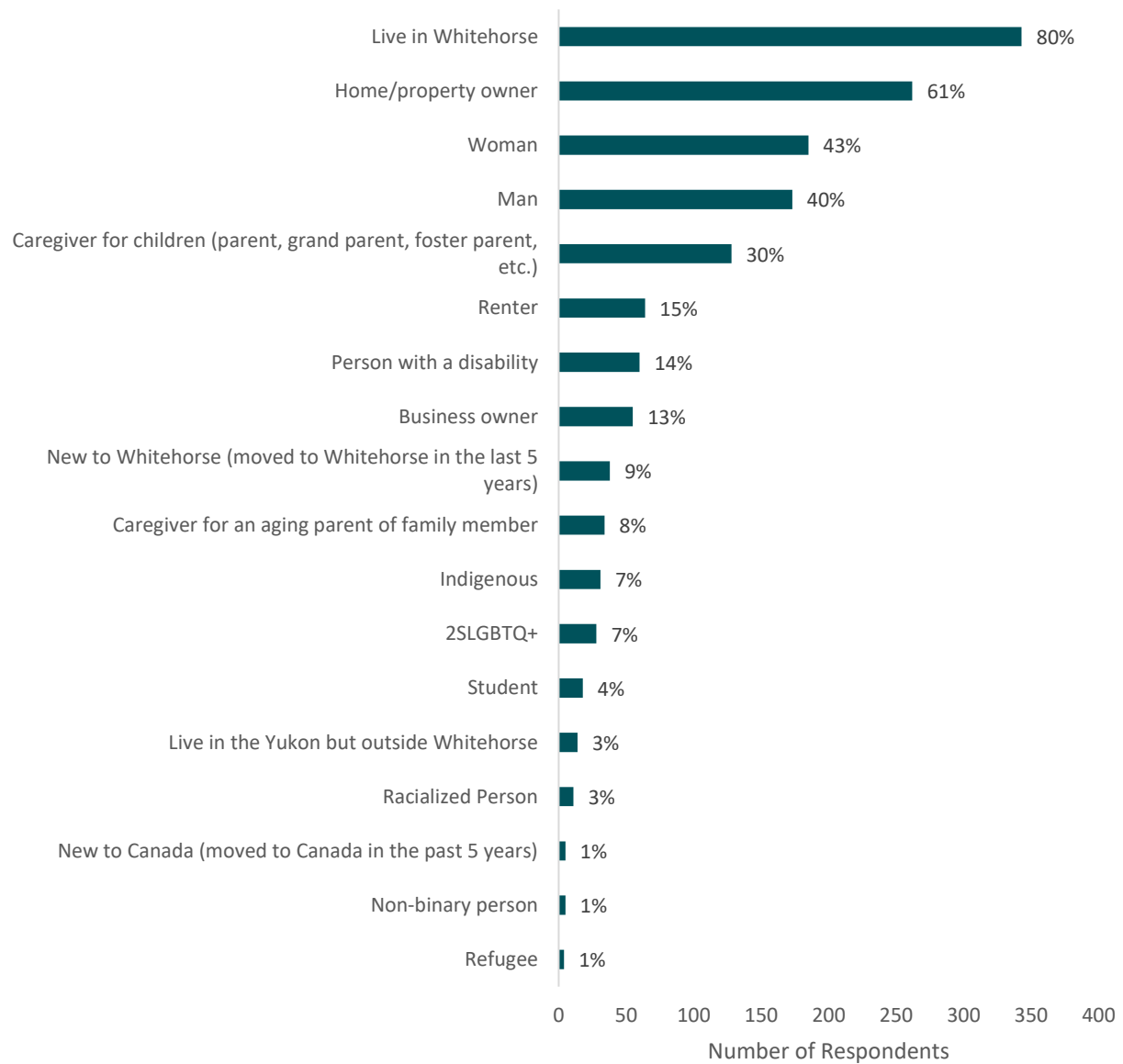
Part F: Demographics

It is important that we hear from a balanced and diverse group of people and perspectives to inform our decision-making. These questions help us understand who we're hearing from so we can contextualize results and design future engagement events to ensure that a broad range of perspectives are being represented. Any demographic information participants chose to share remains confidential.

15. What is your age? (428 responses)



16. Are you or do you consider yourself any of the following (select any that apply)? (428 responses)



What We Heard: Public Information Session

The project team held a 1.5-hour virtual public webinar on April 3, 2024, over Zoom. There were twenty-six (26) attendees. The purpose of the webinar was to introduce the proposed design options and provide community members with an opportunity to ask questions directly to the project team.

After a presentation from the project team, attendees took part in a Q&A session. Attendee questions focused on clarifying details of the recommended designs.

A recording of the public webinar, including the Q&A session, is available on the [City of Whitehorse's YouTube channel](#).

Questions and answers from the Public Information Session have been included on the [Engage Whitehorse page](#).

What We Heard: Pop-up Events

The project team hosted two pop-up events on April 17 at the Canada Games Centre and April 18 at Main Street and 3rd Avenue. At the pop-ups, community members were able to review the design options, ask questions to the project team, and share feedback on both options. During the two events, there were about 100 interactions, with most participants choosing to interact with Option 2 over Option 1. Similar to what we heard through the online survey, a key takeaway from the pop-up events is the need for education on how to use roundabouts. Below is a summary of everything we heard from pop-up attendees. Photos of the open house boards at the end of the pop-up events are in **Appendix A**.





Option 1 – Intersections

To what extent do you feel Option 1 will meet the project goals? Numbers below represent the number of dot stickers places on the interactive boards at both pop-up events.

	Goal 1: Improving Traffic Flow	Goal 2: Improving Safety and Comfort for People Walking and Biking
Very supportive	1	1
Somewhat meets the goal	1	
Neutral		2
Does not meet the goal	9	5
Unsure / No Opinion		

Attendees shared additional comments through discussion with the project team at the Pop-up Events regarding Option 1, which are summarized below:

- Does not address safety concerns at the pedestrian crossing on the north side of Two Mile Hill Road and Range Road intersection (2 comments)
- Separated bike paths and sidewalks do not seem necessary (2 comments)
- Consider signal light timing (i.e. shorten pedestrian signal wait times, smart lights that only turn green when cars are waiting) (2 comments)

Option 2 – Roundabout

To what extent do you feel Option 2 will meet the project goals? Numbers below represent the number of dot stickers placed on the interactive boards at both pop-up events.

	Goal 1: Improving Traffic Flow	Goal 2: Improving Safety and Comfort for People Walking and Biking
Very supportive	18	14
Somewhat meets the goal	5	1
Neutral		1
Does not meet the goal		
Unsure / No Opinion		

Attendees shared additional comments through discussion with the project team at the Pop-up Events regarding Option 2, which are summarized below:

- Identified need for education on how to navigate roundabout safely (6 comments)
- Support for Option 2 (5 comments)
- Need grade separation (5 comments)
- New mid-block crossing does not seem safe and will not be used (3 comments)
- Some participants initially communicated concerns for the movement restrictions at Range Road being too restrictive. However, after project team clarified that the primary movements are still allowed, the participants were less concerned of the treatment.

Grade Separation for Active Transportation (Underpass or Overpass)

What is your level of support for the two grade separated active transportation connections shown?

Supportive	Somewhat Supportive	Neutral	Somewhat Unsupportive	Not Supportive	Unsure / Need more Information
19	3	0	0	0	0

Attendees also shared the following comments on grade separation for active transportation:

- Support for underpasses, emphasizing their importance regardless of the design option chosen (8 comments)
- Need to prioritize safety for pedestrians and cyclists. This includes maintaining the routes year-round (2 comments)
- Suggestion to use simplified language to describe this improvement. Using “underpass or overpass for people walking and cycling” rather than “grade separation for active transportation”.

Appendix A: Pop-up Boards

HART

COMBINED INTERSECTION UPGRADES

OPTION 1 INTERSECTIONS

Use a dot sticker to indicate your level of support for the Option 1 improvements.

To what extent do you feel **Option 1** will meet the project goals?

Goal 1: Improving Traffic Flow

Goal 2: Improving Safety and Comfort for People Walking and Biking

Very supportive

Somewhat meets the goal

Neutral

Does not meet the goal

Unsure / No Opinion

What We Heard

Community members expressed the need for improving the traffic flow at these intersections.

What we are recommending:


- A** **Dual left-turn lanes** southbound Alaska Hwy to improve flow of traffic towards downtown.
- E** **Transit priority improvements** by adding queue jump lanes to reduce delays for buses.
- F** **Separated bike path and sidewalk** along Two Mile Hill to connect to existing paths and complete gaps in the network.

What We Heard



Community members shared a desire for improved safety and comfort for vulnerable road users

What we are recommending:

- B** **Protected only left-turn phasing** at both intersections to eliminate conflicts between turning vehicle and oncoming traffic, pedestrians, and cyclists.
- C** **"Smart channel" right-turn** (a type of slip lane) for westbound right-turn at Alaska Hwy which improves sightlines and encourage slower turns.
- D** **Removal of the northbound slip lane** (also known as right-turn channel) at Alaska Hwy to improve safety by reducing turn speeds, improving sightlines, and simplifying the intersection.
- G** **New crosswalk** on the east side of Two Mile Hill Rd at Range Rd.



COMBINED
INTERSECTION
UPGRADES


What We Heard

Community members expressed the need for improving the traffic flow at these intersections.

What we are recommending:

- Two-lane roundabout at Alaska Hwy** to improve traffic flow and road safety by encouraging slower speeds and reducing crossing distances for pedestrians and cyclists.
- Westbound right-turn bypass lane** at the roundabout to accommodate high volume of turns onto Alaska Hwy.
- Intersection reconfiguration at Two Mile Hill Rd and Range Rd** to improve traffic flow on Two Mile Hill Rd, allowing for uninterrupted flow towards downtown, with some movement restrictions on Range Rd:
 - Restrict northbound and southbound vehicle traffic that crosses Two Mile Hill Rd
 - Restrict northbound left-hand turns for vehicles from Range Road South
 - Restrict westbound left-hand turns for vehicles onto Range Road South
- Protected bike path and sidewalk** along Two Mile Hill Rd to connect to existing paths and complete gaps in the network.
- One-way road from Range Rd South to Alaska Hwy** to provide connectivity for drivers heading north and south, and bypass the Two Mile Hill intersection.

OPTION 2 ROUNDABOUT



- Use a dot sticker to indicate your level of support for the Option 2 improvements.

To what extent do you feel Option 2 will meet the project goals?	Goal 1: Improving Traffic Flow	Goal 2: Improving Safety and Comfort for People Walking and Biking
Very supportive	10 dots (5 green, 5 red)	10 dots (5 green, 5 red)
Somewhat meets the goal	3 dots (2 green, 1 red)	1 dot (green)
Neutral	0 dots	1 dot (yellow)
Does not meet the goal	0 dots	0 dots
Unsure / No Opinion	0 dots	0 dots

What We Heard

Community members shared a desire for improved safety and comfort for vulnerable road users

What we are recommending:

- Two-lane roundabout at Alaska Hwy** to improve traffic flow and road safety by encouraging slower speeds and reducing crossing distances for pedestrians and cyclists.
- Protected only left-turn phasing** from Range Rd onto Alaska Hwy North to eliminate conflicts between left-turning vehicles and oncoming traffic, pedestrian and cyclists.
- Two stage protected crossing** with rapid flashing beacons (RFFB) between Range Rd and Alaska Hwy intersections to improve connectivity with downtown and minimizing traffic

GRADE SEPARATION FOR ACTIVE TRANSPORTATION

The project team is exploring opportunities to provide grade separated crossings, such as overpasses or underpasses. Two potential locations have been identified based off of popular desire lines.



Use a dot sticker to indicate your level of support for the two grade separated active transportation connections (arrows) shown.

Supportive	
Somewhat supportive	
Neutral	
Somewhat unsupportive	
Not supportive	
Unsure / need more info.	

Are there other desire lines in the study area that you think would be enhanced if a grade-separated connection could be provided?

Add a sticky note in the space below the maps, to say where you think other grade-separated connections should be considered.