

I heard that the proponent plans to have a traffic light and pedestrian crossing at the new intersection. There'd be a button to push and 6 or 7 lanes to cross. Walkers crossing at the ARC would be faced with 10-15 minutes and a crossing at a complex highway intersection, hundreds of metres from where they want to cross. Many will still cross at the ARC.

The proposed pedestrian crossing isn't reasonable. There should be more thought of health and safety for those who choose to use vehicles less. This area (see map) needs a major trail vision. Numbers relate to map.

**1** ... Let's look at this as an opportunity. Look at pedestrians crossing the highway at the Salvation Army's ARC — Valleyview, Hillcrest, McIntyre,... residents — and they deserve a safe way to walk downtown.

A culvert, such as the one on Hamilton Boulevard but better lit, is the cheapest obvious solution. This is a natural crossing: the airport, the highway and Baxter's Gulch won't be moving, and the lineup of property boundaries converge here. See the map below. A culvert can easily be wheelchair and stroller accessible to connect future paved paths.

What's the Tank Farm's trail vision? It's going to add new homes soon and will want to be a good trail network neighbour. Its residents will also want to use this trail network and its major highway ARC crossing.

A very less useful solution would be to extend the new island proposed at the intersection all the way to the ARC so the crossing would be divided into two parts; then slow the speed down to neighbourhood-safe levels.

**2** ... For Hillcrest and other neighbourhoods, trails through the publicly zoned space behind Burns Road industrial will be much safer and more pleasant than future Burns Road or Hillcrest Drive highway crossings at the airport. Walkers and cars don't easily mix!

**3** ... Those walking to Valleyview or the CGC could continue to walk away from the highway — if we could negotiate a public right-of-way between the new Ta'an Kwäch'an Council quarry and the Tank Farm.

**4** ... A large parking area needs to be preserved for the many people who frequently walk the very popular Airport Perimeter Trail.

**5** ... Put an alternate multiuse trail on the west side of Range Road so those who wish can avoid crossing the driveways on the east side.

**6** ... People from downtown or above-the-airport should be able to access the new city building on foot. Creating a public access path into the green space on this section of the escarpment is an obvious step. *I've heard that the city proposes a road through here to connect the operations building directly to the intersection.*

**7** ... Local residents walk around the edge of the plateau above Two Mile Hill. Highways, the public safety building, the fire hall, the Toyota building and the city operations building could take a good neighbour policy and facilitate walking. These buildings will bring in many new employees and an escarpment walk or a switchback to downtown will provide a significant workplace health benefit.

**8** ... Construction of the extension and later snow clearing work on multiuse trail and highway shouldn't treat Spook Creek as a waste dump. Spook Creek could host a gradual trail down off the escarpment.

Further points...people routinely use Range Road to skip the main highway intersection. It seems to me that people using this short cut are often in a hurry and sometime taking risks that endanger others.

Twinning the highway is a bad idea. Slowing traffic should be the goal.

To sum up. It appears that this project was seen as a simple vehicle intersection adjustment, but didn't examine the bigger transportation/recreation picture. Instead of making a solution that doesn't really address the issues, look at the whole picture and do a great planning job and create a very necessary piece of infrastructure — a culvert.

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