

In addition to the existing Copper Ridge, Hillcrest, Granger, Ingram, Arkell, Logan, McIntyre neighbourhoods, future residential development will come from the Tank Farm and Ta'an Kwäch'än Council's DDDC C-308 temporary quarry and later residential or commercial use. This doesn't include a number of larger First Nation land parcels above the airport which will certainly be attractive for residential growth of Whitehorse if we don't want to spread out even larger outside of the city limits.

Looking at this area, we have the neighbourhoods, the airport, the Canada Games Centre, the Airport Escarpment Trail and Yukon River trails and most important, Downtown.

Through this area are wetlands, cliffs, the airport escarpment bounded by cliffs at each end, a gulch and the highway. There are few logical non-motorized crossings, whether for recreation or active transportation.

In my March 7, 2019 submission to this same project, (attached as Appendix A) I pointed this out. I emphasized the role that walking and biking play in community and individual health.

The latest response from HPW promising a 4-way traffic signal at the new intersection, unfortunately doesn't deal with the issue of walkability, and by extension biking. It ignores the Ta'an Kwäch'än Council's DDDC C-308 land, it ignores the development in the Tank Farm. The City Operations Committee minutes from April 15, 2019 talk about the City's Operations Building need for routing heavy equipment through this same intersection. It ignores HPW's own plans to deal with Hillcrest and Airport interaction with the highway, and the likelihood of a 2-traffic-light scenario at Hillcrest Drive and Burns Road at the Highway.

The reality is, this proposal ignores the broader picture of the many people living above the airport who would be potential pedestrians crossing the road. Picture a family living above the airport. They want to

take their kids downtown to school or for a walk or bike ride around the airport. For the parents of little kids out there, would you rather navigate this new intersection, the heavy equipment traffic from the city building, C-308 land, the Tank Farm, or would you rather go through a culvert under the highway? Do you want to follow a trail along the highway, or stay back away from the highway?

Looking at people who've crossed below the Salvation Army building for decades. Is the intention that they they will walk a few hundred metres to the traffic lights, press a button, wait, get 5-10 seconds to cross before the traffic takes over, then walk back to the other side of where they want to go? Is this 5-10-15 minutes? Or, will they wait for a break in traffic and cross where they've always crossed?

Perhaps HPW looks at this crossing as a temporary measure until area C-308 and Tank Farm development is done and then the department will be back to look at what is needed.

Land this close to Downtown, with the City's stated desire to build denser closer to downtown should be a driver in this process. People crossing the highway should take precedent over vehicles on an in-town highway.

With all the pressing demands on a government's purse, shouldn't we build a culvert and get the trail patterns through the area settled. Encourage more people to walk rather than drive. Look ahead. It will make the Ta'an Kwäch'än Council's C-308 land and the Tank Farm more valuable, more desirable for residential use. Kwanlin Dün's land around McIntyre will be even more attractive.

It's hard to see if how a YESAB process could be satisfied with looking only at bits and pieces of a picture to make informed decisions.

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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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