

Whitehorse Corridor Functional Plan Public Engagement Report:

“What We Heard”

Prepared for
Government of Yukon, Highways and Public Works

October 2015

CH2MHILL®

Executive Summary

The Yukon government (YG) is preparing a Functional Plan for the Alaska Highway Whitehorse Corridor. As part of this process, YG initiated stakeholder and public engagement to inform them about the functional planning process and obtain feedback on the high-level proposals. This Public Engagement Report summarizes the feedback provided through the consultation process.

Public engagement is intended to enable the confirmation and/or refinement of the draft Functional Plan prior to its finalization and before the commencement of the *Yukon Environmental and Socio-economic Assessment Act* (YESAA) process and detailed design. Early discussions with stakeholders commenced in 2014. Further meetings with stakeholders commenced in February 2015. The public engagement process for the Whitehorse Corridor project was launched on March 16, 2015 and remained open for a period of nine weeks until May 15, 2015. Engagement components included:

- **Meetings with stakeholders**, including City of Whitehorse, Kwanlin Dün First Nation, Ta'an Kwäch'än Council, ATCO Electric, NorthwesTel, and YG departments, as well as affected landowners along the corridor.
- Development of a **project brochure**, which provided an overview of the project and was distributed to over 12,000 addresses in Yukon, by means of Canada Post unaddressed admail.
- A **project website**, developed using the PlaceSpeak platform, which included background technical information and drawings of the proposed corridor improvements; non-technical briefing notes on relevant aspects; interactive mapping of the project segments; a 3D video drive-through of the project; information about the dates and location of the public open houses; the toll-free project inquiry line telephone number; and the project information email address. A total of 2,233 unique views of the website were recorded over the duration of the public engagement period.
- A **toll-free project inquiry telephone line**, as well as a **project email account**, were set up and managed for the duration of the consultation period. These resources allowed people to ask questions about the project, request additional information, or provide emailed comments and feedback. The project inquiry line fielded over 70 calls during the course of the public engagement period, while 62 emails were received with questions and comments about the project.
- **Notification and advertising** about opportunities for the public to participate in the consultation process, which included print advertisements, online advertisements, radio, and rolling channel television advertisements ran for the duration of the consultation period, as well as posters posted around town. Notification about participation opportunities was also posted on the YG website, the YG Highways and Public Works (HPW) website, as well as YG and HPW Twitter and Facebook accounts.
- **Open houses**, held at the Yukon Transportation Museum, were attended by 154 people over a 4-day period between April 22 and 25.
- A **survey**, which provided the primary means by which members of the public were able to submit their views, either by completing hardcopy forms (which were mailed out to all residential and business addresses in Yukon along with the project brochure) or by completing an online version of the survey via the PlaceSpeak site. Copies of the survey were also made available at the open houses, at YG offices, and at public locations in Whitehorse (including the Canada Games Centre and Whitehorse Public Library). A total of 488 survey responses were received.

The survey results indicate that 45% of respondents agree or strongly agree that the Functional Plan balances local and regional transportation needs and will benefit the City of Whitehorse and Yukon, while 39% disagree or strongly disagree.

The survey results also show that 40% of respondents agree or strongly agree that the Functional Plan proposals address their safety concerns, while 39% disagree or strongly disagree. The impacts of highway widening and vehicle speeds on safety, as well as the safety of pedestrians and cyclists, were raised as key concerns.

Survey results indicate that public attitudes about the impacts of the Functional Plan proposals on congestion and travel times are split: 40% of respondents agree or strongly agree that the Functional Plan will address congestion and travel times and 40% disagree or strongly disagree. Many respondents are of the view that congestion and travel times are not an issue on the Whitehorse Corridor and that a better balance between the needs of all users of the corridor (including motorists, cyclists, and pedestrians) is required.

Overall, respondents did not agree that the improvements reflect a balance between community, environmental, and economic considerations: 36% agree or strongly agree, while 41% disagree or strongly disagree. However, it is notable that respondents from Whitehorse (versus those from elsewhere in the Yukon) are more likely to agree or strongly agree that the improvements reflect a balance between community, environmental, and economic considerations. In total, 41% of Whitehorse respondents agreed or strongly agreed, while 37% of Whitehorse respondents disagreed or strongly disagreed. Several respondents expressed concern about whether the proposed \$200 million investment in highway improvements is justified and some stated that they would prefer public investment to be directed elsewhere in the community.

The consultation process captured a wide range of views. Other recurring themes included:

- Perceived lack of consistency between Functional Plan proposals, and YG and City of Whitehorse policies and strategies (for example relating to climate change and sustainable transportation).
- Whether safety and level of service can be addressed through alternate approaches (for example, speed reduction and enforcement, highway maintenance, and promoting use of alternative transportation modes such as walking, cycling, and transit) which do not necessitate investment of this scale.
- Whether the corridor should be widened to four lanes along its entire length and that the number of intersections be reduced even further.

The Whitehorse Corridor was divided into 10 segments that can be constructed as complete sections. The survey included specific questions about each of the sections. Survey results indicate that for all segments, more respondents agree or strongly agree with the proposed highway improvements than disagree. Key components within each segment, which may require further consideration and review, based on survey responses (as well as feedback from open houses and emailed comments), are summarized in this report.

The majority of survey respondents expressed support for the multi-use trail concept and for proposed improvements to bicycle and pedestrian facilities. Key considerations, which may require further consideration and review are identified and summarized in this report.

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A Alaska Highway Whitehorse Corridor Survey Questions

1. Introduction

1.1 Key Steps in the Engagement Process

1.1.1 Overview

The Yukon government (YG) commissioned CH2M HILL Canada Limited (CH2M) to prepare the Functional Plan for the improvement of the Alaska Highway Whitehorse Corridor in 2013, building on the prior technical studies and concept planning undertaken by YG.

Functional planning represents an early stage in the corridor planning process and, for this reason, it is appropriate to engage stakeholders and the public as part of the Functional Plan preparation process so that their views on the high-level proposals can be taken into consideration.

While stakeholder engagement¹ was initiated early on in the process, the public engagement process was programmed to occur following the completion of the draft Functional Plan. The purpose of the public engagement process was to confirm and/or refine the approach and plan elements prior to the finalization of the Functional Plan and the commencement of the *Yukon Environmental and Socio-economic Assessment Act* (YESAA) process and before proceeding to detailed design.

1.1.2 How Input Will be Used

The public engagement program launched on March 16, 2015 and remained open for a period of 9 weeks until May 15, 2015. This report summarizes the feedback provided through the consultation process. The next step is for YG and the design team to consider the feedback received from stakeholders and the public, and to confirm the Functional Plan components which are supported, and/ or to recommend changes where stakeholder and public opinion indicates that these are desired and where the alternatives can achieve project objectives (for example, in respect of safety, efficiency, and cost). These proposed changes will be approved by elected officials prior to the finalization of the Functional Plan.

A follow up report, which identifies the changes made in response to feedback received (as well as, the justification for where changes were not made), will be made publicly available as part of a future phase of the project.

¹ Beginning in 2013, meetings were held with the City of Whitehorse, Kwanlin Dün First Nation, Ta'an Kwäch'än Council, utilities and Whitehorse International Airport to understand their future plans.

2. Engagement Methods

2.1 Overview

Various consultation approaches were used to share information about the project with stakeholders and the public, and to obtain feedback on the Functional Plan components. These are set out below.

2.2 Stakeholder Engagement

2.2.1 Engagement with First Nations, City of Whitehorse, Utilities, and other YG Departments

Early on in the development of the Functional Plan, beginning in 2014, public bodies and utilities that have an interest in the corridor and are affected by the proposals (including City of Whitehorse, Kwanlin Dün First Nation, Ta'an Kwäch'än Council, ATCO Electric, NorthwesTel, and YG departments) were consulted to understand their future plans; these plans can impact on the future “picture” of transportation needs in the medium- and long-term scenarios. Further consultation with some of these public bodies will be required before the Functional Plan can be finalized.

2.2.2 Engagement with Landowners

Interaction with landowners affected by the Functional Plan took several forms over two significant phases.

- The first “informational” phase took place early in 2014. Letters were sent to 28 landowners along the corridor whose land and accesses could be directly impacted by proposed changes to the highway. Meetings were arranged with several owners to explain the proposed changes, the reasons these changes are required, and to describe subsequent opportunities to provide input into the design process.
- The second phase of stakeholder engagement began in February 2015 when one-on-one meetings were scheduled with all directly affected landowners. Upon request, meetings were also arranged with other individuals or groups who either wanted more information or had ideas and input for YG. In total, 37 meetings were conducted. This phase was largely concluded by May 15, 2015, although further discussions with some landowners will be required before the Functional Plan can be finalized.

2.2.3 Stakeholder Feedback

A summary of the feedback received from stakeholders is included in the Key Results summary contained in Section 3.

2.3 Project Brochure

A project brochure was developed, providing a high-level overview of the proposed improvements to the Whitehorse Corridor. The brochure summarized why highway improvements are required; set out the steps in Functional Plan development; described the Functional Plan components; summarized the long-term vision for the corridor; explained how the priorities were determined; and provided a high-level overview of costs. The brochure directed people to the project website where more detailed information about the proposals was available. It also explained how the public could voice their opinion.

The project brochure (along with a hardcopy of the survey and pre-paid reply envelope) was distributed to all business and residential addresses in Yukon via Canada Post unaddressed admail. Approximately 12,000 brochures were delivered.

Additional paper copies were made available at some YG offices and public locations in Whitehorse (including the Canada Games Centre and the Whitehorse Public Library). Copies were also mailed out to

residents upon request (via email or the project information line). A French version of the brochure and survey were also available online, with paper copies provided upon request.

2.4 Project Website

Building on the objective of inclusiveness, a project website was developed, enabling members of the public to access information about the project at any time. The website, which provided the central repository for project information, was developed using the PlaceSpeak consultation platform (<https://www.placespeak.com/topic/1402-whitehorse-corridor-alaska-highway/>). The website includes links to background technical documents and drawings of the proposed corridor improvements. It also includes non-technical briefing notes on topics including safety, level of service, environmental considerations, walking, and cycling.

In order to aid public understanding of the proposals, an interactive map was developed for online viewing. This interactive map enabled users to zoom into the section of the corridor in which they are most interested, and to view the drawings of proposed changes in that segment. Given that the corridor is approximately 40 km in length, the interactive map improved peoples' ability to access information about particular segments of the corridor easily and quickly. In addition, a 3D video drive-through of the project was developed and made available for viewing on the website, to assist people in understanding the proposed changes and what they might look like.

The website also included information about the dates and location of the public open houses, details of the toll-free project inquiry telephone line, and a link to the project information email. In addition, the website included a link to the survey which members of the public were able to complete online if they wished.

A total of 2,233 unique views of the website were recorded over the duration of the public engagement period.

2.5 Project Inquiry Telephone Line and Email

A toll-free project inquiry telephone line and email were set up and managed for the duration of the consultation period. This service allowed people to ask questions about the project, request additional information, or provide emailed comments and feedback. The project inquiry line fielded over 70 calls during the course of the public engagement period, while 62 emails were received with questions and comments about the project. Comments received are included in the Key Results summary contained in Section 3.

2.6 Notification and Advertising

In addition to the project brochure and website, notice of opportunities to participate in the Whitehorse Corridor consultation process was comprehensive and included the following:

- **Print Advertising** – Advertisements were placed in the local newspapers, announcing the launch of the consultation process, and inviting the public to participate, and to attend the open houses:
 - Whitehorse STAR (March 18, 27; April 10, 17, 22; May 8, 13)
 - Yukon News (March 18, 27; April 10, 17, 22; May 8, 13)
 - L'aurore boreale (March 18; April 1, 15; May 13)
- **Online News Advertisements** – Online newspaper advertisements were also placed as follows:
 - Whitehorse STAR (advertisements ran for 9 weeks from March 16 to May 15)
 - Yukon News (advertisements ran for 9 weeks from March 16 to May 15)
- **Radio Advertisements** – Daily radio advertisements were broadcast throughout the consultation period by the following stations:
 - CKRW (a total of 183 advertisements were aired between March 16 and May 15; advertisements aired 3 times per day, Monday through Sunday)

- CHON-FM (a total of 183 advertisements were aired between March 16 and May 15; advertisements aired 3 times per day, Monday through Sunday)
- **Television** – Rolling advertisements were aired on NWTel Channel 31 over a 2-month period from March 16 to May 15.

Notice of opportunities to participate in the consultation process were also posted via YG and HPW Twitter and Facebook accounts, intranets, and websites.

2.7 Open Houses

A total of 154 people attended the 4 open houses, held at the Yukon Transportation Museum in Whitehorse, during the week of April 20, 2015, as detailed in Table 2-1.

TABLE 2-1. Open House Attendance

Date	Time	Number of Attendees
Wednesday, April 22, 2015	4PM – 8PM	34
Thursday, April 23, 2015	4PM – 8PM	43
Friday, April 24, 2015	4PM – 8PM	40
Saturday, April 25, 2015	11AM – 3PM	37

Open house displays described project components. In addition, paper copies of the roll plot maps for each segment were available for review and mark-up; 3D videos of the proposed improvements were shown; and an interactive 3D drive-through was available to the public. Employing a “world café” format, theme tables were set up addressing specific topics (including safety; the role and function of the corridor; environmental impacts; as well as cycling and walking). Project team members were on hand to answer questions and to facilitate discussion at each of the theme tables.

Participants were encouraged to provide feedback by completing the survey (either online or hardcopy) and to mark up the roll plots of the proposed improvements. All marked up comments received are recorded in the sections of this report relating to the specific segments.

2.8 Survey

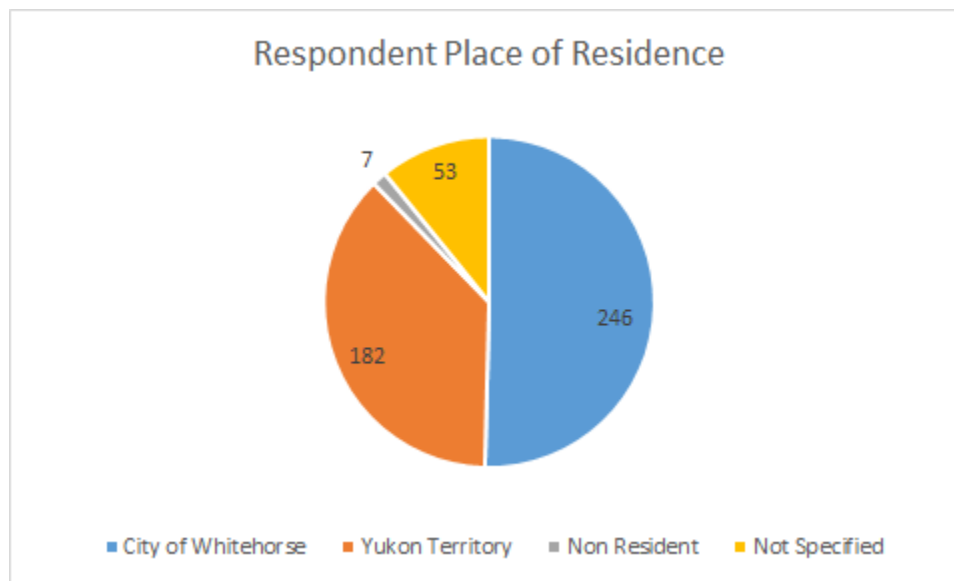
2.8.1 Delivery and Response Rate

The survey was the primary means by which members of the public were able to submit their views, either by completing hardcopy surveys (which were mailed out to all residential and business addresses in the Yukon) or by completing an electronic version of the survey online via the PlaceSpeak site. Copies of the survey were also made available at the open houses and at YG offices. **A total of 488 surveys were returned** as follows:

- 222 online forms were completed via the PlaceSpeak platform
- 266 hardcopy forms were returned via pre-paid mail or hand-delivered to CH2M offices

In the following sections, survey responses are summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.

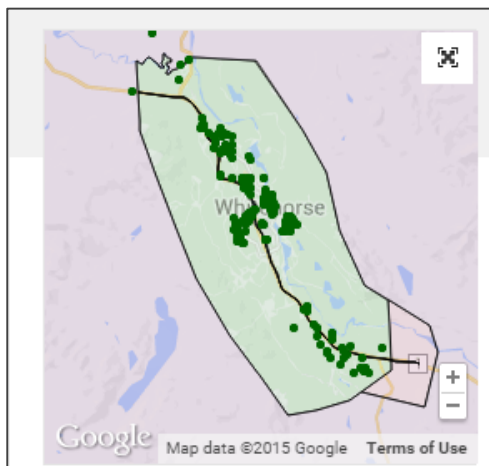
2.8.2 Survey Respondents' Place of Residence



Of the 488 survey respondents, 246 (50%) were from Whitehorse and 182 (37%) were from elsewhere in Yukon. Only 7 (2%) responses were submitted by non-Yukon residents and the remaining 53 (11%) elected not to disclose their place of residence.

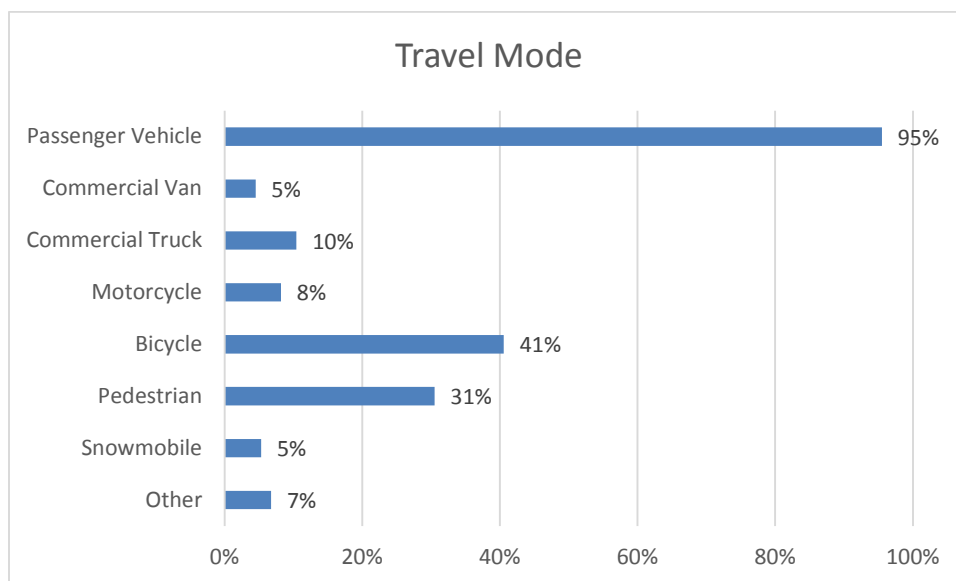
Note that for the purposes of consultation, the “Whitehorse” geographic area included the City of Whitehorse, as well as an extension to the City’s boundary in order to capture those subdivisions to the south, which are adjacent to and impacted by, the proposed corridor improvements. The extent of this boundary is shown in Figure 2-1.

FIGURE 2-1. Whitehorse Boundary for Consultation Purposes

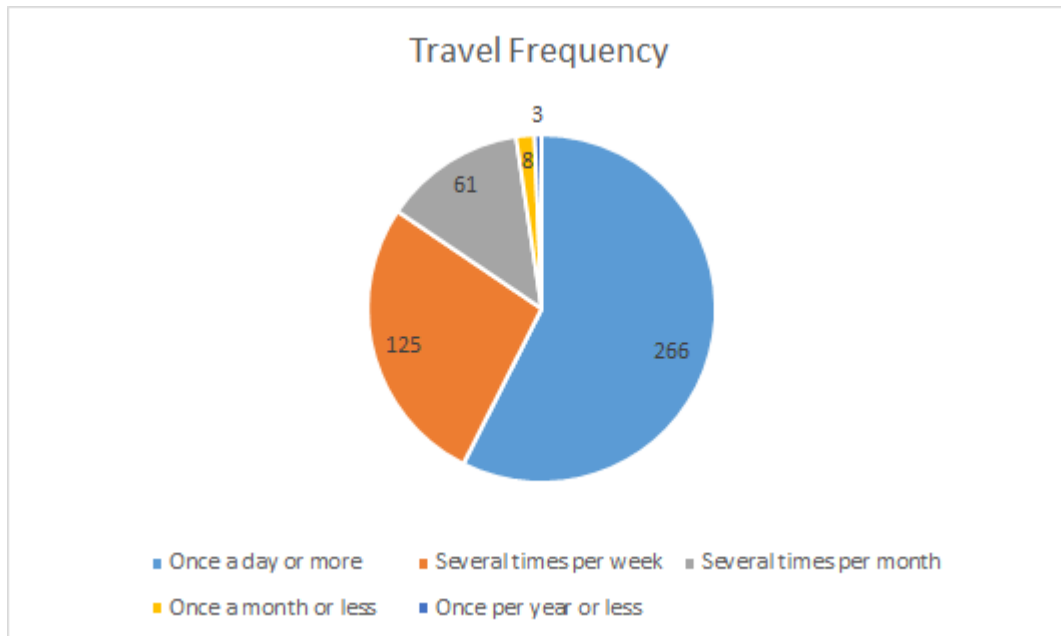


This figure depicts the City of Whitehorse (shaded in green) and the extension to the City boundary to the southeast, together defined as the “Whitehorse” geographic area for consultation purposes. The green dots indicate the location of registered PlaceSpeak participants. By geo-referencing online respondents (and sorting hardcopy survey responses by postal code) a better understanding of levels of agreement and/or disagreement in Whitehorse, Yukon and elsewhere was possible.

2.8.3 Respondents' Use of the Corridor



Respondents were asked to indicate all of the modes of transportation they use to travel along the corridor. Most respondents travel the corridor by private vehicle (95%). A relatively high proportion of respondents also travel the corridor by bicycle (41%) and on foot (31%).



In total, 463 respondents out of the 488 (95%) answered the question about frequency of corridor use. The vast majority of respondents (84%) travel the corridor several times per week, or more, while 57% travel the corridor once per day or more, indicating the importance of the Alaska Highway to respondents' regular commute trips.

3. Stakeholder Feedback

3.1 Overview

While the formal engagement process is concluded with outcomes presented in this report, conversations with the City of Whitehorse, First Nations, landowners, and businesses along the corridor are ongoing. In a number of cases, due to sensitive business information, these discussions remain confidential.

Considerable input was received via one-on-one meetings with those directly affected by elements of the Functional Plan. In each of the 10 segments of the corridor, there are divergent views on what, if any, improvements should be undertaken, with perspectives usually depending on the circumstances faced by a particular landowner. Typically, landowners of residential properties do not object to frontage roads leading to shared access points to the Alaska Highway, whereas businesses that depend on high volumes of customer access or that require ease of access for large trucks are interested in maintaining direct access as currently provided.

3.1.1 One-on-One Meetings with Landowners

Much of the information relayed via one-on-one meetings is sensitive; however, there are some general themes and comments that reflect the input received:

- There is a difference of opinion as to the role and function of the Whitehorse Corridor. Most landowners along the corridor are of the view that the corridor should first and foremost serve local flow of traffic and ease of access to businesses along the highway. A number of landowners expressed interest in slowing the speeds throughout the corridor and setting one speed limit through most of the corridor to improve safety (and to improve conditions for pedestrians and cyclists).
- There is a general feeling that the population projections, upon which the proposals are based, are optimistic, and therefore the medium and longer-term improvements may not be needed until much later.
- Where frontage roads are to be introduced, the question was raised by a number of respondents as to who will be responsible for looking after and maintaining these new roads.
- Over time a number of businesses and other entities, such as churches, have become accustomed to using the public highway right-of-way in a variety of different ways relating to access, parking, and storage (in very few instances have permanent structures been established on public land). In many cases, these respondents have become dependent on this use of public lands and have expressed the wish that they be allowed to continue this use.
- In some segments, owners feel that their operations are not well understood or being given appropriate consideration. For instance, the proposed designs around the Carcross Cut-off, MacRae, the airport segment, and the segment where MacDonald Road intersects the highway are areas where owners have requested additional discussion to address their concerns and interests.
- A number of businesses that are served by heavy trucks believe that designs do not provide ease of movement (access and egress in many areas). Three areas of particular interest include: MacRae, the airport segment, and the segment in front of Trails North.
- In some segments, there are unique transportation challenges that the Functional Plan does not take into consideration in the view of landowners and business owners. For instance, there is a school bus pick-up/drop-off point north of MacRae that will require detailed design to ensure safety for students. It will be necessary to take these area-unique aspects into consideration at the detailed design stage.

3.1.2 Governments' and Utilities' Input

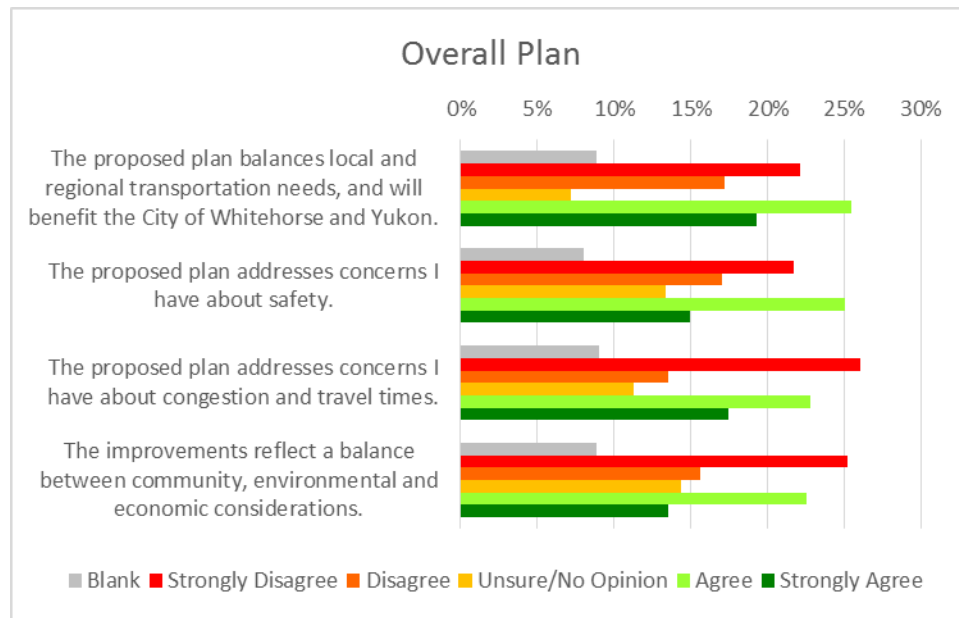
The following observations were made in discussions with the City of Whitehorse, Kwanlin Dün First Nation, Ta'an Kwäch'än Council, ATCO Electric, NorthwesTel, and YG departments:

- Consideration should be given to the balance between the corridor as an efficiency gateway for highway traffic (particularly through central Whitehorse) and local travel, with more attention given to pedestrian and cycle crossing of the Alaska Highway at key locations.
- Consistency with YG and City of Whitehorse policies and strategies (for example relating to climate change and sustainable transportation) was questioned by stakeholders, with concerns raised about the emphasis placed on highway engineering standards rather than mode share targets, i.e. shifting from private vehicle to active modes of transportation, including walking, cycling, and transit.
- First Nations with land interests along the corridor, require continued government-to-government engagement as the Functional Plan moves forward to construction in all phases (immediate-, medium-, and long- term). In a number of areas on First Nations land, decisions have not yet been made on uses for those areas. These decisions could well affect the final design work for the corridor moving forward.
- First Nations also have economic interests in working with government on contracting, employment, and possible contribution to the construction projects (e.g. granular resources for road bed).
- ATCO Electric and NorthwesTel are affected by corridor changes and ask that they be given as much advance notice and discussion opportunity as the detailed design work is pursued.
- Similarly, other government departments noted that corridor planning could affect operations. Planning by some departments and agencies might have an impact on the Functional Plan; therefore ongoing discussions are recommended as the Functional Plan moves into individual segment detailed design work.

4. Feedback on the Overall Plan

4.1 Survey Responses

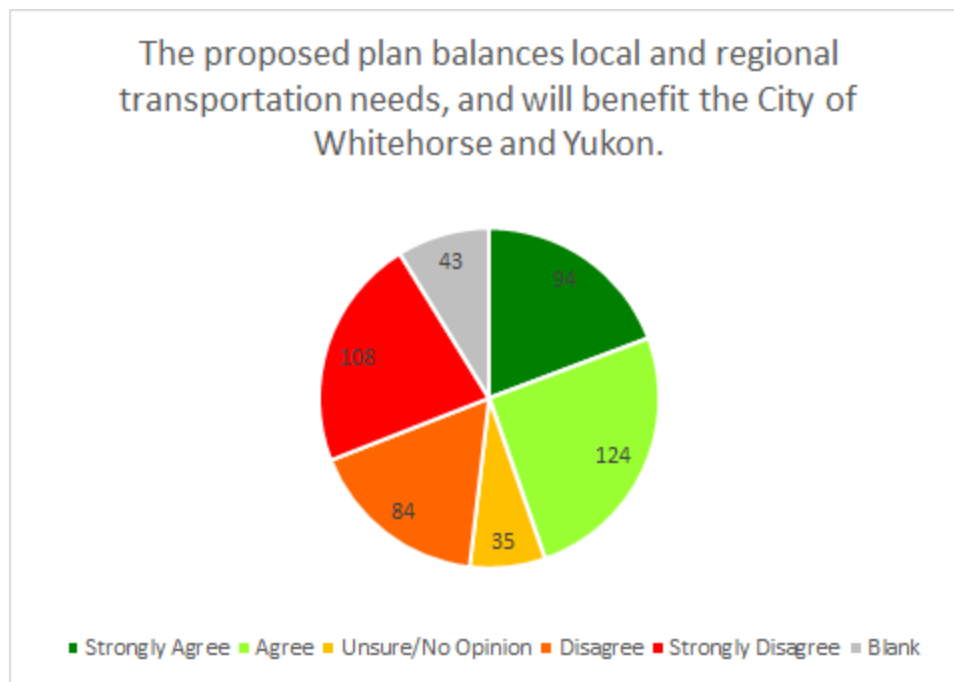
In total, 488 response forms were received: 266 were returned in hardcopy and 222 were completed online. A diversity of attitudes is reflected in the feedback received on the Overall Plan, with strong positive and negative opinions expressed as shown below.



A more detailed analysis of responses to individual questions follows:

- Survey responses are first summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.
- Survey responses are then broken down by respondents' place of residence, i.e. Whitehorse, Yukon outside of Whitehorse, and non-residents/not specified. These results are presented in bar charts. The length of the bars indicates the number of responses received.

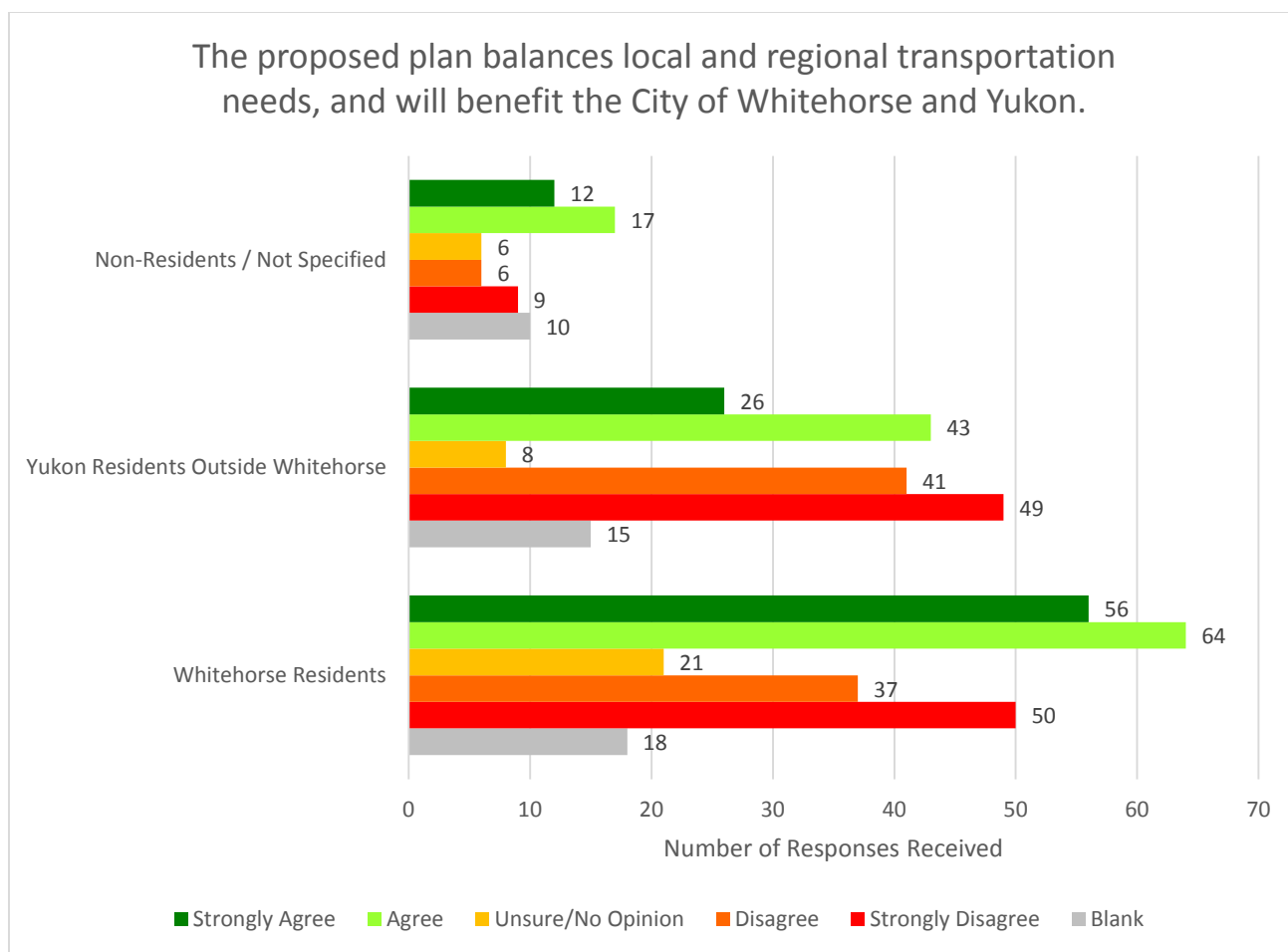
Survey Question B 1.1: The proposed plan balances local and regional transportation needs, and will benefit the City of Whitehorse and Yukon.



More respondents agree or strongly agree that the proposed plan balances local and regional transportation needs and will benefit the City of Whitehorse and Yukon, than those who disagree or strongly disagree.

- 218 respondents (45%) agree or strongly agree.
- 192 respondents (39%) disagree or strongly disagree.
- 43 respondents (9%) did not answer the question.
- 35 respondents (7%) were unsure or had no opinion.

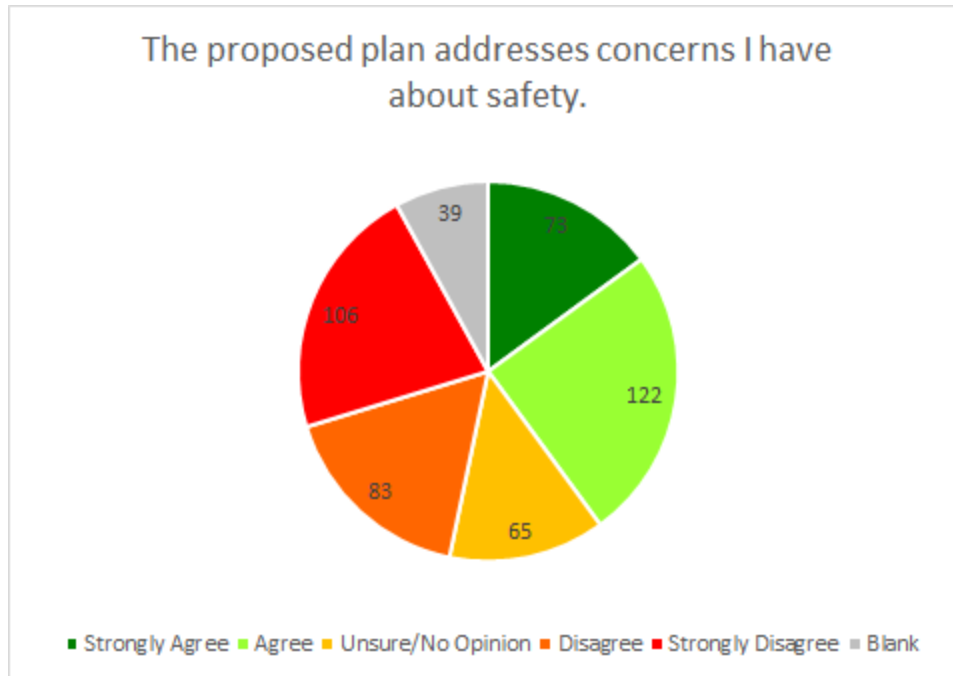
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that the proposed plan balances local and regional transportation needs, while Yukon residents outside Whitehorse are less likely to agree.

- Amongst Whitehorse residents, 120 (49%) agree or strongly agree, while 87 (35%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 69 (38%) agree or strongly agree, while 90 (49%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 29 (49%) agree or strongly agree, while 15 (25%) disagree or strongly disagree.

Survey Question B 1.2: The proposed plan addresses concerns I have about safety.

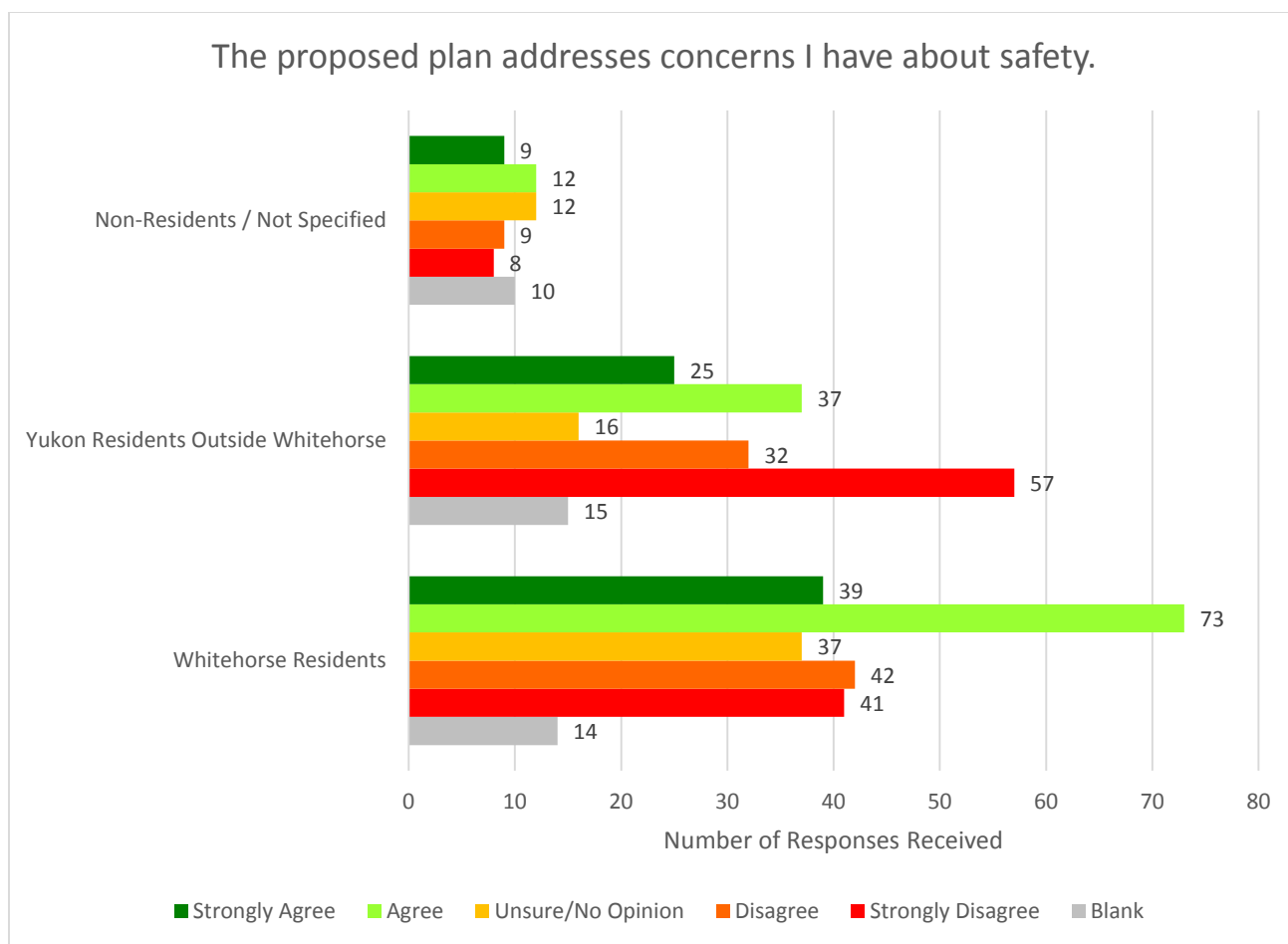


Slightly more respondents agree or strongly agree that the proposed plan addresses concerns they have about safety on the Whitehorse Corridor, than disagree or strongly disagree.

- 195 respondents (40%) agree or strongly agree.
- 189 respondents (39%) disagree or strongly disagree.
- 39 respondents (8%) did not answer the question.
- 65 respondents (13%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.

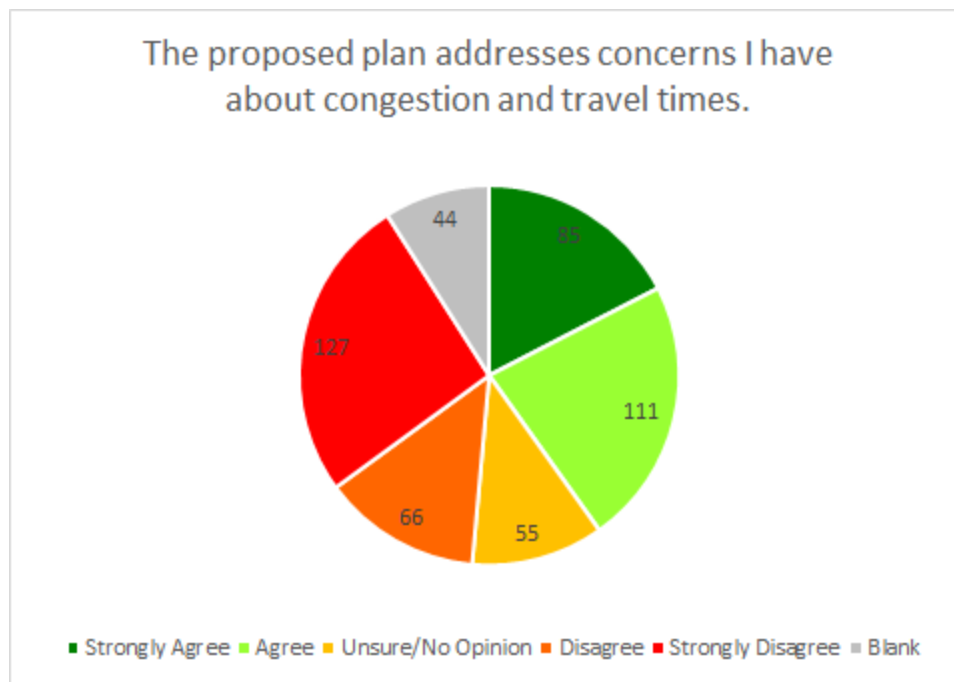
Of the participants who provided additional comments, the most commonly mentioned safety concern was the impacts of highway widening and proposed travel speeds on safety (24 respondents or 5% of all survey respondents), while the safety of pedestrians and cyclists (e.g. as a result of proposed right-turn lanes and limited crossing opportunities) was also identified as a concern (6 responses or 1% of all survey respondents).



Whitehorse residents are more likely to agree or strongly agree that the proposed plan addresses safety concerns they have, while Yukon residents outside Whitehorse are less likely to agree.

- Amongst Whitehorse residents, 112 (46%) agree or strongly agree, while 83 (34%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 62 (34%) agree or strongly agree, while 89 (49%) disagree or strongly disagree. A particularly high number of Yukon residents outside Whitehorse (57 respondents or 31%) strongly disagree.
- Amongst non-residents and those who did not specify their location, 21 (35%) agree or strongly agree, while 17 (28%) disagree or strongly disagree.

Survey Question B 1.3: The proposed plan addresses concerns I have about congestion and travel times.



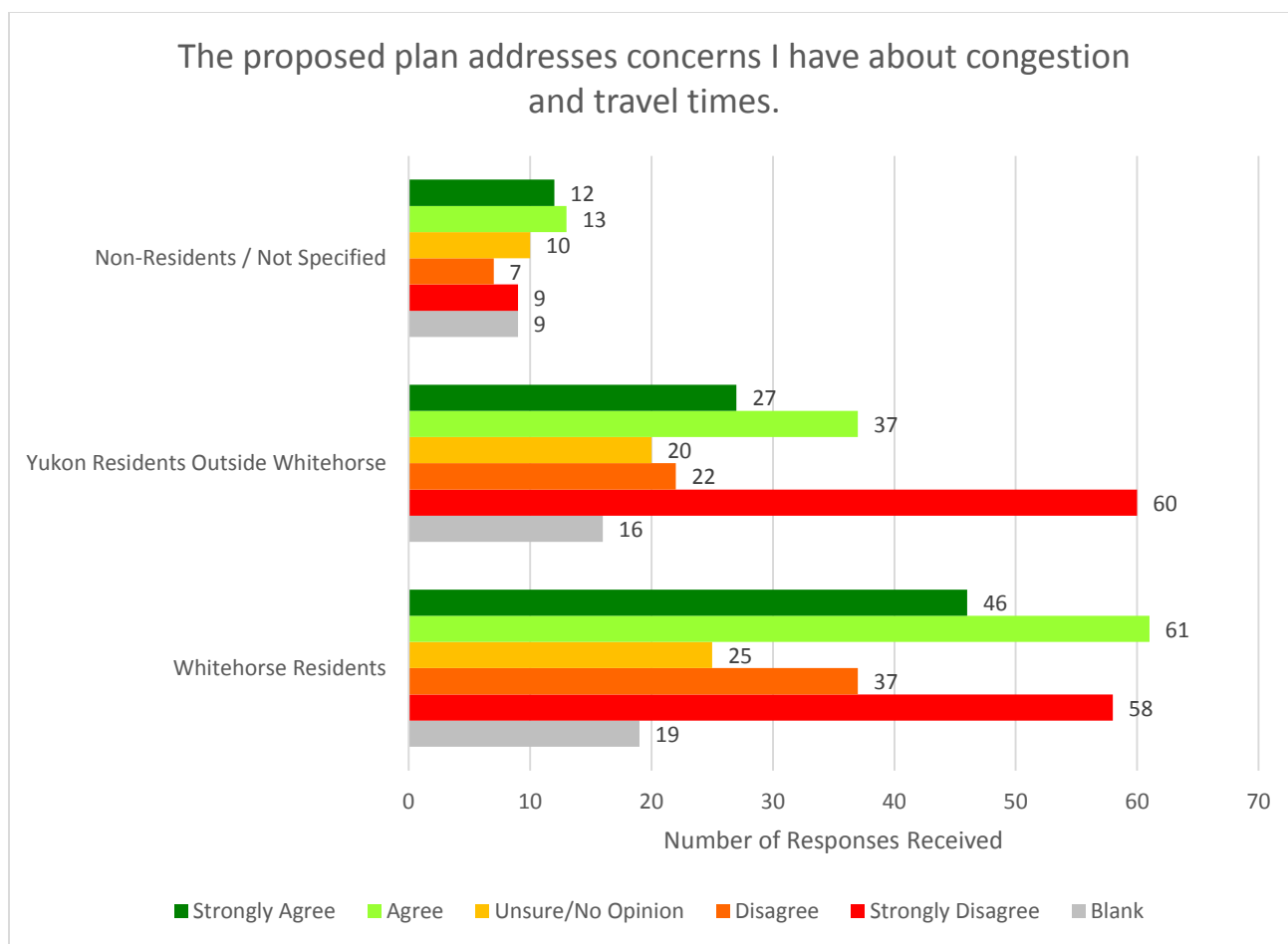
Views on whether the Functional Plan addresses concerns about travel times are split.

- 196 respondents (40%) agree or strongly agree.
- 193 respondents (40%) disagree or strongly disagree.
- 44 respondents (9%) did not answer the question.
- 55 respondents (11%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.

Additional comments provided by some respondents provide insights into the diversity of views on congestion and travel times. The following were the most frequently recurring themes:

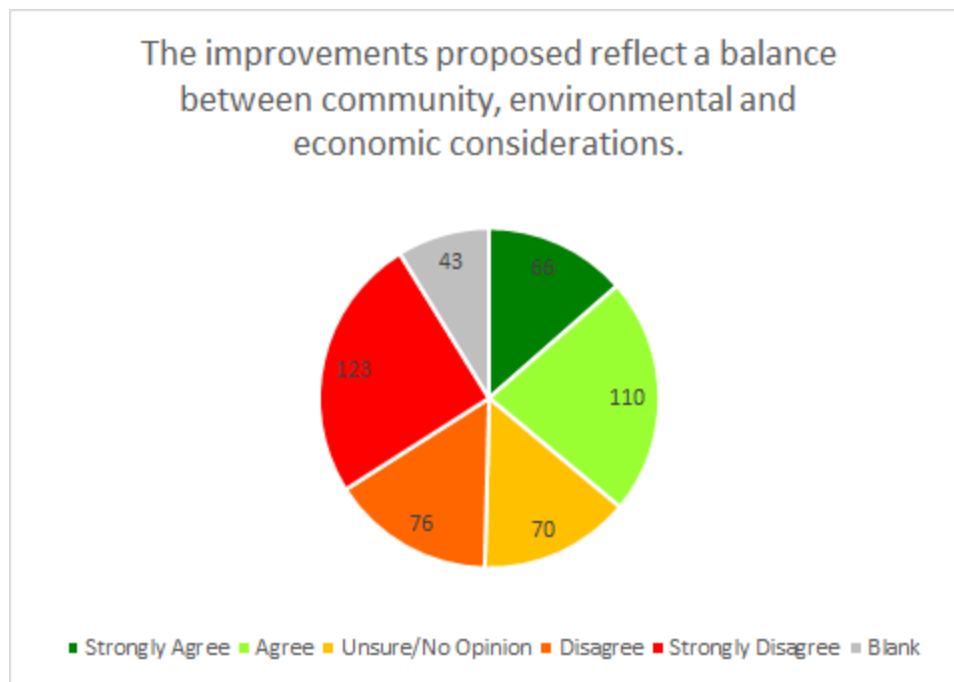
- 25 respondents (5% of all survey respondents) disputed that there are travel time or congestion issues on the Whitehorse Corridor. Several of these respondents added that providing additional capacity would encourage single occupancy vehicle use, which could lead to further congestion in future.
- 14 respondents (3% of all survey respondents) stated that more of a multi-modal approach is called for in order to balance the needs of all users of the corridor, including motorists, cyclists, and pedestrians.
- 12 respondents (2% of all survey respondents) stated that the need for highway widening had not been demonstrated.



Whitehorse residents are more likely to agree or strongly agree that that the proposed plan addresses concerns they have about congestion and travel times, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 107 (43%) agree or strongly agree, while 95 (39%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 64 (35%) agree or strongly agree, while 82 (45%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 25 (42%) agree or strongly agree, while 16 (27%) disagree or strongly disagree.

Survey Question B 1.4: The improvements reflect a balance between community, environmental and economic considerations.



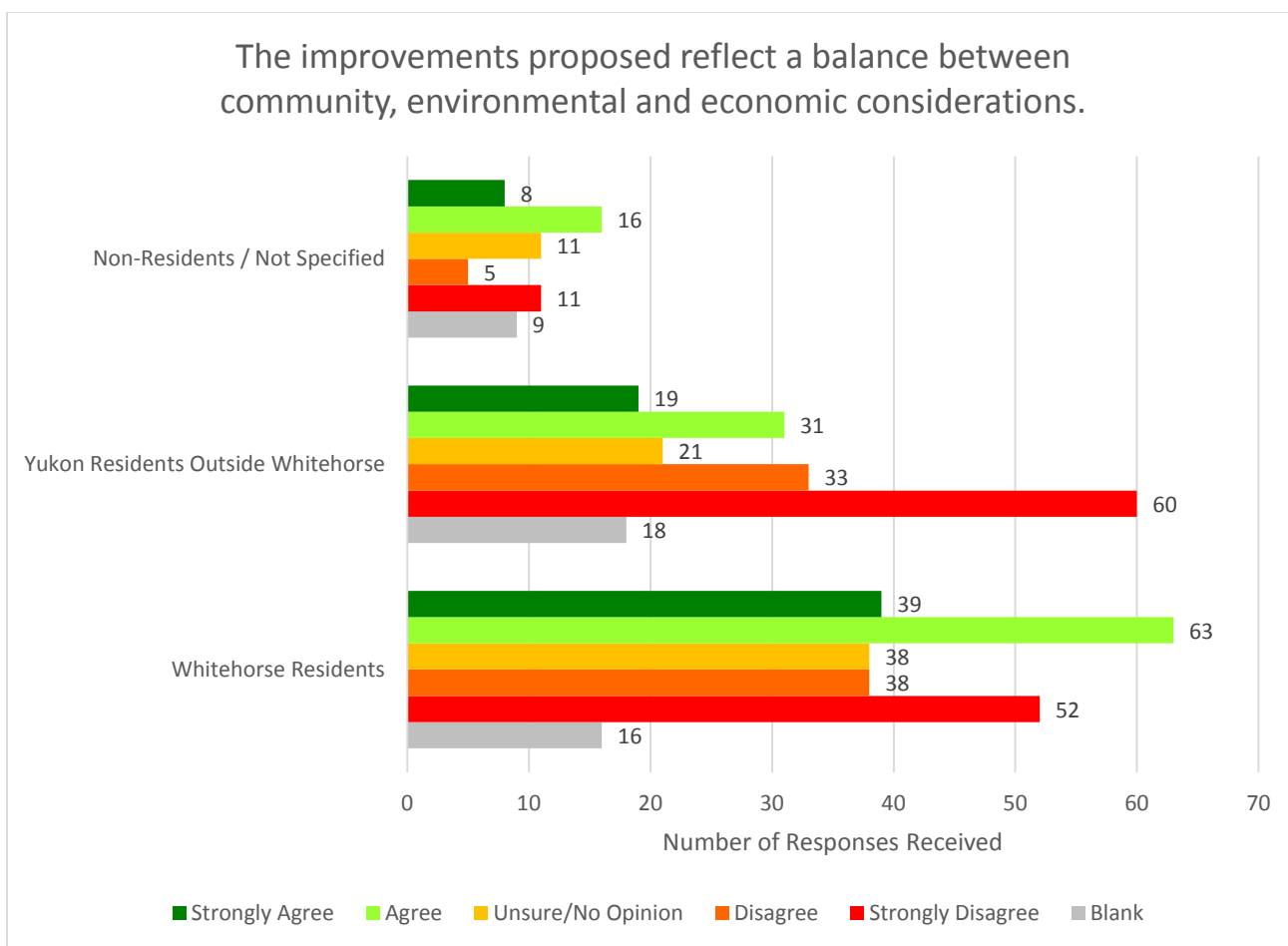
More respondents disagree or strongly disagree that the improvements reflect a balance between community, environment, and economic considerations, than those who agree or strongly agree.

- 176 respondents (36%) agree or strongly agree.
- 199 respondents (41%) disagree or strongly disagree.
- 43 respondents (9%) did not answer the question.
- 70 respondents (14%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.

Of the participants who provided additional comments, the following were the most frequently recurring themes:

- Concern raised about whether the proposed \$200 million investment in highway improvements is justified (26 respondents or 5% of all survey respondents). Several of these respondents stated that they would prefer public investment to be directed elsewhere in the community.
- Disagreement that four-laning is appropriate to the Whitehorse Corridor context, but agreement that other improvements to the highway (particularly safety enhancements) are required (12 respondents or 2% of all survey respondents).
- The Functional Plan is well considered and overdue (12 respondents or 2% of all survey respondents).
- The Functional Plan will benefit motorists at the expense of transit users, cyclists, and pedestrians (12 respondents or 2% of all survey respondents).
- Support for improvements to facilities for cyclists (6 respondents or 1% of all survey respondents).
- Concerns about impacts on local businesses (6 respondents or 1% of all survey respondents) and the environment (5 respondents or 1% of all survey respondents).



Whitehorse residents are more likely to agree or strongly agree that the improvements proposed reflect a balance between community, environmental, and economic considerations, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 102 (41%) agree or strongly agree, while 90 (37%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 50 (27%) agree or strongly agree, while 93 (51%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 24 (40%) agree or strongly agree, while 16 (27%) disagree or strongly disagree.

4.1.1 Summary of Survey Responses

More respondents agree than disagree that the Functional Plan will benefit the City of Whitehorse and Yukon. However, there is divided opinion about the extent to which the Functional Plan addresses public concerns about congestion and travel times. More respondents disagree than agree that the Functional Plan reflects a balance between community, environmental, and economic considerations.

Responses from Whitehorse residents indicate a balance of opinion in favour of the proposals. Respondents living in Whitehorse are more likely to agree or strongly agree that the Functional Plan will benefit the City of Whitehorse and Yukon; that it addresses safety, congestion, and travel times; and that it provides a balance between community, environmental, and economic considerations. The strongest levels of

disagreement were evident from Yukon residents outside Whitehorse, who are most likely to disagree or strongly disagree with the Functional Plan proposals.

Specific comments, where provided, allow some insight into respondents' reasons for disagreement with the Functional Plan proposals. Most notably, there was concern about whether the \$200 million investment in highway improvements was justified (for example, on safety or travel time grounds) and whether public investment should be directed elsewhere in the community. Although some respondents agreed that some improvements to the highway are required, there were some questions as to whether improvements of this scale are warranted and whether a multi-modal approach is more appropriate. Specific concerns raised also included impacts of proposed travel speeds on safety; the safety of pedestrians and cyclists; and impacts on local businesses.

4.2 Project Email and Other Written Representations

The project email (along with the project inquiry line) provided the opportunity for people to ask questions about the Functional Plan and provide comments on the proposals, outside the scope of the survey questions. Some respondents also chose to submit comments via letter. A total of 62 emails and 7 letter submissions were received, reflecting a wide range of viewpoints. These comments are reported separately from the survey results, as the nature of the responses are different than the survey, and owing to potential overlap between the survey respondents and the email/letter respondents. Of the submissions received, 25% of respondents were seeking additional information; 35% included suggestions for additional and/or alternative elements to be included in the Functional Plan; 34% expressed concerns about the Functional Plan or aspects thereof; and 6% expressly voiced their support for the Functional Plan proposals. The most frequently recurring issues or themes from the received email and letter responses are summarized below:

Issue/Theme	Number of Common Responses Received
No need for highway widening.	13
Noise barriers to be considered, especially through the Takhini section.	10
Concern about high capital and maintenance costs and that public investment should be directed to other needs.	9
Better provision for pedestrian crossing of the highway is required, including closer spacing of crossings and consideration of a pedestrian underpass/overpass.	7
Perceived need to revisit the fundamental reasons behind the project, including: <ul style="list-style-type: none"> Poor scoping of issues: The Functional Plan does not consider the role of the Alaska Highway in the community and shaping development. Alternatives not considered: The Functional Plan does not consider other solutions to increasing speed and capacity (e.g. reducing the speed limit, reducing number of vehicles on the highway by encouraging compact development, road pricing, and driver education). Encourages sprawl: The Functional Plan will decrease commute times and encourage development in outlying areas. Greenhouse gas production: The Functional Plan will increase greenhouse gas emissions (contrary to YG climate change action plan). Speeding: The Functional Plan will result in excessive speed by adding lanes and increasing speed limits. Makes crossing of the Alaska Highway difficult for non-motorized users: Too few crossings of the highway are provided. A wider corridor is dangerous, especially for children or anyone with mobility issues. Particularly an issue at Hillcrest, Hamilton Boulevard, Crestview, and Porter Creek, especially in low light situations. 	4

Issue/Theme	Number of Common Responses Received
<ul style="list-style-type: none"> Poor consultation and research methods: Method and timing of the public consultation activities belies the poor scoping of this project and lack of genuine interest in the public's opinion of the Functional Plan. Public consultation isn't merely an add-on at the end of a decision-making process; it is an important step in making sound policy decisions based on good evidence and research. 	
Features such as wider intersections, right-turn lanes, and merge lanes present safety concerns.	4
A wider highway will encourage speeding.	3
Priority focus should be on fixing safety trouble spots.	3
The Functional Plan is out of step with YG and the City of Whitehorse sustainability commitments and plans (e.g., Climate Change; Whitehorse Official Community Plan [OCP], and Sustainability Strategy).	3
Better accommodation is required for cyclists, including separated bike lanes and removal of right-turn lanes.	3
Motorized vehicles should not be permitted on the multi-use trails.	3
The Functional Plan is an "engineering" solution which serves vehicle traffic, whereas a "multi-modal" approach is required.	2
The Functional plan does not make adequate provision for wildlife crossing.	2

4.3 Other Feedback

A petition, signed by 93 residents of Takhini, Valleyview, and the Prospector Trailer Park was also received. This petition, addressed to the YG Minister of Highway and Public Works, set out concerns about the health and safety of residents of Takhini North, Takhini West, Valleyview, and Prospector Trailer Park during construction and after implementation of the proposed highway improvements. Specific concerns include personal injury, potentially dangerous pedestrian crossings, perceived increase in air and noise pollution, and perceived risk to residents' health and safety. The petition calls for meaningful and ongoing engagement with representatives of the affected neighbourhoods over the lifespan of the project, including decision-making about health and safety mitigation measures pertaining to Segment 6, with a view to ensuring impacts are given due consideration.

4.4 Segment-specific Feedback

Consultation feedback for specific highway segments is presented in Sections 5 through 14 of this report. Figure 4-1 shows the geographic extents of the individual highway segments.

FIGURE 4-1. Highway Segments along Whitehorse Corridor



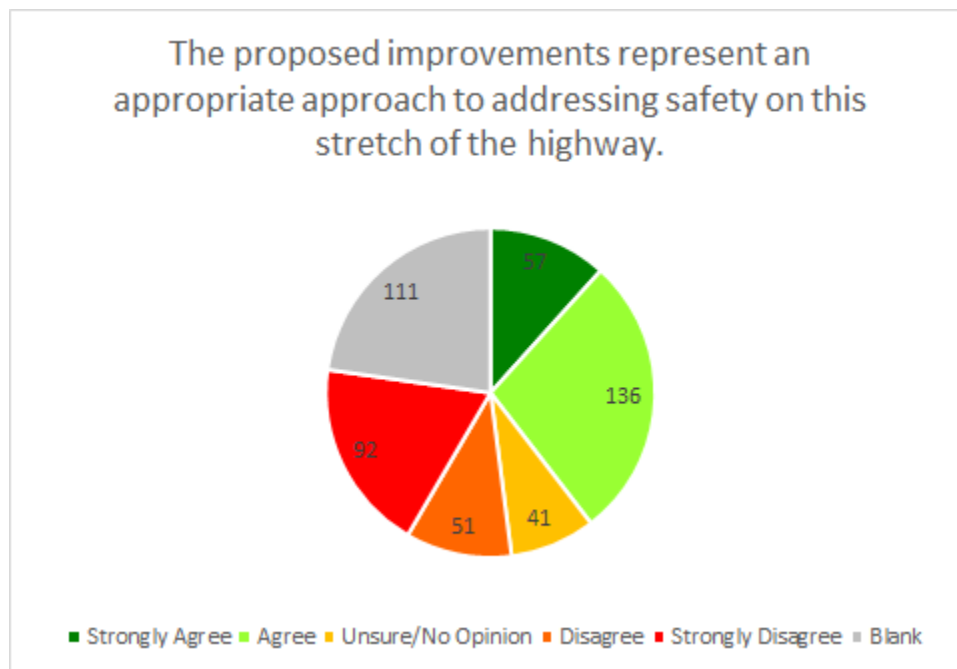
5. Segment 1: South Project Limits to Spruce Hill – Longer Term Improvement

5.1 Survey Responses

A more detailed analysis of responses to individual questions follows:

- Survey responses are first summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.
- Survey responses are then broken down by respondents' place of residence, i.e. Whitehorse, Yukon outside of Whitehorse, and non-resident/not specified. These results are presented in bar charts. The length of the bars indicates the number of responses received.

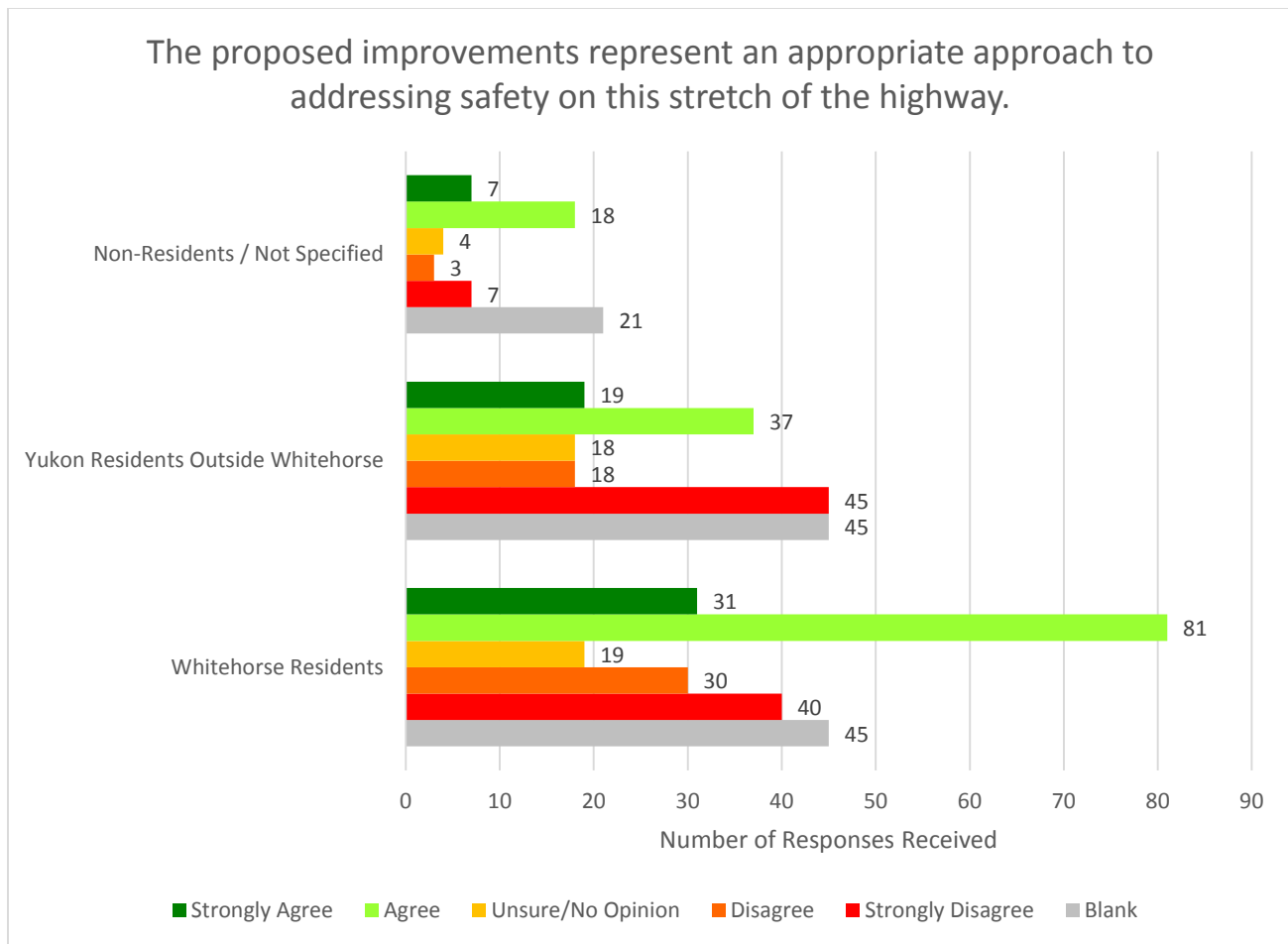
Survey Question C 1.1: The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.



More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 1, than those who disagree or strongly disagree.

- 193 respondents (40%) agree or strongly agree.
- 143 respondents (29%) disagree or strongly disagree.
- 111 respondents (23%) did not answer this question.
- 41 respondents (8%) were unsure or had no opinion.

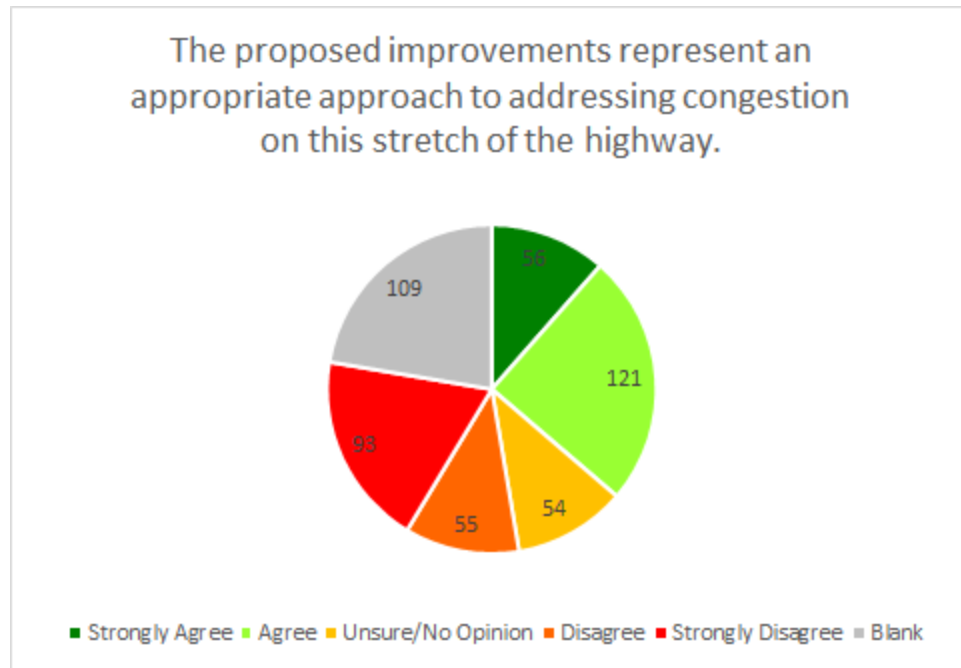
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 1, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 112 (46%) agree or strongly agree, while 70 (28%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 56 (31%) agree or strongly agree, while 63 (35%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 25 (42%) agree or strongly agree, while 10 (17%) disagree or strongly disagree.

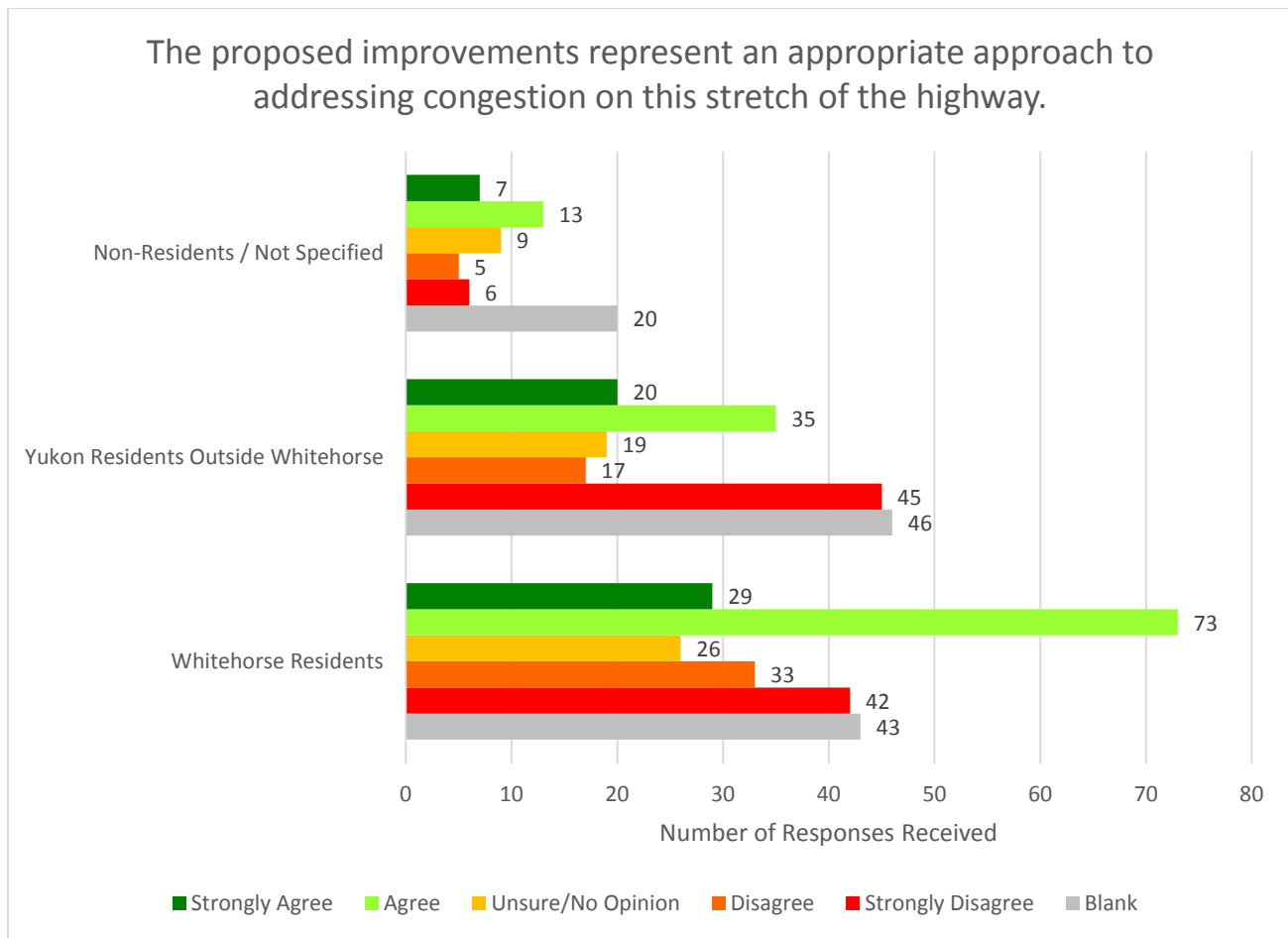
Survey Question C 1.2: The proposed improvements represent an appropriate approach to addressing congestion along this stretch of the highway.



More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 1, than those who disagree or strongly disagree.

- 177 respondents (37%) agree or strongly agree.
- 148 respondents (30%) disagree or strongly disagree.
- 109 respondents (22%) did not answer this question.
- 54 respondents (11%) were unsure or had no opinion.

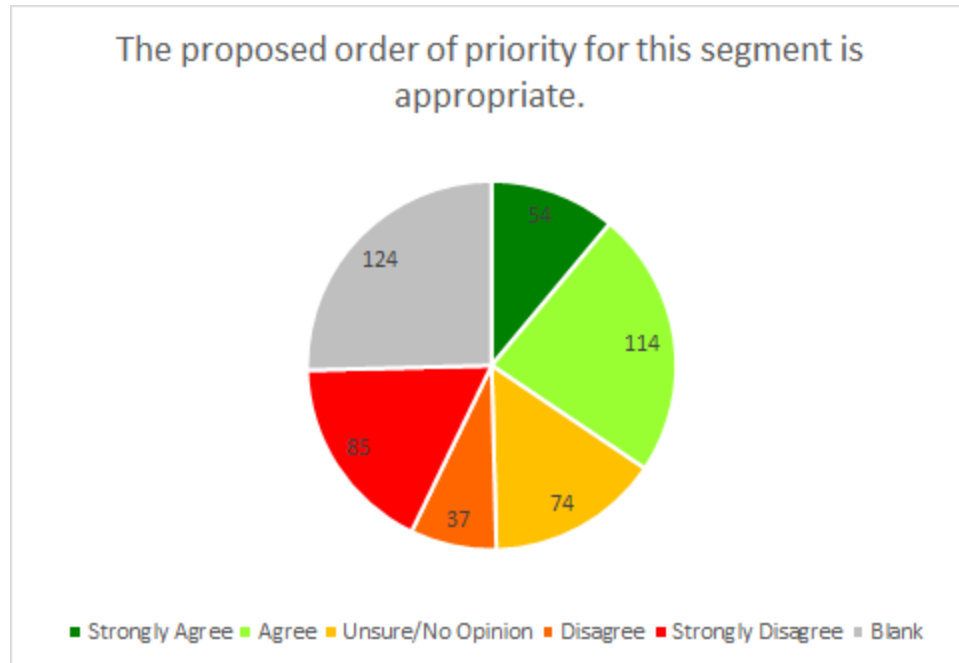
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 1, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 102 (41%) agree or strongly agree, while 75 (30%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 55 (30%) agree or strongly agree, while 62 (34%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 20 (33%) agree or strongly agree, while 11 (18%) disagree or strongly disagree.

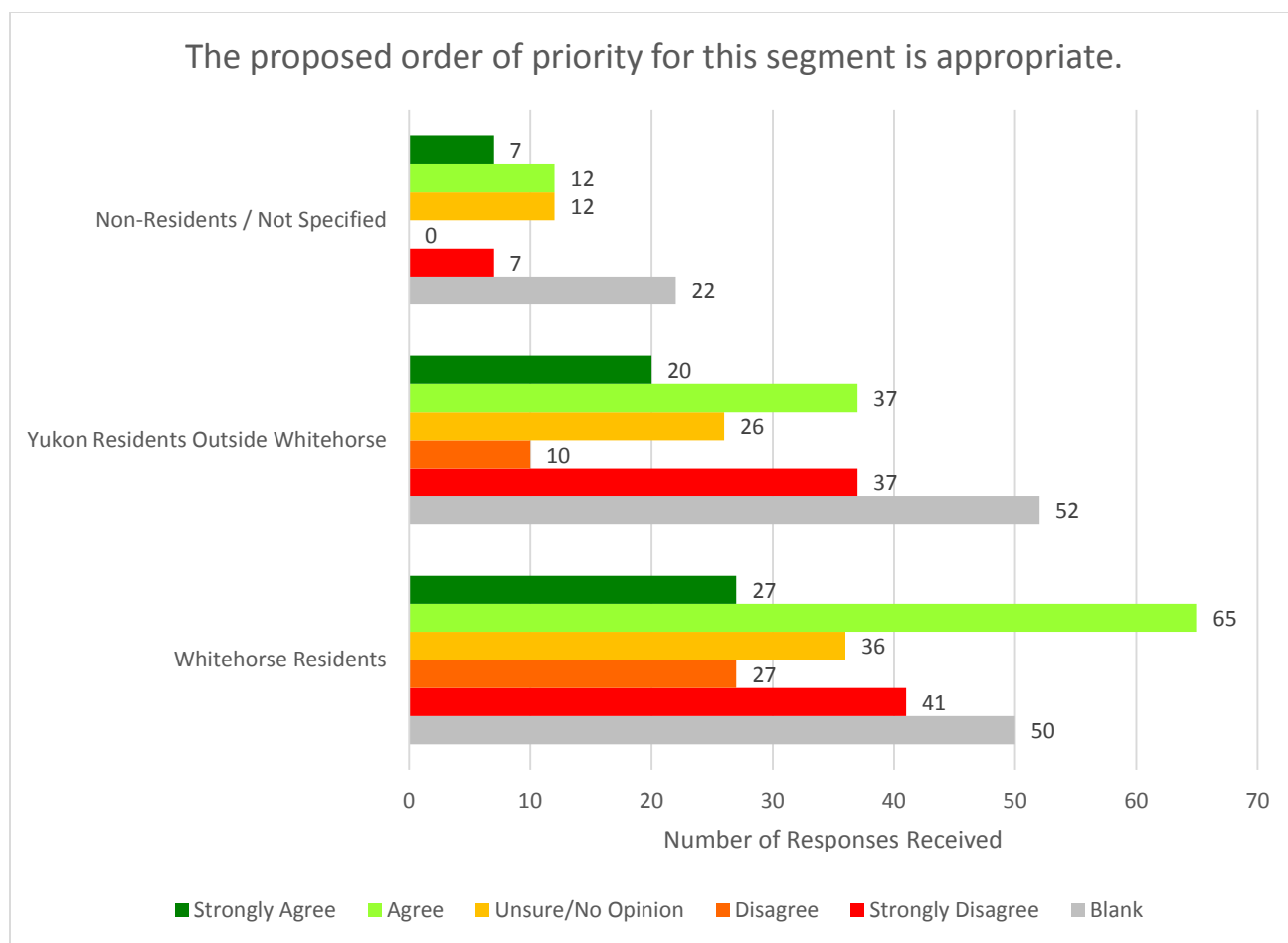
Survey Question C 1.3: The proposed order of priority for this segment is appropriate.



More respondents agree or strongly agree with the proposed order of priority for Segment 1, which is scheduled for longer term improvement, than disagree or strongly disagree.

- 168 respondents (34%) agree or strongly agree.
- 122 respondents (26%) disagree or strongly disagree.
- 124 respondents (25%) did not answer this question.
- 74 respondents (15%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that Segment 1 is appropriate for longer term improvement, while Yukon residents outside Whitehorse are less likely to agree.

- Amongst Whitehorse residents, 92 (37%) agree or strongly agree, while 68 (28%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 57 (31%) agree or strongly agree, while 47 (26%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 19 (32%) agree or strongly agree, while 7 (12%) disagree or strongly disagree.

Survey Question C 1.4: Additional Comments

A total of 129 comments relating to Segment 1 were received via survey feedback, covering a diversity of opinions. Common views are summarized below:

- Improvements of this magnitude are not required (28 respondents or 6% of all survey respondents)
- Segment 1 should be given higher priority (13 respondents or 3% of all survey respondents)
- Segment 1 should be four lanes (9 respondents or 2% of all survey respondents)
- Passing lanes are supported (7 respondents or 1% of all survey respondents)
- Improvements to be limited to the provision of signalized intersections, enhanced maintenance practices, speed limit restrictions (8 respondents or 2% of all survey respondents)

- Safety improvements in this segment should be brought forward (4 respondents or fewer than 1% of all survey respondents)

5.2 Open House Comments

Several comments relating to Section 1 were noted on the roll plot segment maps:

- Make the entire corridor four lanes (two lanes in each direction) with a physically separated bike path.
- Exclusive right hand turn lanes flagged for reconsideration owing to conflicts with cyclists and pedestrians.
- Business adjacent to Golden Horn at 404+300 and 404+500 (proposed access closures) require direct access to the highway; trucks from these should not be diverted through the residential area via the South Klondike Highway; Golden Horn fire hall requires direct access to the highway. Focused discussion with the owners in the Golden Horn area was requested.
- Provision should be made for children crossing the section between Empress Road and South Klondike Highway, and for access to the mail kiosk at the South Klondike Highway intersection.
- Provide warning signs to drivers that signalized crossings have been added along the corridor.
- Visibility concerns were highlighted through the Duncan Drive section.

5.3 Other Feedback

Two Segment 1 specific emails were received.

- One respondent felt that the access and deceleration lanes at the intersection of the South Klondike Highway merging to one lane and then back to two do not make sense from the perspective of streamlining traffic flow.
- One respondent proposes that segments with greatest safety concerns/benefits be given higher priority.

5.4 Summary

Based on feedback received, there appears to be general support for highway improvements proposed through Segment 1, with some respondents of the view that these improvements should be brought forward sooner, particularly where these would have positive impacts on safety. Aspects of the Functional Plan which may require further consideration by the design team include: conflicts with cyclists (especially at intersections); provision of a physically separated bike path; property access in the section through Golden Horn; provision for additional pedestrian crossings; and visibility near Duncan Drive.

Nevertheless, the diversity of opinions about this segment should be acknowledged: 18% to 19% of respondents strongly disagree with the proposals. A review of comments provided indicates that the majority of respondents who strongly disagree with the Functional Plan feel that the proposals are not justified on safety or congestion grounds.

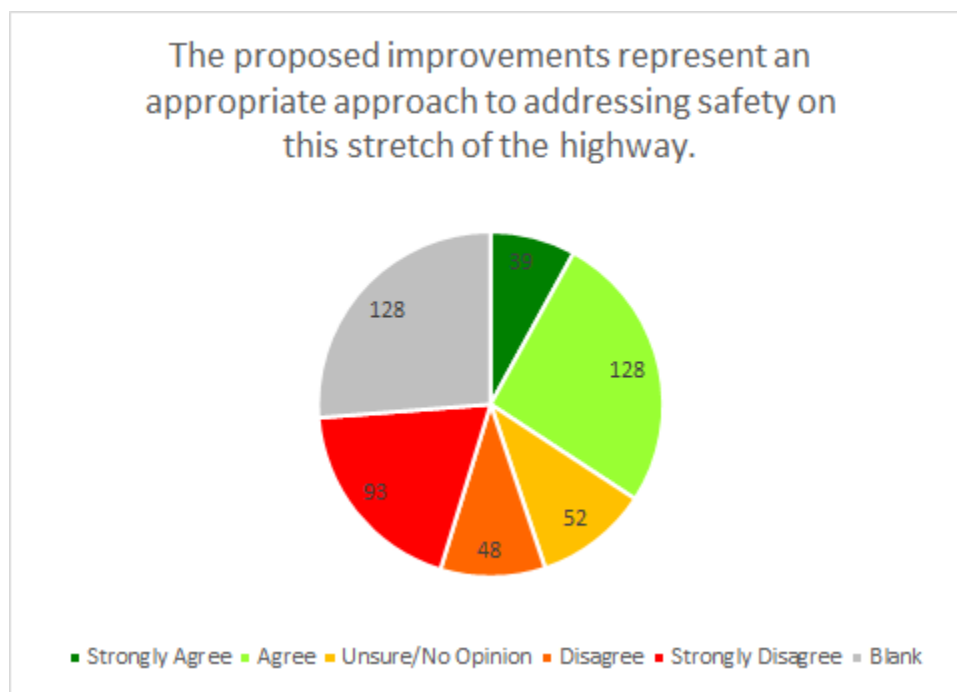
6. Segment 2: Spruce Hill to Esker Drive – Longer Term Improvement

6.1 Survey Responses

A more detailed analysis of responses to individual questions follows:

- Survey responses are first summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.
- Survey responses are then broken down by respondents' place of residence, i.e. Whitehorse, Yukon outside of Whitehorse, and non-resident/not specified. These results are presented in bar charts. The length of the bars indicates the number of responses received.

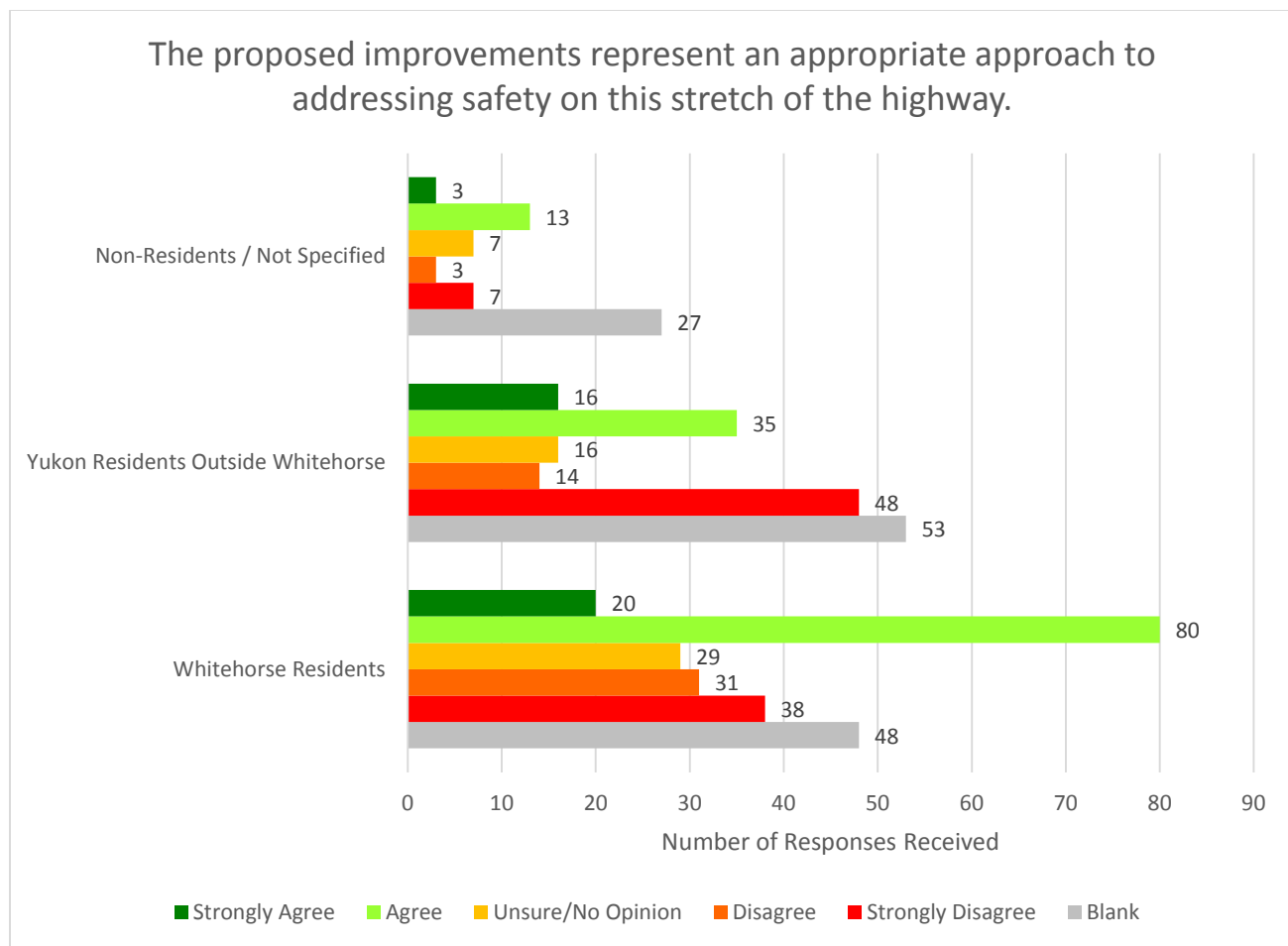
Survey Question C 2.1: The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.



More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 2, than disagree or strongly disagree.

- 167 respondents (34%) respondents agree or strongly agree.
- 141 respondents (29%) disagree or strongly disagree.
- 128 respondents (26%), a high proportion, did not answer this question.
- 52 respondents (11%) were unsure or had no opinion.

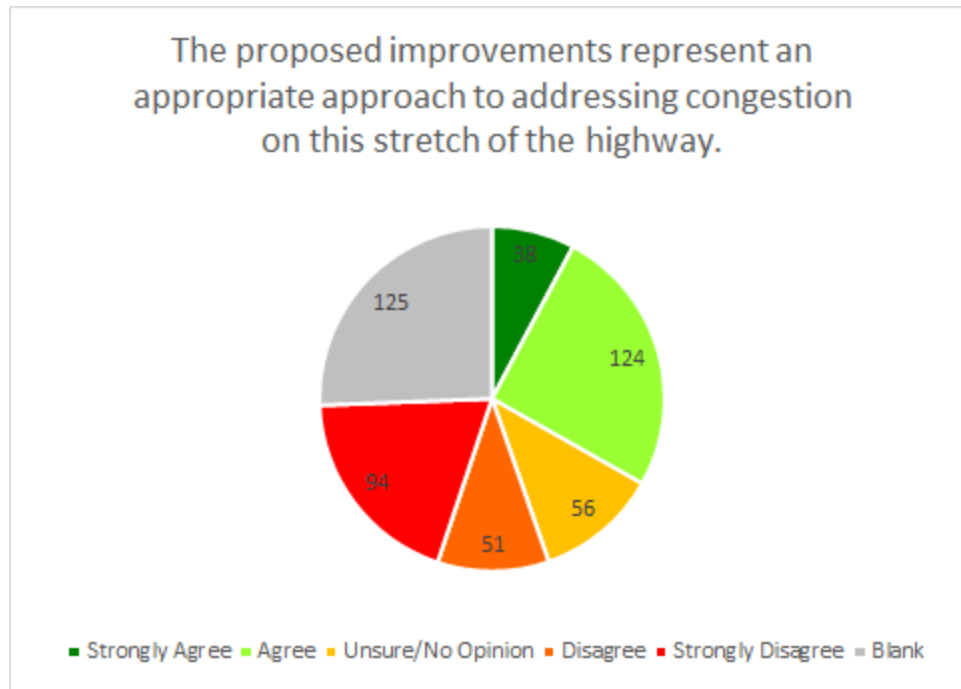
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 2, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 100 (41%) agree or strongly agree, while 69 (28%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 51 (28%) agree or strongly agree, while 62 (34%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 16 (27%) agree or strongly agree, while 10 (17%) disagree or strongly disagree.

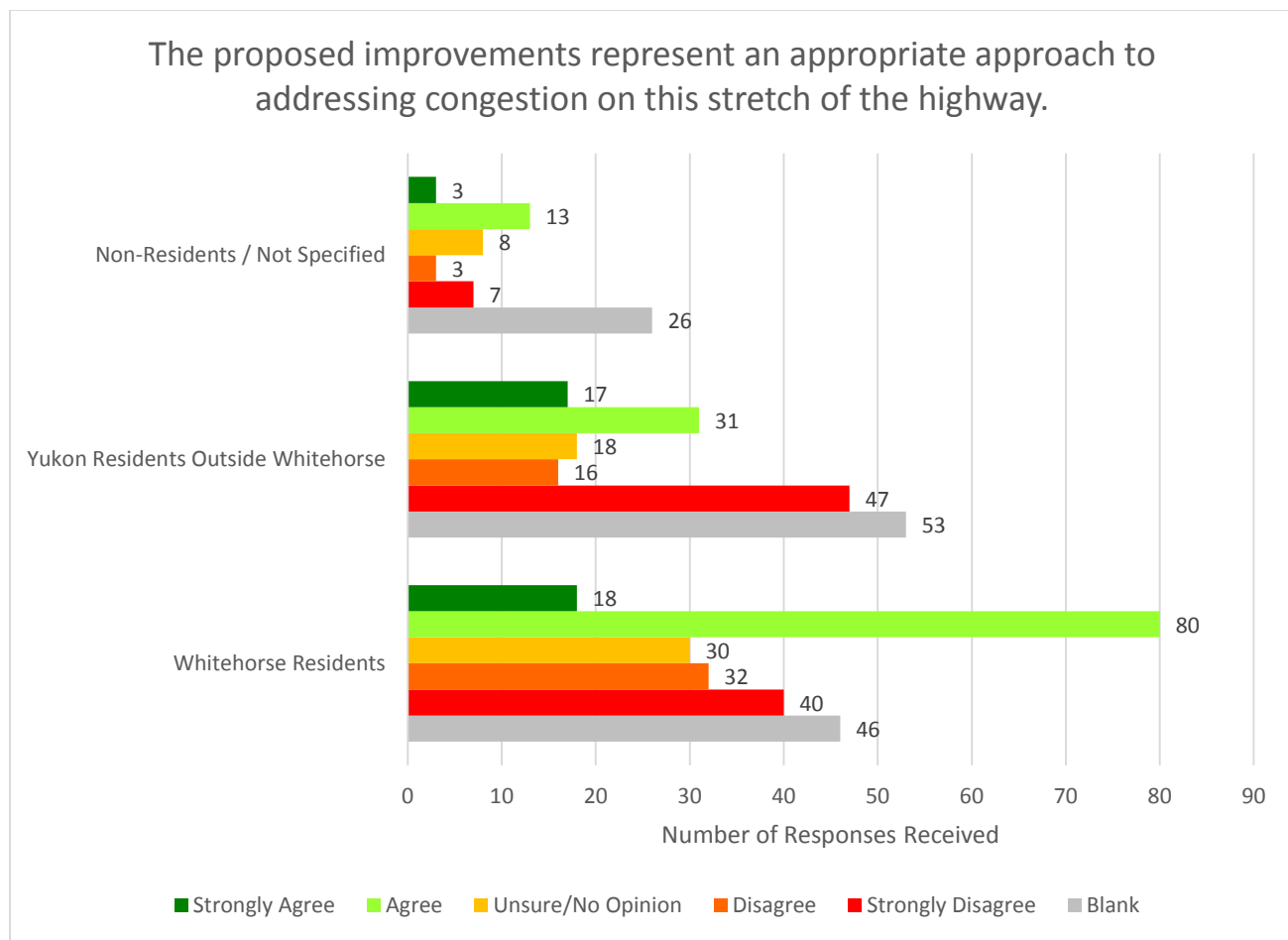
Survey Question C 2.2: The proposed improvements represent an appropriate approach to addressing congestion along this stretch of the highway.



More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 2, than disagree or strongly disagree.

- 162 respondents (33%) agree or strongly agree.
- 145 respondents (30%) disagree or strongly disagree.
- 125 respondents (26%) did not answer this question.
- 56 respondents (11%) were unsure or had no opinion.

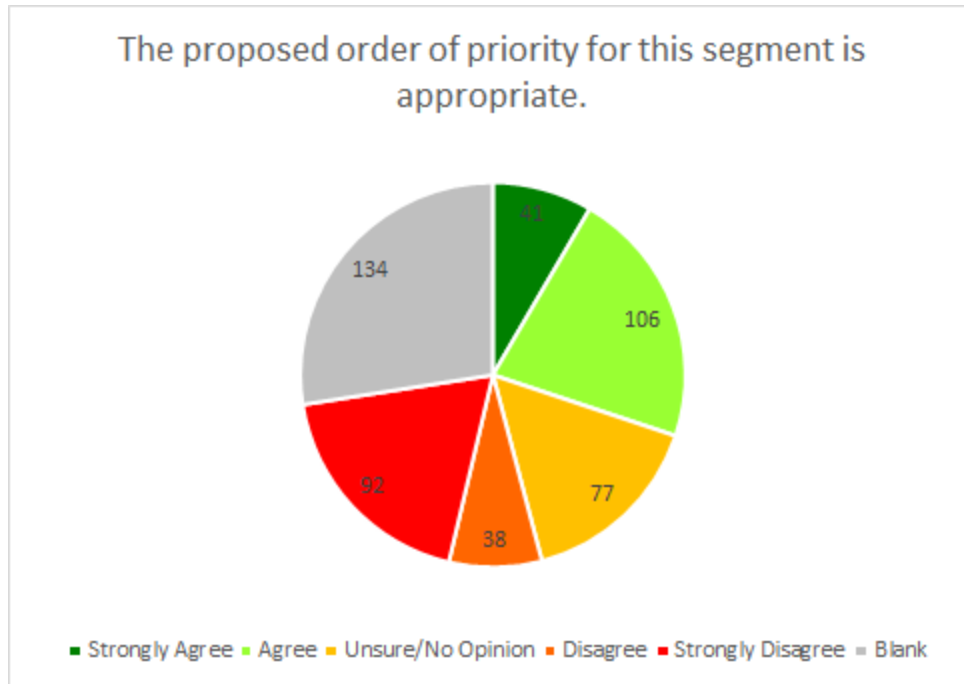
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 2, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 98 (40%) agree or strongly agree, while 72 (29%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 48 (26%) agree or strongly agree, while 63 (35%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 16 (27%) agree or strongly agree, while 10 (17%) disagree or strongly disagree.

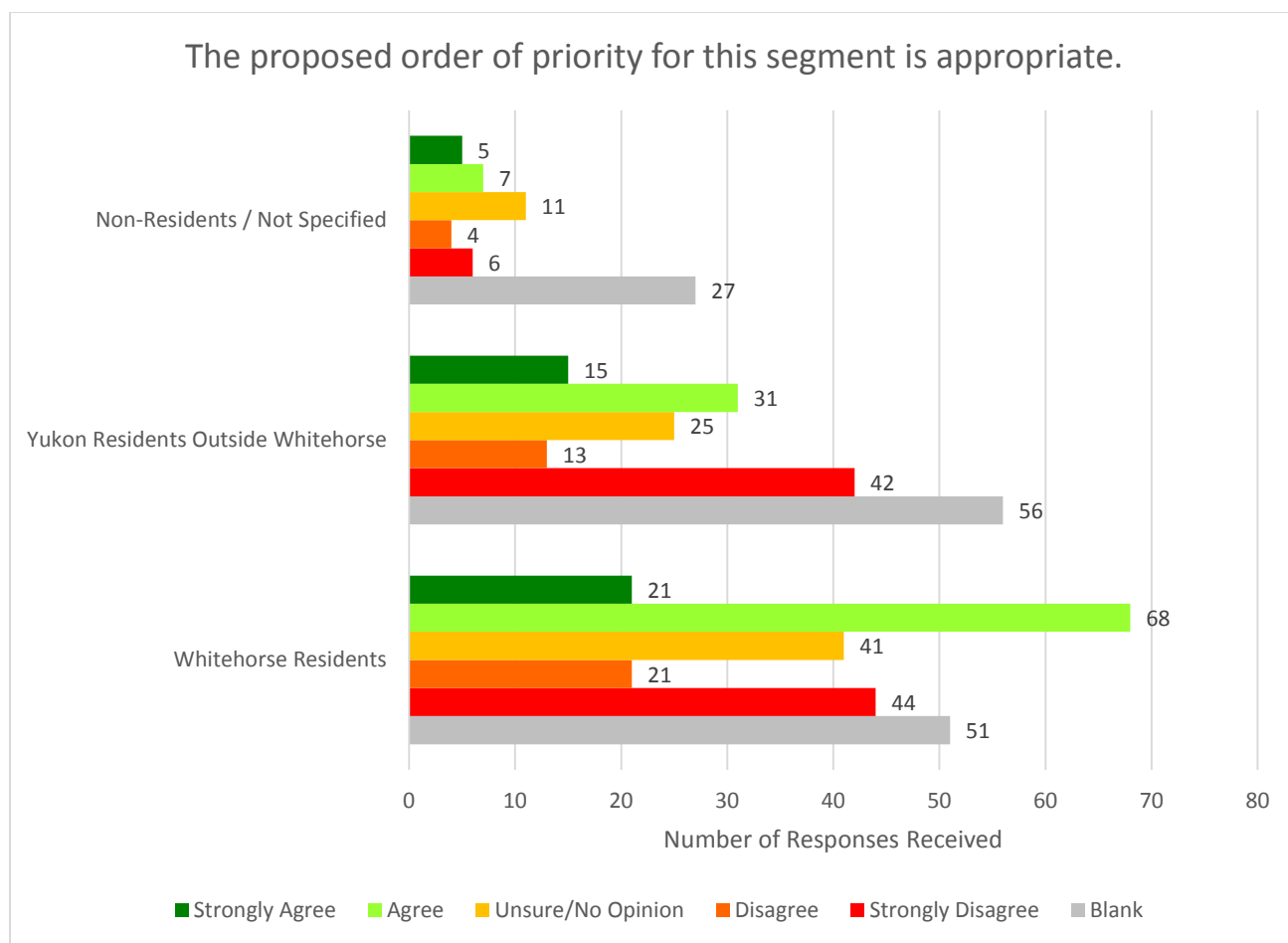
Survey Question C 2.3: The proposed order of priority for this segment is appropriate.



More respondents agree or strongly agree with the order of priority for Segment 2, which is scheduled for longer term improvement, than disagree or strongly disagree.

- 147 respondents (30%) agree or strongly agree.
- 130 respondents (27%) disagree or strongly disagree.
- 134 respondents (27%) did not answer this question.
- 77 respondents (16%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that Segment 2 is appropriate for longer term improvement, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 89 (36%) agree or strongly agree, while 65 (26%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 46 (25%) agree or strongly agree, while 55 (30%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 12 (20%) agree or strongly agree, while 10 (17%) disagree or strongly disagree.

Survey Question C 2.4: Additional Comments

A total of 119 comments relating to Segment 2 were received via survey feedback, covering a diversity of opinions. Common views are summarized below:

- Improvements of this magnitude are not required (17 respondents or 3% of all survey respondents).
- Segment 2 should be given higher priority (11 respondents or 2% of all survey respondents).
- Improvements to the Wolf Creek Campground access to be prioritized for safety reasons (8 respondents or 2% of all survey respondents).
- Support for passing lanes through this Segment (7 respondents or 1% of all survey respondents).

- Support for four-laning of this Segment (5 respondents or 1% of all survey respondents).
- Disagree with the frontage road concept (5 respondents or 1% of all survey respondents).

6.2 Open House Comments

One comment relating to Segment 2 was noted on the roll plot segment maps:

- Exclusive right hand turn lanes flagged for reconsideration owing to conflicts with cyclists and pedestrians.

6.3 Other Feedback

One Segment 2 specific email was received. The respondent agreed that reducing driver frustration will improve safety, but is concerned about impacts of traffic noise on Pineridge residents and requested a noise impact assessment and that consideration be given to noise abatement measures as part of the improvements.

6.4 Summary

Based on feedback received, more people indicated support for improvements through Segment 2 than are opposed to the proposals. There is some support for bringing these improvements forward sooner (for example, particularly safety related improvements to the Wolf Creek Campground access). Other aspects of the Functional Plan which may require further consideration by the design team include: conflicts with cyclists (especially at intersections).

Nevertheless, there is a clear divergence of opinion about the proposals, with some strongly held views. The survey results show 19% of respondents strongly disagree with the proposals. Many of those who strongly disagree consider that improvements on this scale are not required. There were also some concerns voiced that the Functional Plan proposals may have detrimental impacts (for example, on safety) and that public investment should be directed elsewhere.

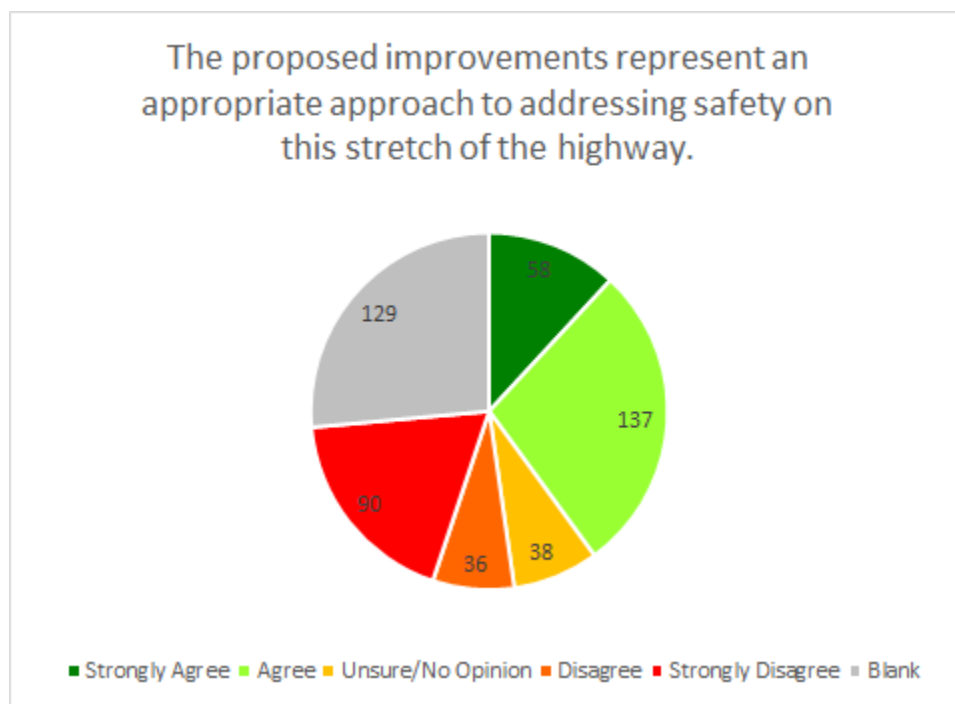
7. Segment 3: Esker Drive to McLean Lake Rd (Lobird Road) – Longer Term Improvement

7.1 Survey Responses

A more detailed analysis of responses to individual questions follows:

- Survey responses are first summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.
- Survey responses are then broken down by respondents' place of residence, i.e. Whitehorse, Yukon outside of Whitehorse, and non-resident/not specified. These results are presented in bar charts. The length of the bars indicates the number of responses received.

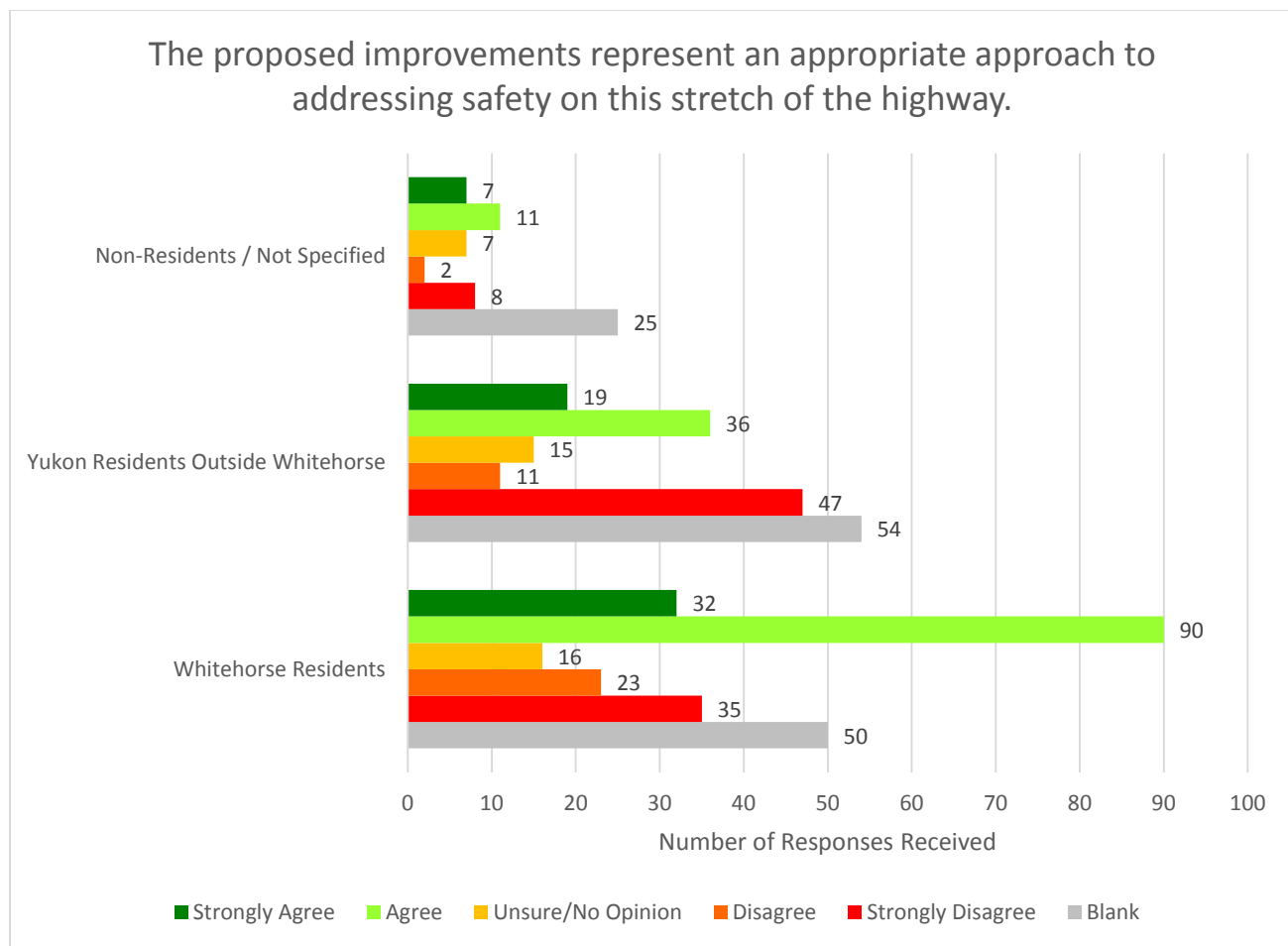
Survey Question C 3.1: The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.



More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 3, than disagree or strongly disagree.

- 195 respondents (40%) agree or strongly agree.
- 126 respondents (26%) disagree or strongly disagree.
- 129 respondents (26%) did not answer this question.
- 38 respondents (8%) were unsure or had no opinion.

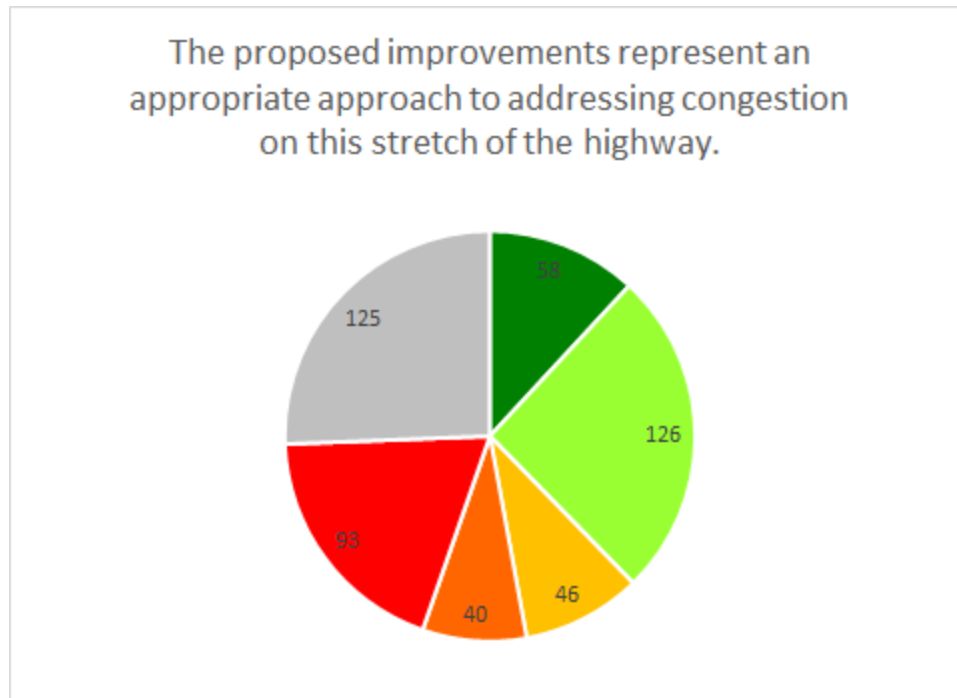
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 3, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 122 (50%) agree or strongly agree, while 58 (24%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 55 (30%) agree or strongly agree, while 58 (32%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 18 (30%) agree or strongly agree, while 10 (17%) disagree or strongly disagree.

Survey Question C 3.2: The proposed improvements represent an appropriate approach to addressing congestion along this stretch of the highway.

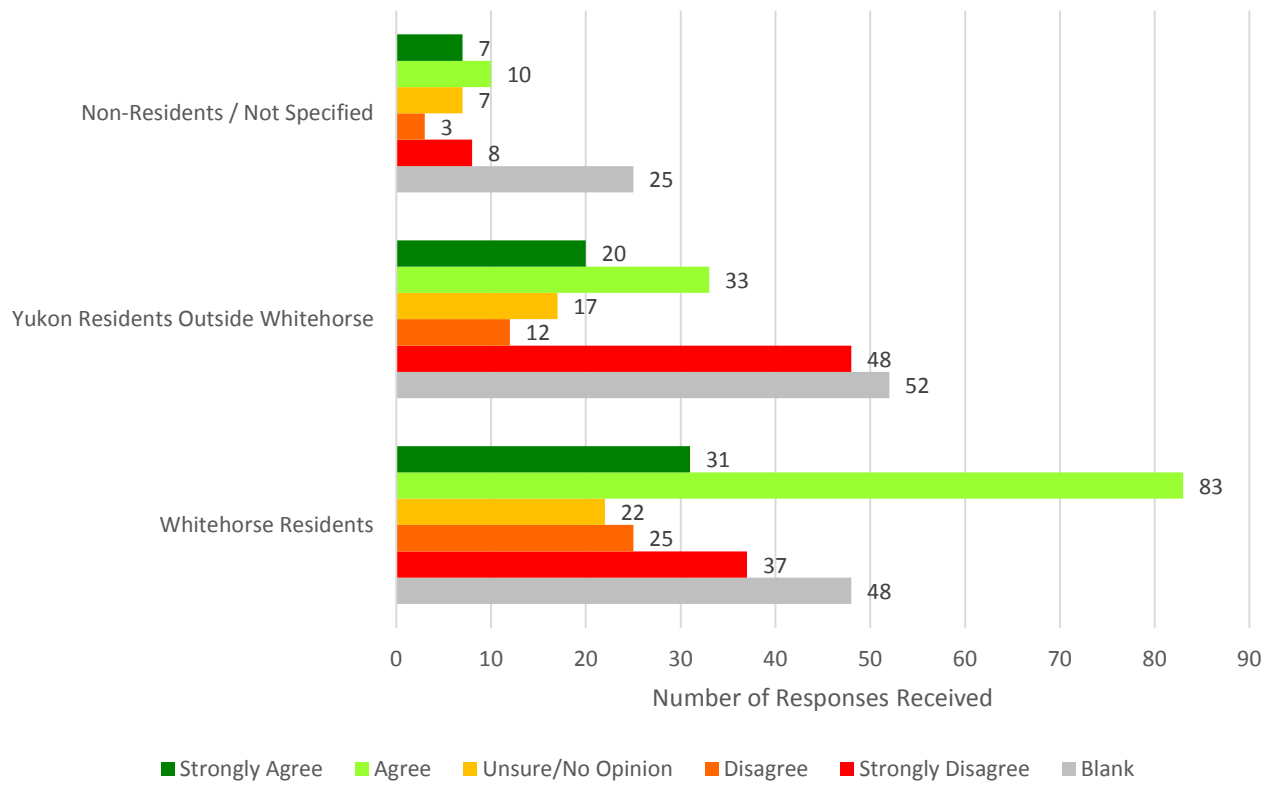


More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 3, than those who disagree or strongly disagree.

- 184 respondents (38%) agree or strongly agree.
- 133 respondents (27%) disagree or strongly disagree.
- 125 respondents (26%) did not answer this question.
- 46 respondents (9%) were unsure or had no opinion.

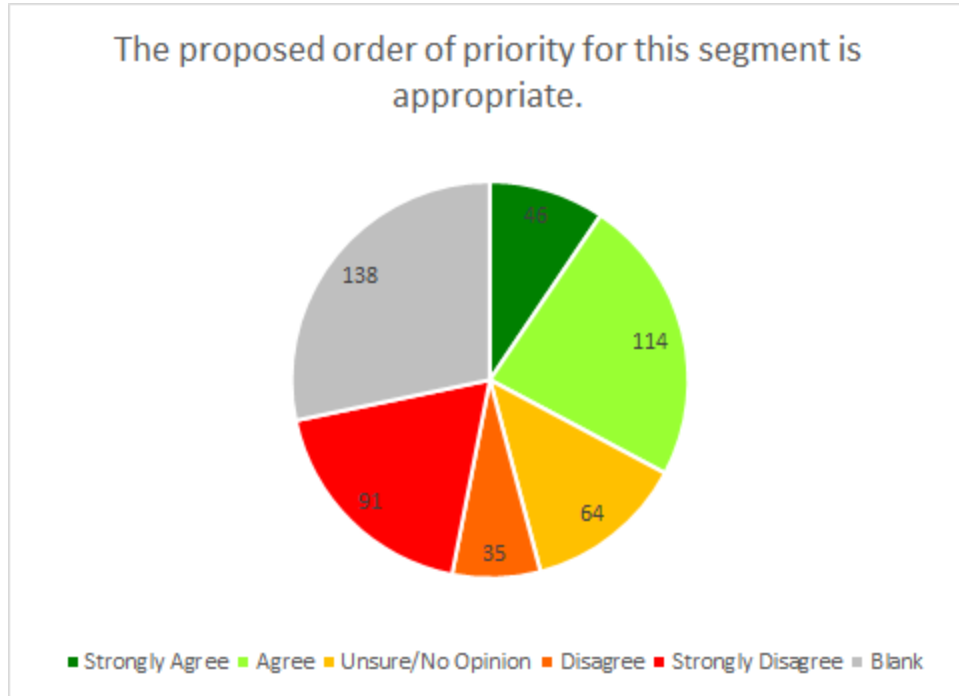
Note that the percentages when added up may not equal 100% due to rounding.

The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 3, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 114 (46%) agree or strongly agree, while 62 (25%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 53 (29%) agree or strongly agree, while 60 (33%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 17 (28%) agree or strongly agree, while 11 (18%) disagree or strongly disagree.

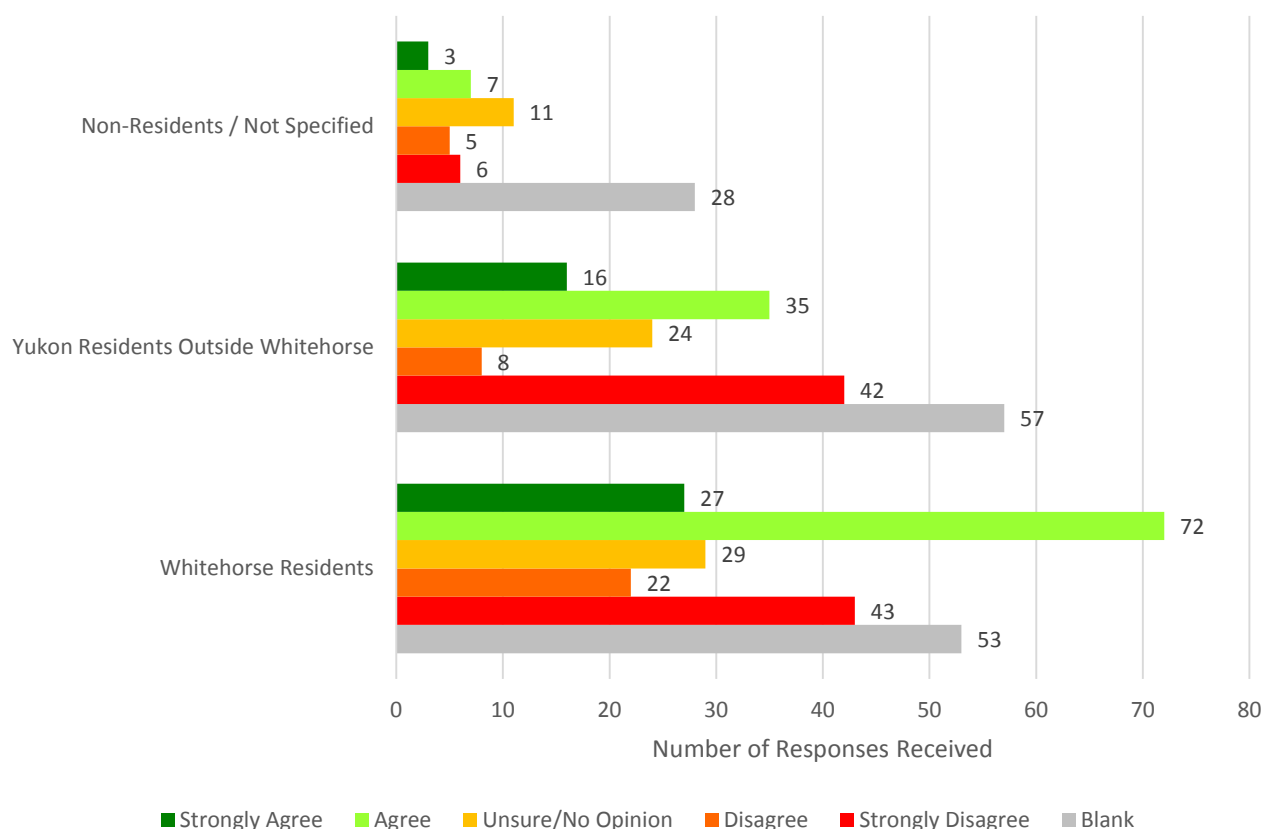
Survey Question C 3.3: The proposed order of priority for this segment is appropriate.

More respondents agree or strongly agree with the proposed order of priority for Segment 3, which is scheduled for longer term improvement, than disagree or strongly disagree.

- 160 respondents (33%) agree or strongly agree.
- 126 respondents (26%) disagree or strongly disagree.
- 138 respondents (28%) did not answer this question.
- 64 respondents (13%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.

The proposed order of priority for this segment is appropriate.



Whitehorse residents are more likely to agree or strongly agree that Segment 3 is appropriate for longer term improvement, while Yukon residents outside Whitehorse are split on their opinion.

- Amongst Whitehorse residents, 99 (40%) agree or strongly agree, while 65 (26%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 51 (28%) agree or strongly agree, while 50 (27%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 10 (17%) agree or strongly agree, while 11 (18%) disagree or strongly disagree.

Survey Question C 3.4: Additional Comments

A total of 109 comments relating to Segment 3 were received via survey feedback. Common views are summarized below:

- Segment 3 should be given higher priority and/or safety improvements should be brought forward sooner (26 respondents or 5% of all survey respondents).
- No need for improvements of this magnitude (22 respondents or 5% of all survey respondents).
- Alternatives should be explored (e.g. reduced speed limits, better enforcement, better maintenance, investment in alternative modes) (9 respondents or 2% of all survey respondents).
- No need for four-laning (4 respondents or less than 1% of all survey respondents).

- Opposition to the closure of McLean Lake Road and Squatters Road access owing to safety, emergency access, and snow removal concerns (4 respondents or less than 1% of all survey respondents).

7.2 Open House Comments

Several comments relating to Segment 3 were noted on the roll plot segment maps:

- Exclusive right hand turn lanes flagged for reconsideration owing to conflicts with cyclists and pedestrians.
- Miles Canyon Road intersection improvement is not required because the road is gated for eight months of the year. Suggestion that access is provided via a frontage road.
- Concern about the closure of access to businesses on the west side of the highway at 418+300. The current business is a recreational vehicle (RV) repair shop and the proposed bulb at the end of the frontage road is considered too small to turn around an RV. Also, concerns about loss of RV parking and impacts on business.
- Concern about closure of the Squatters Road and MacLean Lake Road highway accesses; impacts on response time for delivery vehicles; and queries about responsibility for snow clearance of the proposed frontage road.

7.3 Other Feedback

Two Segment 3 specific emails were received. An email from a landowner suggested changes to the property access opposite Canyon Crescent. The second email expressed support for a left turn lane required for southbound vehicles turning off the Alaska Highway onto Miles Canyon Road.

7.4 Summary

Based on feedback received, there is general support for improvements within Segment 3, with some of the opinion that this segment should be given higher priority. Based on comments received, other aspects of the Functional Plan which may require further consideration by the design team include: conflicts with cyclists (especially at intersections); design of the Miles Canyon Road intersection; property access opposite Canyon Crescent; design of the frontage road at 418+300; and closure of the Squatters Road and MacLean Lake Road highway accesses.

Nevertheless, there is a clear divergence of opinion about the Functional Plan proposals (19% of respondents strongly disagree with the proposals for Segment 3), with some of the view that highway improvements of this scale are unnecessary and that alternatives should be explored, including reduced speed limits, better enforcement, better maintenance, and investment in alternative modes.

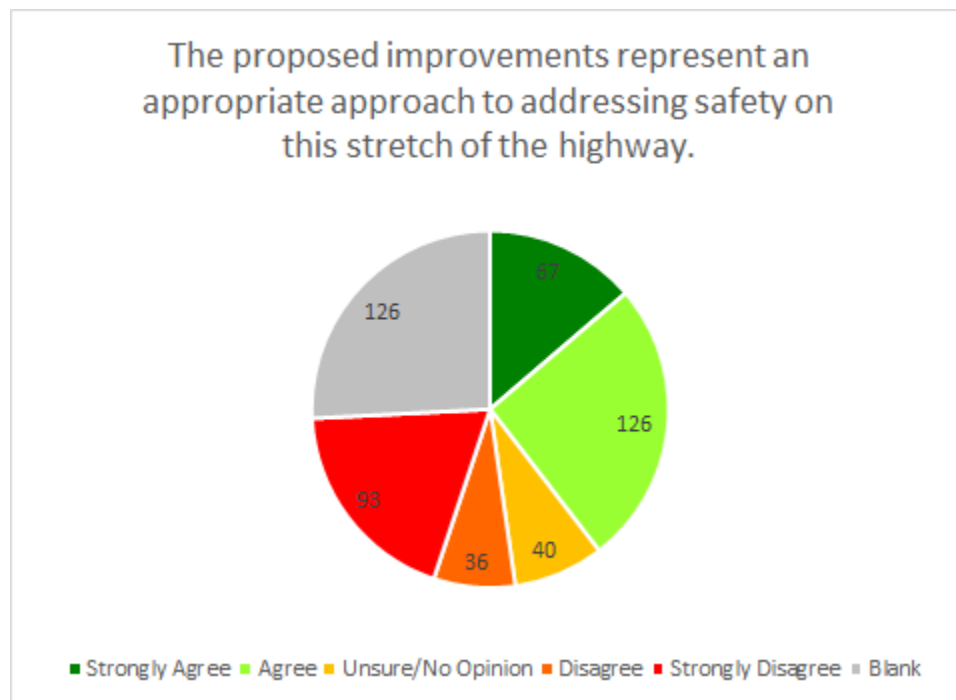
8. Segment 4: McLean Lake Rd (Lobird Rd) to Radar Rd/Lodestar Lane – Immediate Term Priority

8.1 Survey Responses

A more detailed analysis of responses to individual questions follows:

- Survey responses are first summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.
- Survey responses are then broken down by respondents' place of residence, i.e. Whitehorse, Yukon outside of Whitehorse, and non-resident/not specified. These results are presented in bar charts. The length of the bars indicates the number of responses received.

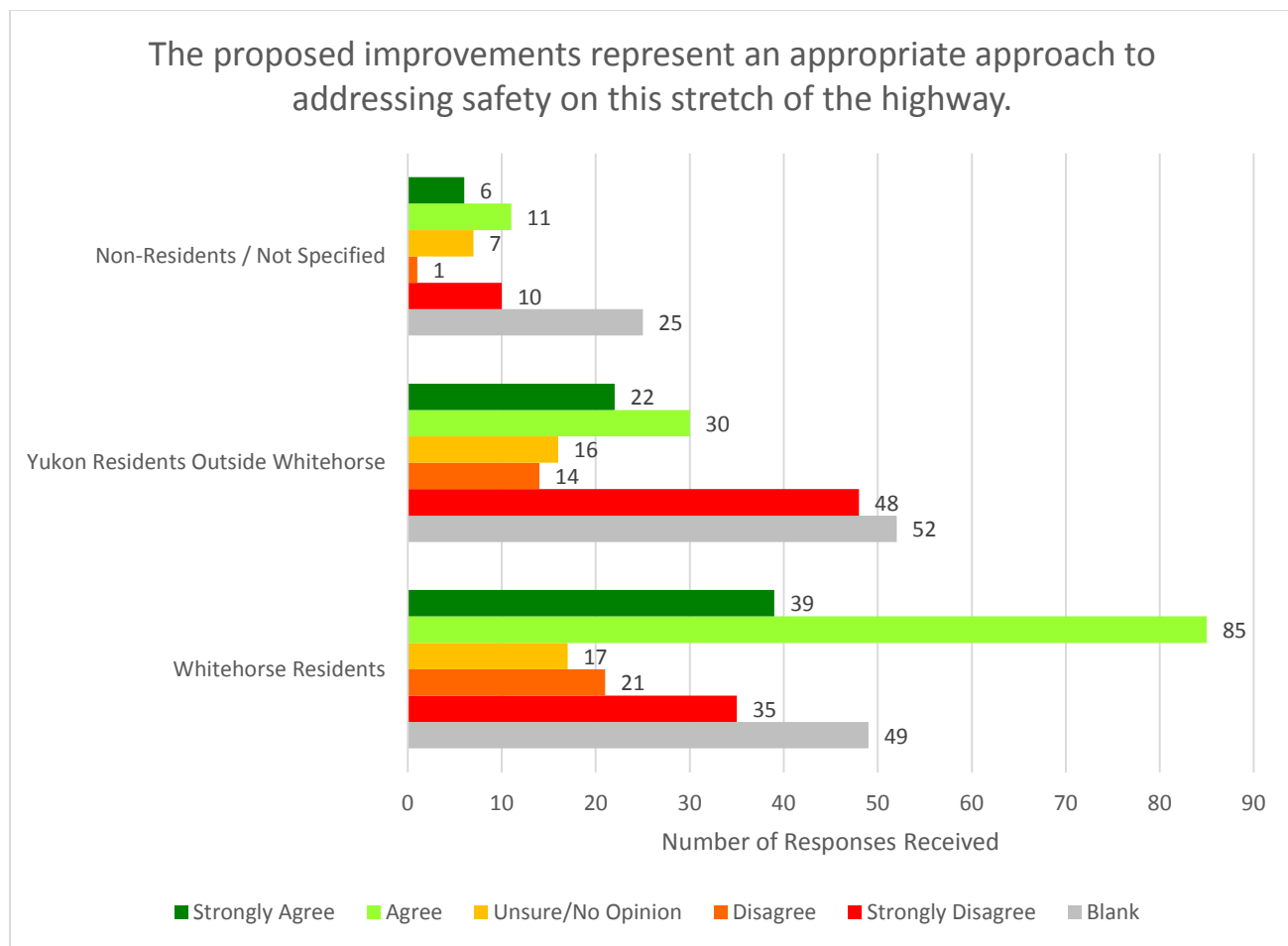
Survey Question C 4.1: The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.



More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 4, than disagree or strongly disagree.

- 193 respondents (40%) agree or strongly agree.
- 129 respondents (26%) disagree or strongly disagree.
- 126 respondents (26%) did not answer this question.
- 40 respondents (8%) were unsure or had no opinion.

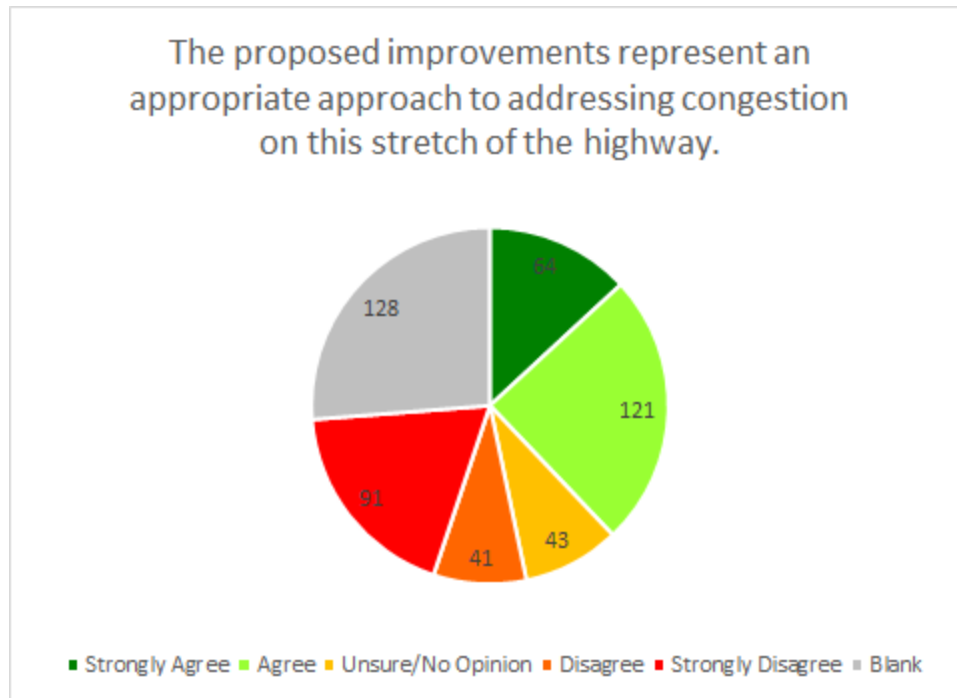
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 4, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 124 (50%) agree or strongly agree, while 56 (23%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 52 (29%) agree or strongly agree, while 62 (34%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 17 (28%) agree or strongly agree, while 11 (18%) disagree or strongly disagree.

Survey Question C 4.2: The proposed improvements represent an appropriate approach to addressing congestion along this stretch of the highway.

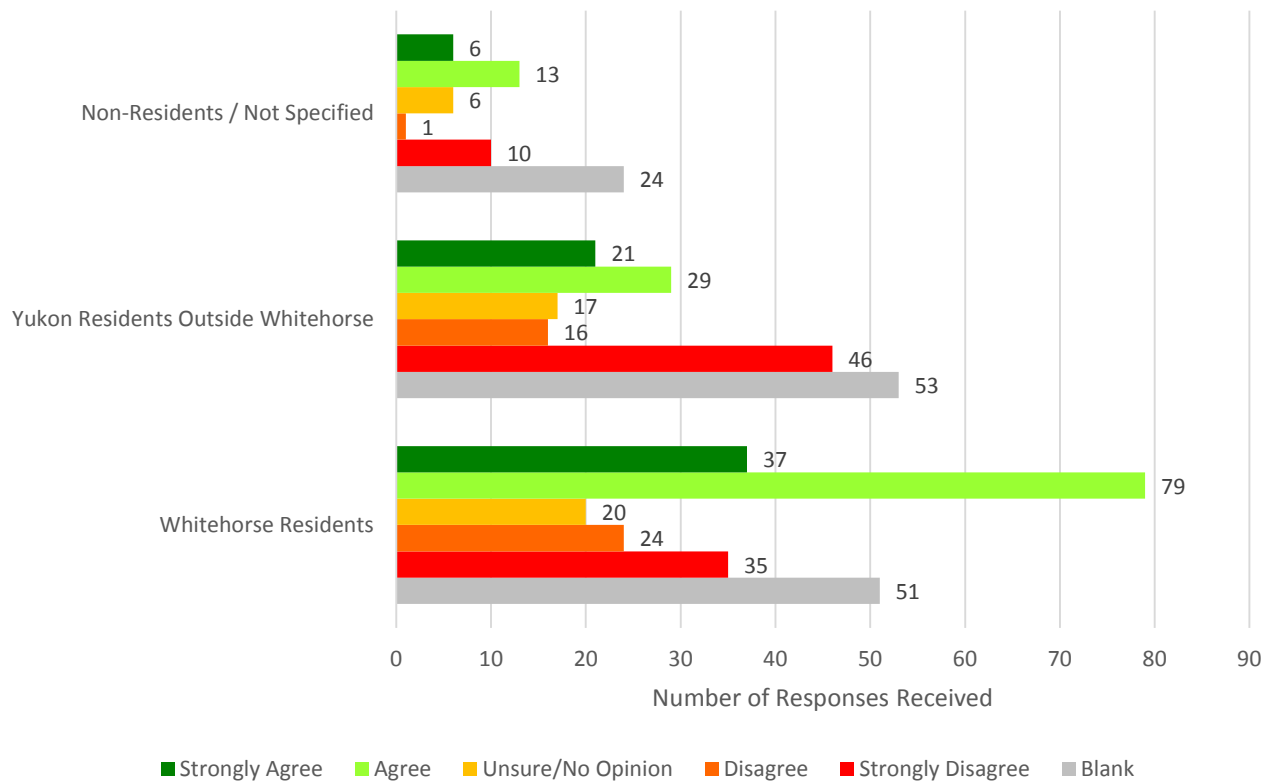


More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 4, than disagree or strongly disagree.

- 185 respondents (38%) agree or strongly agree.
- 132 respondents (27%) disagree or strongly disagree.
- 128 respondents (26%) did not answer this question.
- 43 respondents (9%) were unsure or had no opinion.

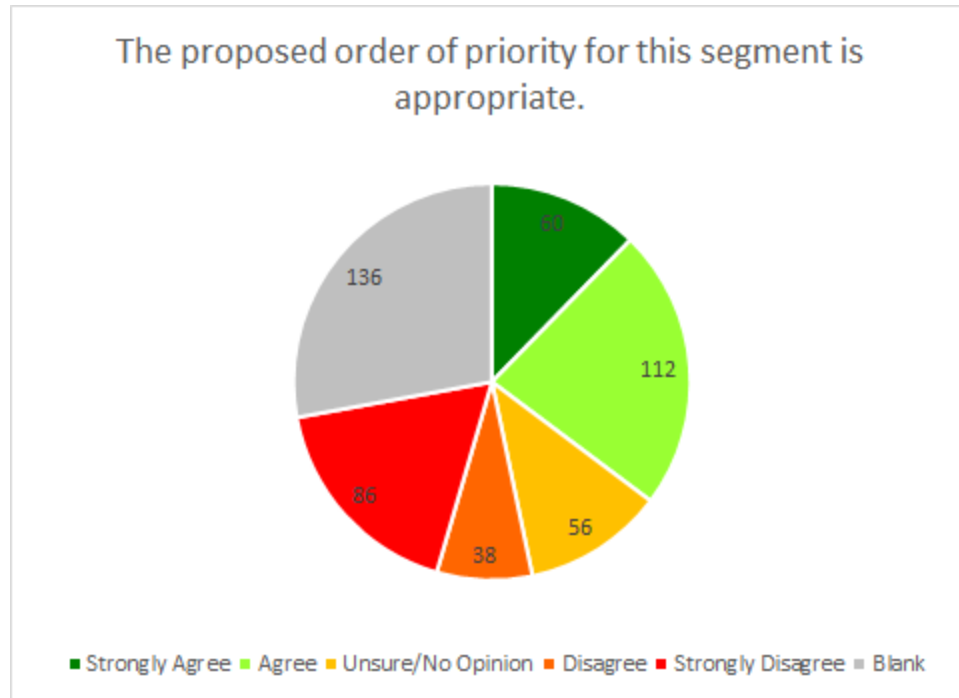
Note that the percentages when added up may not equal 100% due to rounding.

The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 4, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

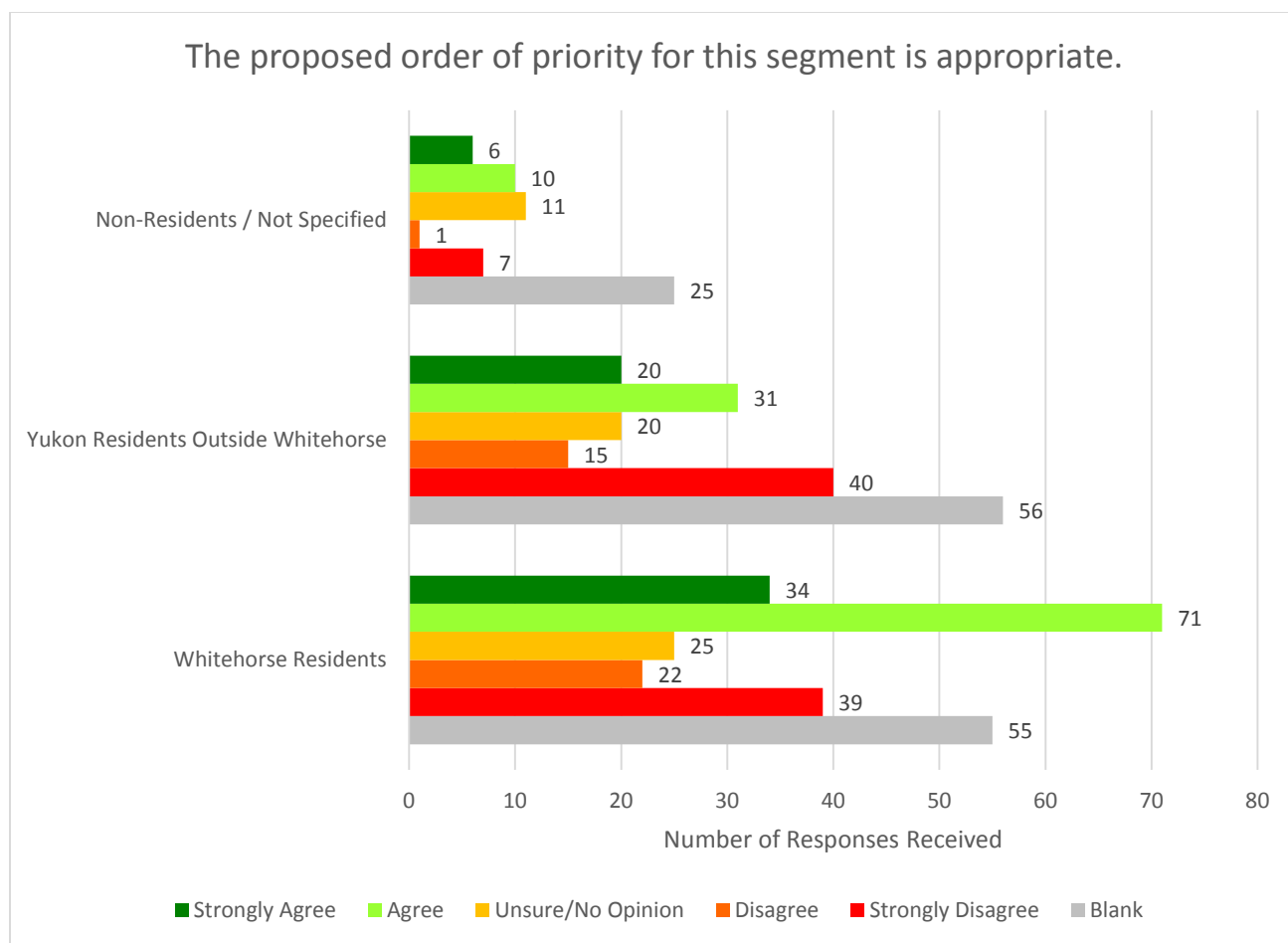
- Amongst Whitehorse residents, 116 (47%) agree or strongly agree, while 59 (24%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 50 (27%) agree or strongly agree, while 62 (34%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 19 (32%) agree or strongly agree, while 11 (18%) disagree or strongly disagree.

Survey Question C 4.3: The proposed order of priority for this segment is appropriate.

More respondents agree or strongly agree with the proposed order of priority for Segment 4, which is scheduled for immediate improvement, than disagree or strongly disagree.

- 172 respondents (35%) agree or strongly agree.
- 124 respondents (25%) disagree or strongly disagree.
- 136 respondents (28%) did not answer this question.
- 56 respondents (11%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that Segment 4 is an immediate priority, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 105 (43%) agree or strongly agree, while 61 (25%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 51 (28%) agree or strongly agree, while 55 (30%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 16 (27%) agree or strongly agree, while 8 (13%) disagree or strongly disagree.

Survey Question C 4.4: Additional Comments

A total of 121 additional comments relating to Segment 4 were received via survey feedback, covering a diversity of opinions. Common views are summarized below:

- No need for improvements of this magnitude (19 respondents or 4% of all survey respondents).
- Segment 4 should be given highest priority and/or multi-use trail/cycling improvements should be brought forward sooner (9 respondents or 2% of all survey respondents).
- Segment 4 is less urgent than other segments and its priority should be reduced (8 respondents or 2% of all survey respondents).

- Alternatives should be explored (e.g. reduced speed limits, better enforcement, better maintenance, and investment in alternative modes) (8 respondents or 2% of all survey respondents).
- Four-laning is not required (7 respondents or 1% of all survey respondents).
- Safety of pedestrian and cyclists is not adequately addressed, particularly at intersections and crossings of the highway (5 respondents or 1% of all survey respondents).
- Separated bike lanes should be considered through this segment (4 respondents or less than 1% of all survey respondents).

8.2 Open House Comments

Several comments relating to Segment 4 were noted on the roll plot segment maps:

- Exclusive right hand turn lanes flagged for reconsideration owing to conflicts with cyclists and pedestrians.
- Concern that adequate provision is made for pedestrians to cross at Robert Service Road.
- Concerns about hard curbs/barriers at the weigh scale access/egress.

8.3 Other Feedback

No Segment 4 specific emails were received.

8.4 Summary

Feedback received indicates general support for proposed improvements within Segment 4 and the priority awarded to this segment. Based on comments received, other aspects of the Functional Plan which may require further consideration by the design team include: impacts of right-turn lanes on cyclists using the shoulder and the multi-use trails; provision of pedestrian crossing facilities at Robert Service Road; and the provision of hard curbs/barriers at the weigh station access/egress.

Nevertheless, there is a clear divergence of opinion about the Functional Plan proposals (18% to 19% of respondents strongly disagree with the proposals for Segment 4), with some of the view that improvements of this magnitude are unnecessary and that alternatives should be explored, including reduced speed limits, better enforcement, better maintenance, and investment in alternative modes.

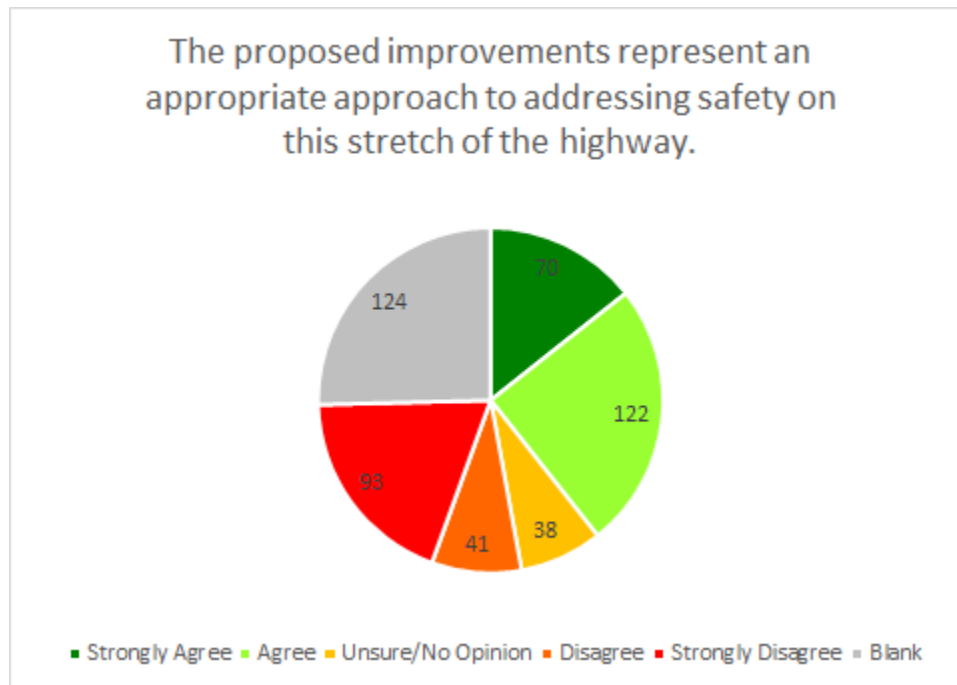
9. Segment 5: Radar Rd/Lodestar Lane to North of Sumanik Drive – Immediate Term Priority

9.1 Survey Responses

A more detailed analysis of responses to individual questions follows:

- Survey responses are first summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.
- Survey responses are then broken down by respondents' place of residence, i.e. Whitehorse, Yukon outside of Whitehorse, and non-resident/not specified. These results are presented in bar charts. The length of the bars indicates the number of responses received.

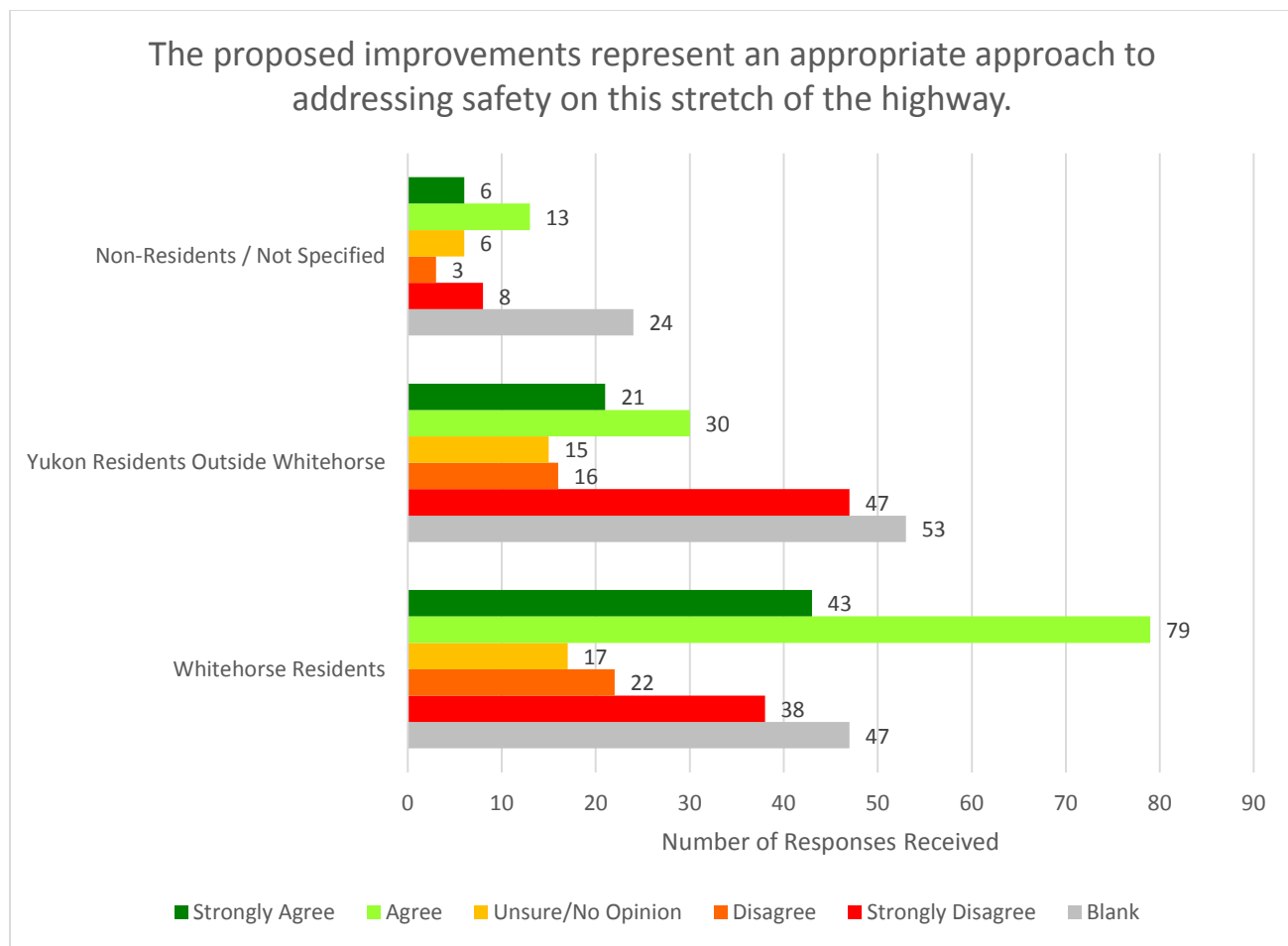
Survey Question C 5.1: The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.



More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 5, than disagree or strongly disagree.

- 192 respondents (39%) agree or strongly agree.
- 134 respondents (27%) disagree or strongly disagree.
- 124 respondents (25%) did not answer this question.
- 38 respondents (8%) were unsure or had no opinion.

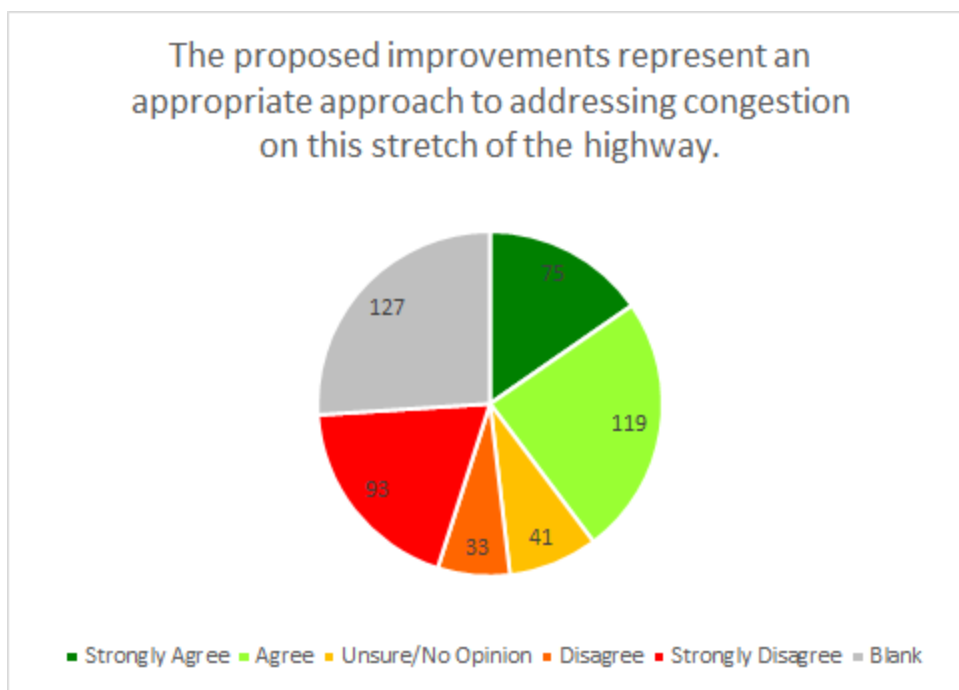
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 5, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 122 (50%) agree or strongly agree, while 60 (24%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 51 (28%) agree or strongly agree, while 63 (35%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 19 (32%) agree or strongly agree while, 11 (18%) disagree or strongly disagree.

Survey Question C 5.2: The proposed improvements represent an appropriate approach to addressing congestion along this stretch of the highway.

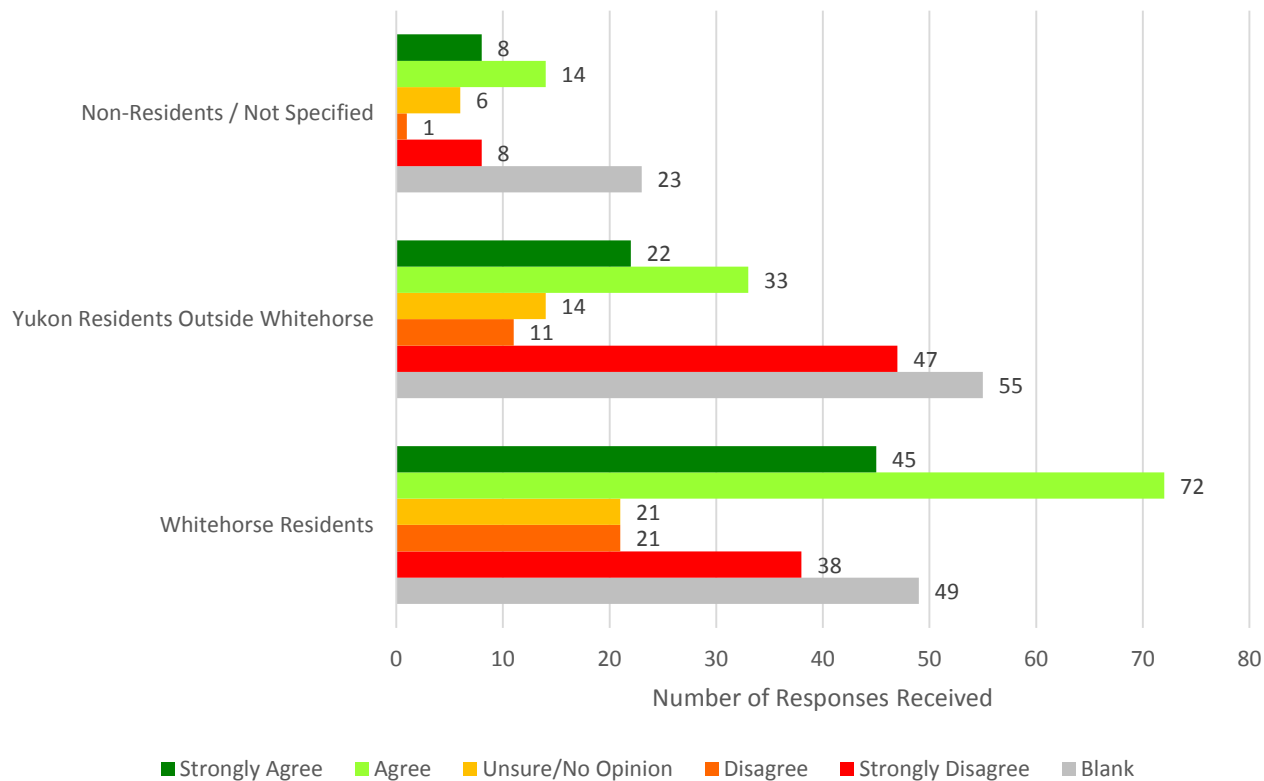


More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 5, than disagree or strongly disagree.

- 194 respondents (40%) agree or strongly agree.
- 126 respondents (26%) disagree or strongly disagree.
- 127 respondents (26%) did not answer this question.
- 41 respondents (8%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.

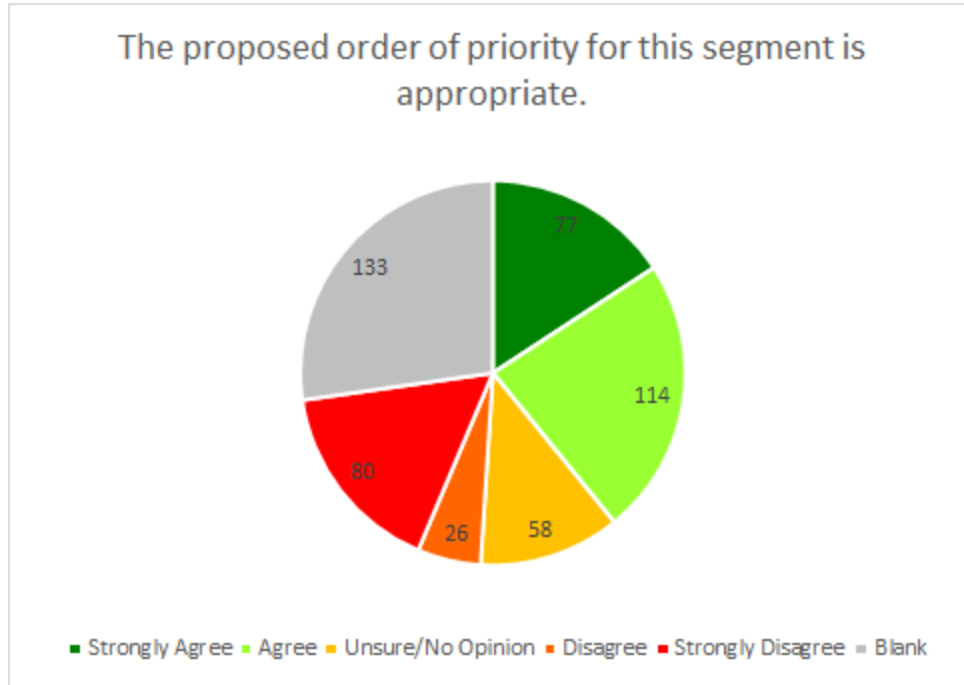
The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 5, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 117 (48%) agree or strongly agree, while 59 (24%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 55 (30%) agree or strongly agree, while 58 (32%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 22 (37%) agree or strongly agree, while 9 (15%) disagree or strongly disagree.

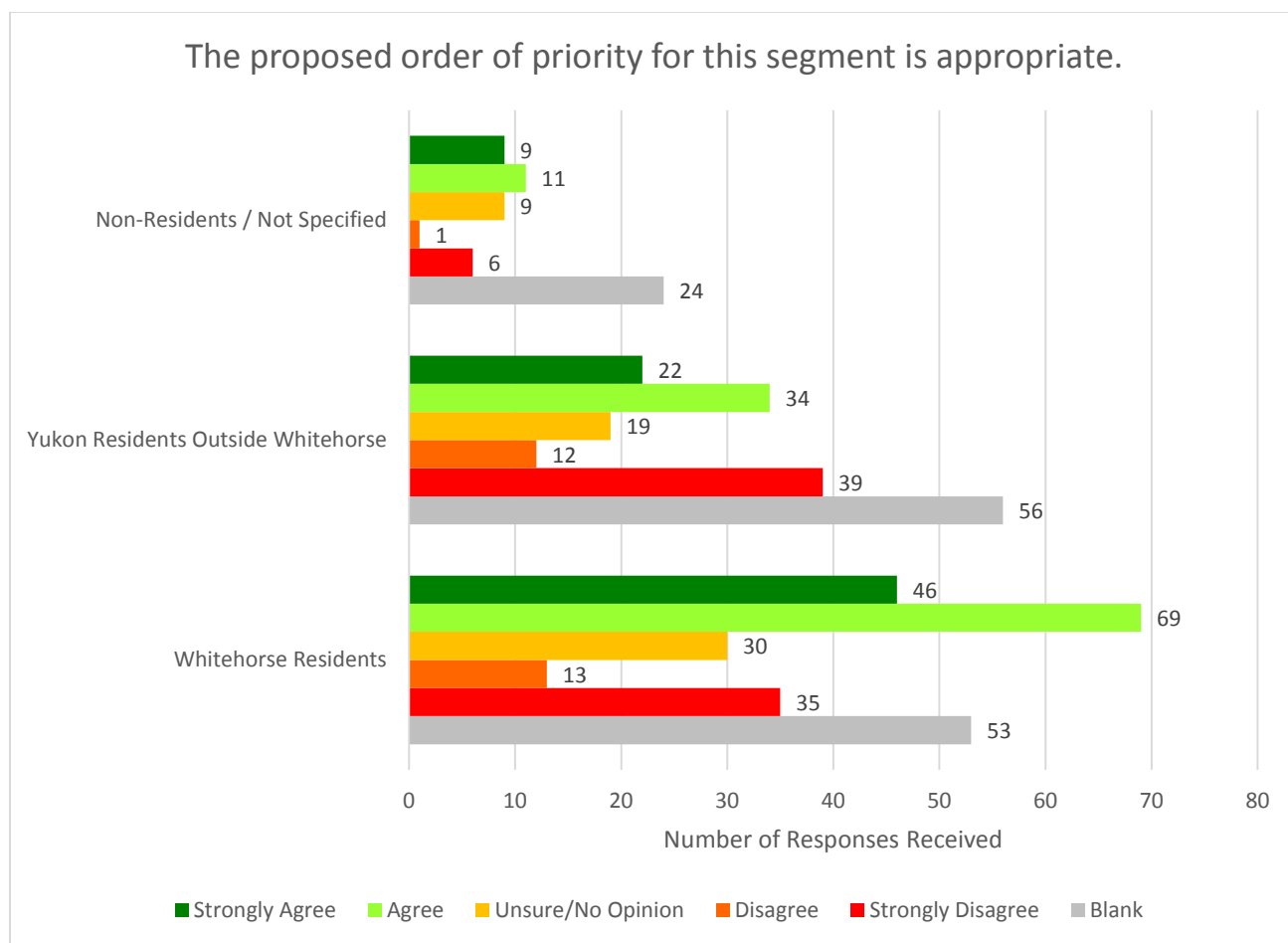
Survey Questions C 5.3: The proposed order of priority for this segment is appropriate.



More respondents agree or strongly agree with the proposed order of priority for Segment 5, which is scheduled for immediate improvement, than disagree or strongly disagree.

- 191 respondents (39%) agree or strongly agree.
- 106 respondents (22%) disagree or strongly disagree.
- 133 respondents (27%) did not answer this question.
- 58 respondents (12%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that Segment 5 is an immediate term priority, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 115 (47%) agree or strongly agree, while 48 (20%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 56 (31%) agree or strongly agree, while 51 (28%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 20 (33%) agree or strongly agree, while 7 (12%) disagree or strongly disagree

Survey Question C 5.4: Additional Comments

A total of 119 comments relating to Segment 5 were received via survey feedback. Common views are summarized below:

- The number of signalized intersections should be reduced (11 respondents or 2% of all survey respondents).
- Improvements of this scale are not required (9 respondents or 2% of all survey respondents).
- This Segment should be awarded the highest priority (6 respondents or 1% of all survey respondents).
- Support for four-laning (4 respondents or less than 1% of all survey respondents).
- Four-laning is not required (4 respondents or less than 1% of all survey respondents).

- Better provision for pedestrian crossing of the highway is required (particularly at the Airport) (3 respondents or less than 1% of all survey respondents).
- Separated, marked bike lanes are needed (3 respondents or less than 1% of all survey respondents).
- Businesses (including the Airport Chalet) should be retained (3 respondents or less than 1% of all survey respondents).
- Signalized intersections to be limited to Hillcrest Drive (3 respondents or less than 1% of all survey respondents).
- Frontage roads not supported (3 respondents or less than 1% of all survey respondents).

9.2 Open House Comments

Several comments relating to Segment 5 were noted on the roll plot segment maps:

- Exclusive right hand turn lanes flagged for reconsideration owing to conflicts with cyclists and pedestrians.
- Concern about potential loss of Airport Chalet as a music venue, truck stop, and airport hotel.
- Need for a pedestrian/cycle crossing at Burns Road.
- Eliminate left turn lane into airport at Norseman Road. Coordinate with the airport planning group to make a one-way counter clockwise traffic flow to the airport, retaining left- and right-turns at the Barkley Grow Rd. intersection.
- Need for pedestrian crossing/underpass at Salvation Army North Access to allow rehabilitation centre clients and trail users to cross the road safely.
- Concern about loss of gravel trail as a result of new frontage road to the west of the highway between 424+400 and Sumanik Drive.
- Concern that cyclists west of the highway will now have to cross six lanes of traffic if heading up to the Canada Games Centre via Sumanik Drive.

9.3 Other Feedback

Several Segment 5 specific emails were received. This feedback has been organized by topic below:

- **Walking and cycling**
 - Support for provision of concrete islands at entrance road to the Salvation Army Halfway House, providing safe refuge for pedestrians to cross the highway at that location. Another median island should be created, at the south access to the Salvation Army complex. Suggest a 50 m long island in the vicinity of station 423+700. Median islands are simpler to insert into the design than a tunnel or underpass and are more likely to be used. The service road on east side of highway (extension of Range Road) ends at 424+380. Suggest this road is extended further south by approximately 200 m to create a parking section for those who choose to park here and then walk around the Airport.
 - Proposals impact the pedestrian/cycling trail currently under construction along the western edge of the airport to Burns Road/Norseman Road and impacts on the north end of the trail (proposed for paving).
 - Safe pedestrian crossing at the north end of the airport is required. A permanent pedestrian under or overpass or a controlled pedestrian crossing is needed.

- Stretch of highway between Sumanik Drive and the south entrance to Hillcrest is dangerous for cyclists and should be improved. The existing shoulder is too narrow for safe biking and is not cleared of gravel and sand. Hopes that this stretch is upgraded.
- **Signalized intersections**
 - Concerned about the lack of signals at Burns Road. Distance to Hillcrest Drive is within the proposed threshold minimum distance stated in guiding principles. Considerable truck traffic (including moving vans) serving the industrial subdivision requires signal to safely turn north. A second signal could also assist in slowing traffic through this section of highway.
 - Two signal controlled intersections are required between Two Mile Hill and the South Access. Another is required at Burns Road for airport access owing to significant traffic using Burns Road; and significant pedestrian and cycling traffic using the airport trail and Black Street stairs. Failure to provide signalized crossing at this location could increase vehicle/pedestrian or vehicle/bicycle accidents despite guidelines about spacing.
- **Four-laning and impacts on the Airport Chalet**
 - The proposed 4-lane highway with additional turning lanes is not conducive to the 70 kilometre per hour (kph) speed limit through this section. Reducing speeds is more effectively done by design. The highway should be reduced to 2 lanes from station 422+000 north, with turning lanes provided at intersections. Constraining the highway to 2 lanes through the Hillcrest area would provide better opportunity to thread between the Airport Chalet and the airport maintenance shed. A 2-lane highway will send a clear message that this area is different than other sections of the highway-with a lot of turning traffic and pedestrians.
 - Concerned about impacts to Airport Chalet and implications for business (particularly associated with the change in access). Query whether design could be revised.

9.4 Summary

Based on feedback received, there is general support for proposed improvements within Segment 5 and the priority awarded to this segment. This Segment attracted a relatively high number of comments. Aspects of the Functional Plan which may require further consideration by the design team include: the need for four lanes through this segment; impacts on businesses; the provision of signalized intersections, including the possible provision of a further intersection at Burns Road; enhanced opportunities for pedestrian and cycle crossing of the highway (e.g. at the Airport, Salvation Army south access, and potentially at Sumanik Drive to provide improved access to the Canada Games Centre); impacts of right-turn lanes on cyclists using the shoulder and the multi-use trails; left turn lanes at the Norseman Road intersection; and review of the Airport access.

Nevertheless, there is a clear divergence of opinion about the Functional Plan proposals with 17% to 19% of respondents in strong disagreement with the proposals for Segment 5. In the view of some respondents, improvements of this magnitude are unnecessary and alternatives to four-laning should be explored (including reduced speed limits, better enforcement, better maintenance, and investment in alternative modes).

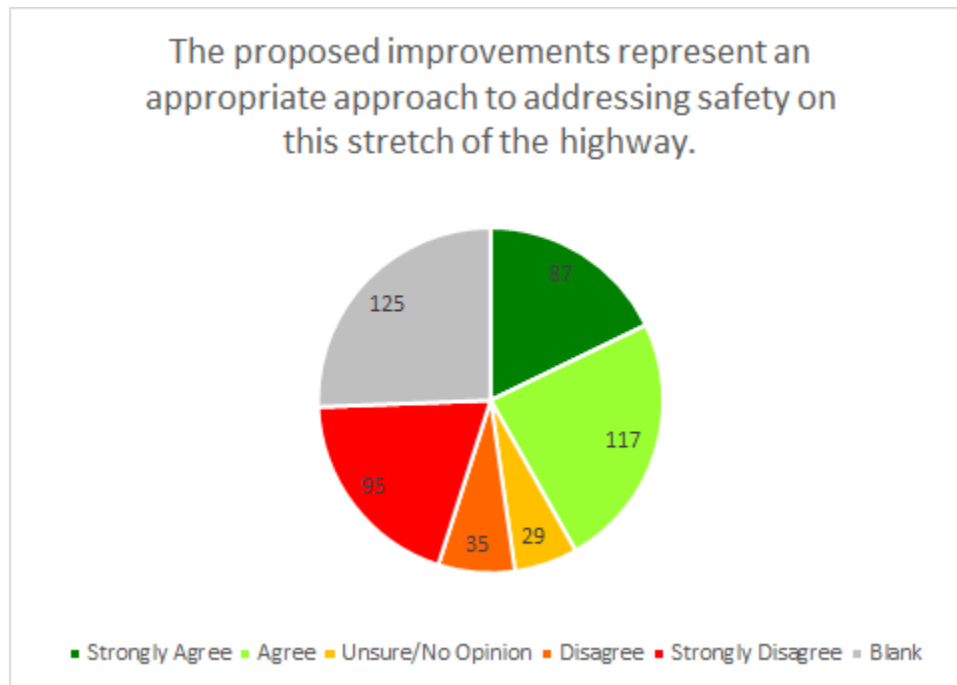
10. Segment 6: North of Sumanik Drive to North of Two Mile Hill Rd – Immediate Term Priority

10.1 Survey Responses

A more detailed analysis of responses to individual questions follows:

- Survey responses are first summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.
- Survey responses are then broken down by respondents' place of residence, i.e. Whitehorse, Yukon outside of Whitehorse, and non-resident/not specified. These results are presented in bar charts. The length of the bars indicates the number of responses received.

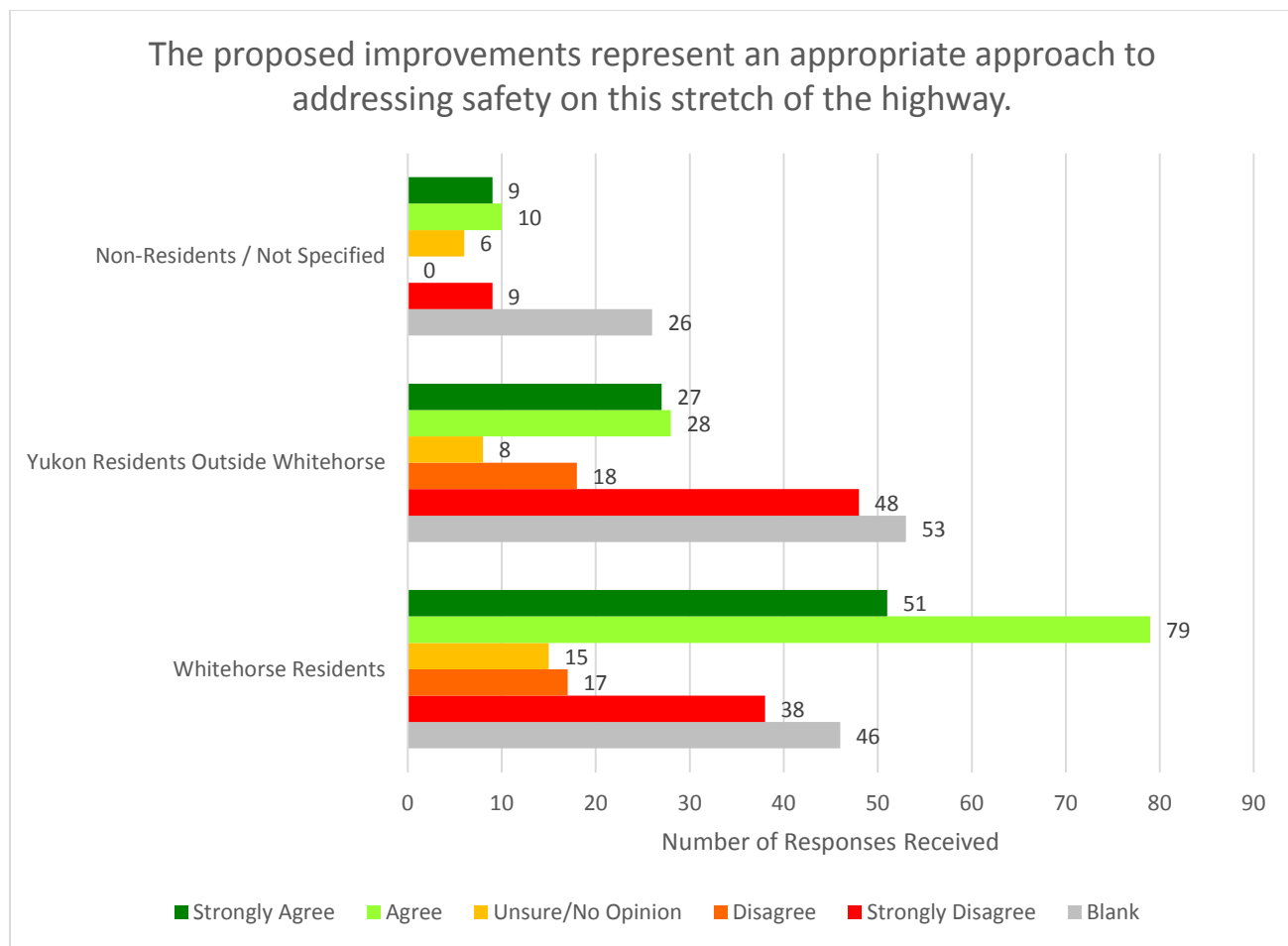
Survey Question C.6.1: The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.



More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 6, than disagree or strongly disagree.

- 204 respondents (42%) agree or strongly agree.
- 130 respondents (27%) disagree or strongly disagree.
- 125 respondents (26%) did not answer this question.
- 29 respondents (6%) were unsure or had no opinion.

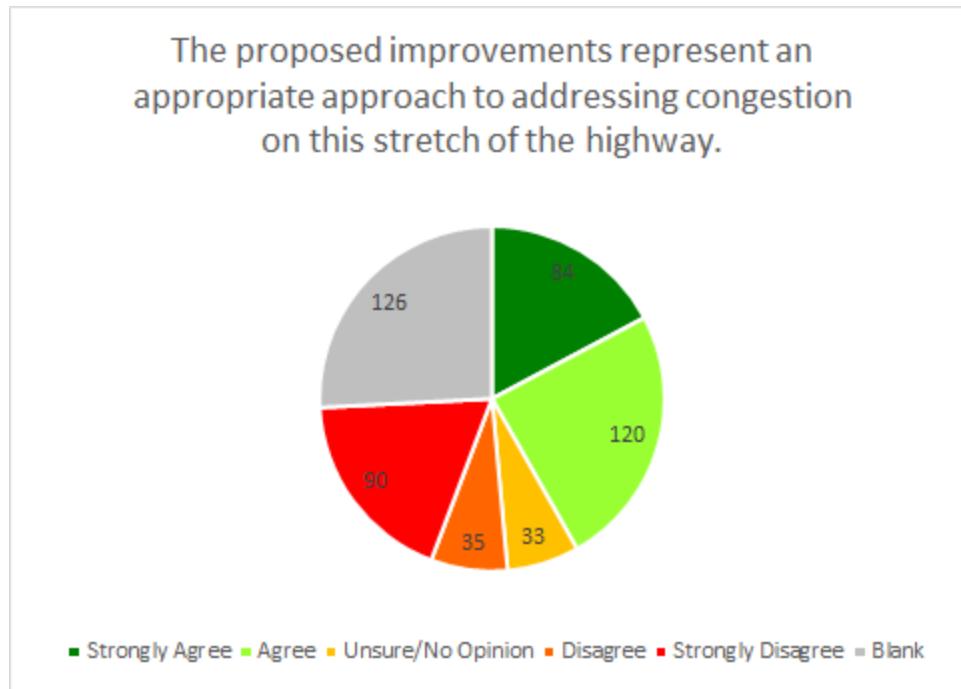
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 6, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 130 (53%) agree or strongly agree, while 55 (22%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 55 (30%) agree or strongly agree, while 66 (36%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 19 (32%) agree or strongly agree, while 9 (15%) disagree or strongly disagree.

Survey Question C 6.2: The proposed improvements represent an appropriate approach to addressing congestion along this stretch of the highway.

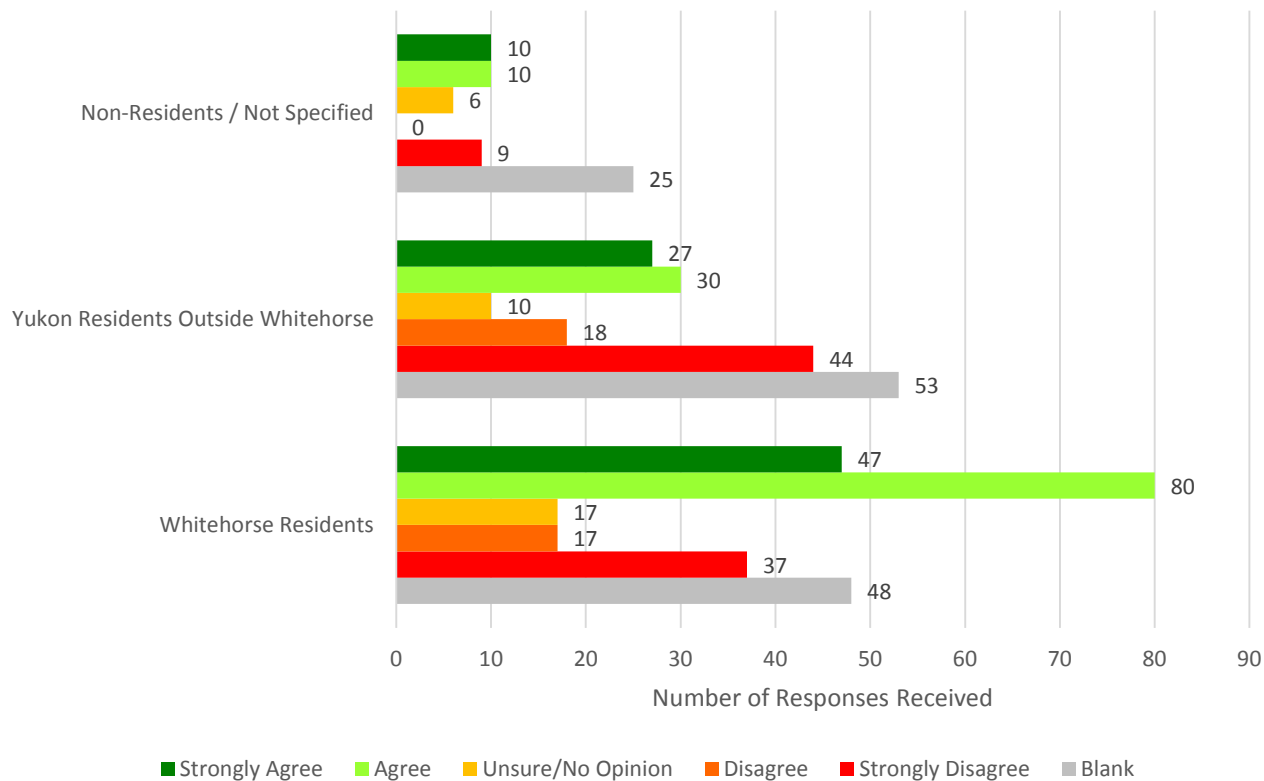


More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 6, than disagree or strongly disagree.

- 204 respondents (42%) agree or strongly agree.
- 125 respondents (26%) disagree or strongly disagree.
- 126 respondents (26%) did not answer this question.
- 33 respondents (7%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.

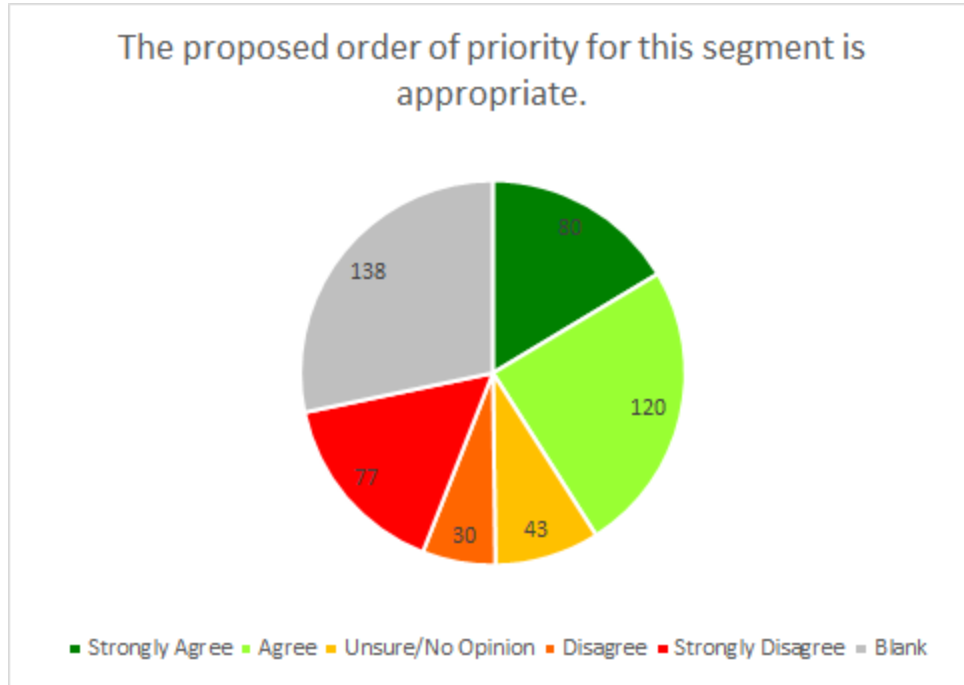
The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 6, while Yukon residents outside Whitehorse are slightly more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 127 (52%) agree or strongly agree, while 54 (22%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 57 (31%) agree or strongly agree, while 62 (34%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 20 (33%) agree or strongly agree, while 9 (15%) disagree or strongly disagree.

Survey Question C 6.3: The proposed order of priority for this segment is appropriate.

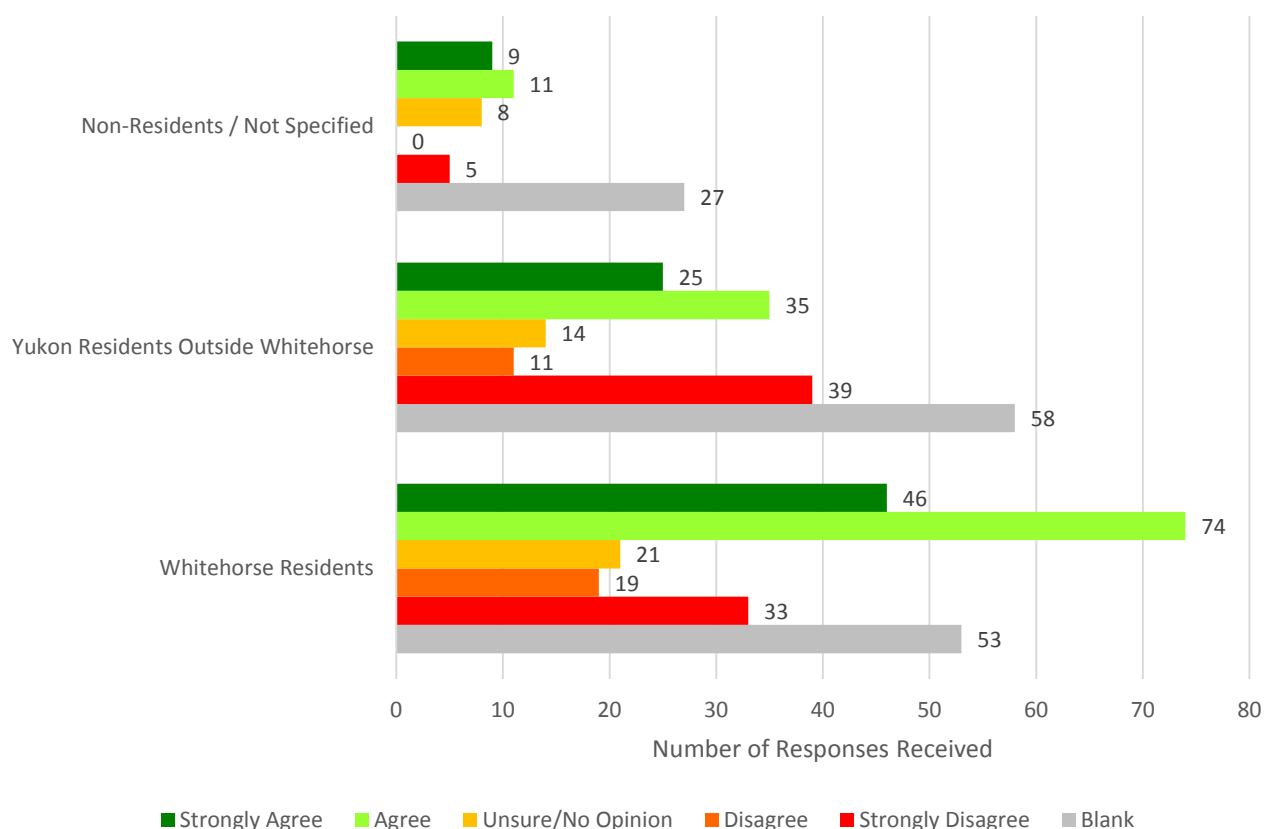


More respondents agree or strongly agree with the proposed order of priority for Segment 6, which is scheduled for immediate improvement, than disagree or strongly disagree.

- 200 respondents (41%) agree or strongly agree.
- 107 respondents (22%) disagree or strongly disagree.
- 138 respondents (28%) did not answer this question.
- 43 respondents (9%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.

The proposed order of priority for this segment is appropriate.



Whitehorse residents are more likely to agree or strongly agree that Segment 6 is an immediate term priority, while Yukon residents outside Whitehorse divided between agree and strongly disagree.

- Amongst Whitehorse residents, 120 (49%) agree or strongly agree, while 52 (21%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 60 (33%) agree or strongly agree, while 50 (27%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 20 (33%) agree or strongly agree, while 5 (8%) disagree or strongly disagree.

Survey Question C 6.4: Additional Comments

A total of 119 comments relating to Segment 6 were received via survey feedback. Common views are summarized below:

- Safety of pedestrian and cyclists is not adequately addressed, particularly at intersections and crossing of the highway (16 responses or 3% of all survey respondents).
- Proposed upgrades of this magnitude are unnecessary given perceived absence of congestion, high costs, and other public investment priorities (15 respondents or 3% of all survey respondents).
- Alternatives should be explored (e.g. reduced speed limits, clearer line markings and signage, better enforcement, better maintenance, and investment in alternative modes) (8 respondents or 2% of all survey respondents).

- Safety and congestion concerns regarding configuration of Two Mile Hill intersection (8 respondents or 2% of all survey respondents).
- Concerns regarding impacts to existing business and traffic operations (7 respondents or 1% of all survey respondents).
- Segment 6 should be a lower priority (6 respondents or 1% of all survey respondents).
- Need clarification on plans for noise/pollution control near residential areas (5 respondents or 1% of all survey respondents).
- Segment 6 should be the highest priority (4 respondents or less than 1% of all survey respondents).

10.2 Open House Comments

Several comments relating to Segment 6 were noted on the roll plot segment maps:

- Multi-use path will require ongoing maintenance.
- Pedestrian/cyclists need to be accommodated at Two Mile Hill Rd intersection and access to be provided to the Canada Games Centre.
- Exclusive right hand turn lanes flagged for reconsideration owing to conflicts with cyclists and pedestrians.
- Sound barrier suggested adjacent to residential properties at Takhini.
- Wildlife tunnel/trail access suggested at Takhini.

10.3 Other Feedback

Eight Segment 6 specific emails/inquiries and one petition were received.

- One inquiry about loss of trees.
- Six inquiries sought clarification about noise impacts and/or made suggestions regarding the provision of noise attenuation/barriers.
- One comment that safety concerns at Two Mile Hill intersection should take precedence over congestion relief.
- A petition signed by 93 residents of Takhini, Valleyview, and the Prospector Trailer Park was also received. This petition, addressed to the YG Minister of Highway and Public Works, articulates concerns about the health and safety of residents of the Takhini North, Takhini West, Valleyview, and Prospector Trailer Park. Further details are contained in Section 4.3 of this report.

10.4 Summary

Based on feedback received, there is general support for improvements within Segment 6 and overall agreement that this Segment should be an immediate priority. Based on comments received, aspects of the Functional Plan which may require further consideration by the design team include: conflicts with cyclists, particularly at intersections; configuration of the Two Mile Hill intersection; impacts on businesses; noise impacts/mitigation; and the need for ongoing dialogue with residents of Takhini North, Takhini West, Valleyview, and Prospector Trailer Park.

Nevertheless, there is a clear divergence of opinion about Functional Plan proposals (16 to 19% of respondents strongly disagree with the proposals for Segment 6), with some of the view that improvements of this magnitude are unnecessary and that alternatives (e.g. reduced speed limits, clearer line markings and signage, better enforcement, better maintenance, and investment in alternative modes) should be explored.

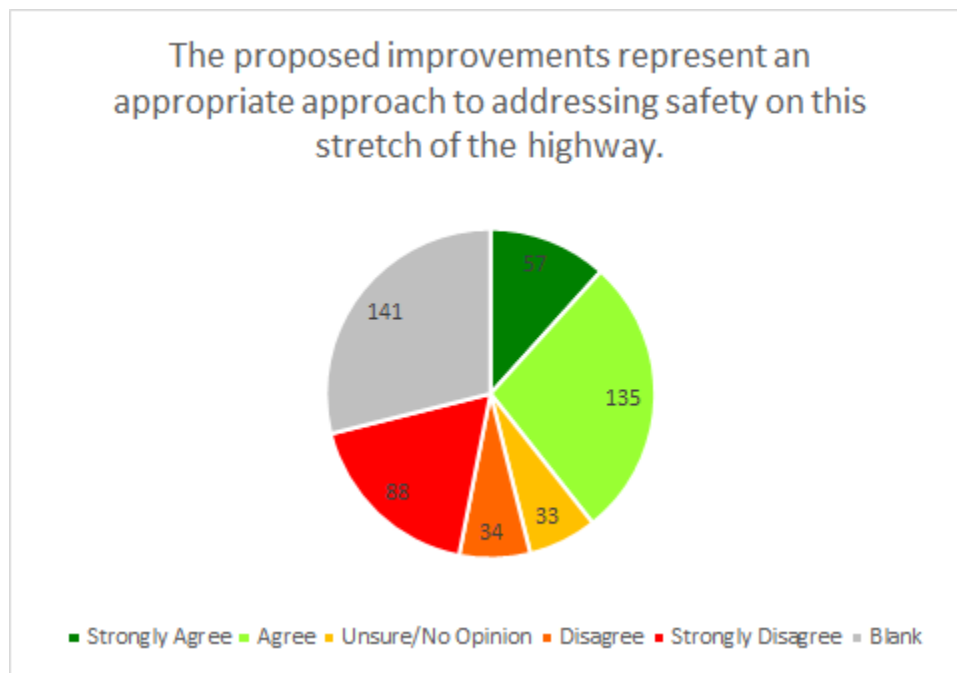
11. Segment 7: North of Two Mile Hill Road to Copper Belt Road – Medium Term Priority

11.1 Survey Responses

A more detailed analysis of responses to individual questions follows:

- Survey responses are first summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.
- Survey responses are then broken down by respondents' place of residence, i.e. Whitehorse, Yukon outside of Whitehorse, and non-resident/not specified. These results are presented in bar charts. The length of the bars indicates the number of responses received.

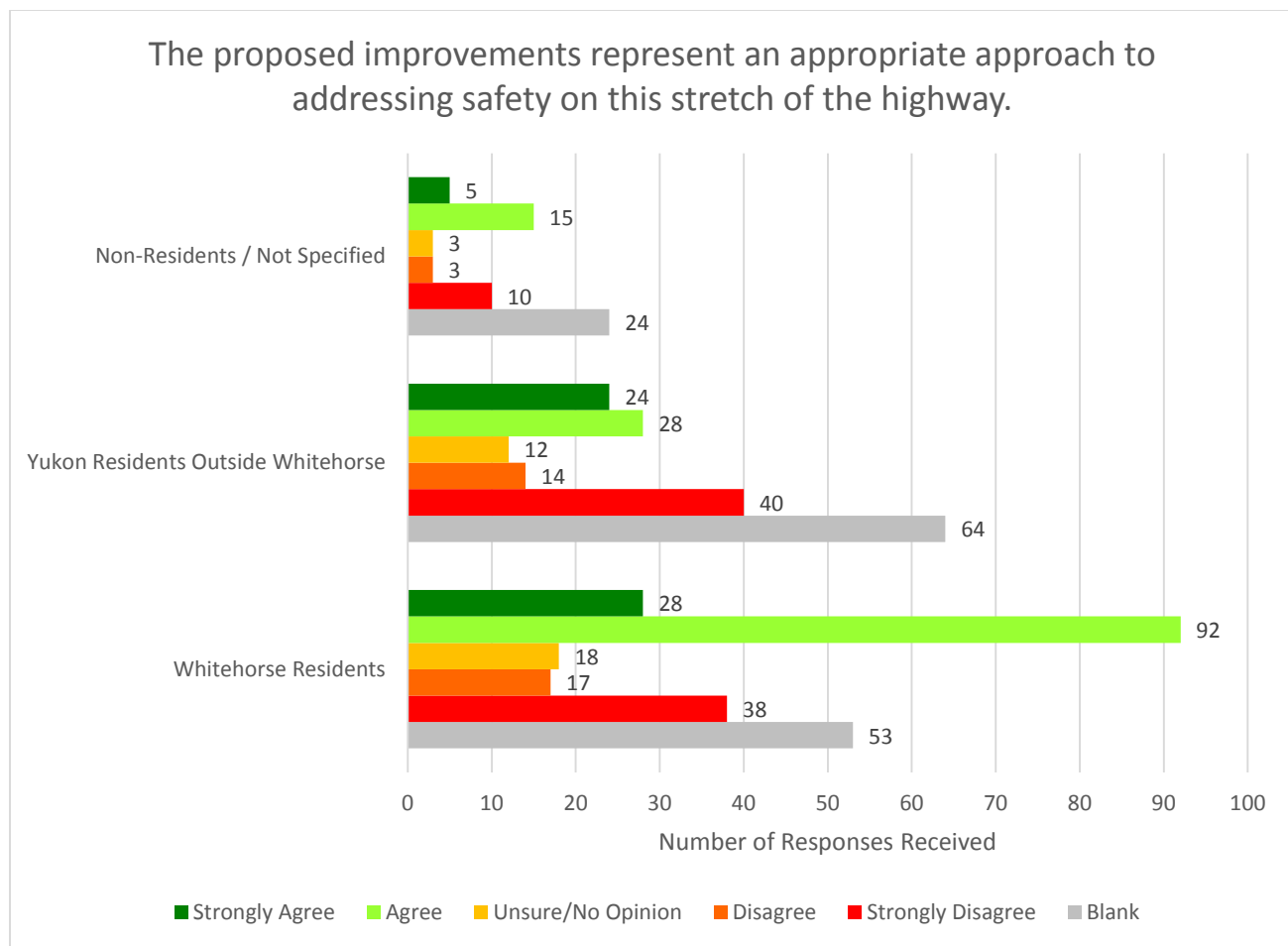
Survey Question C 7.1: The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.



More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 7, than disagree or strongly disagree.

- 192 respondents (39%) agree or strongly agree.
- 122 respondents (25%) disagree or strongly disagree.
- 141 respondents (29%) did not answer this question.
- 33 respondents (7%) were unsure or had no opinion.

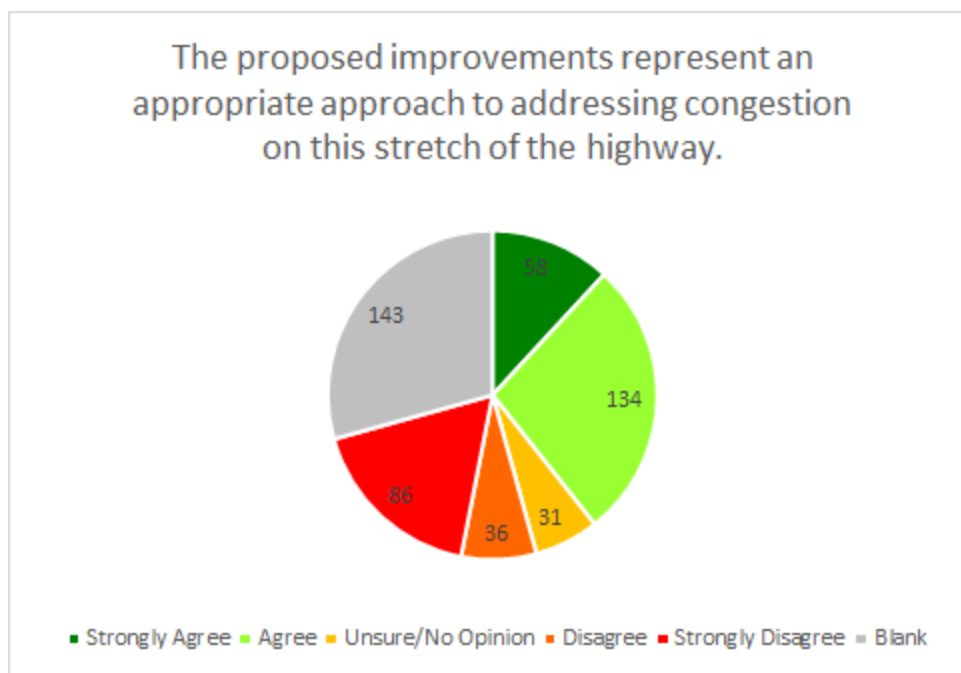
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 7, while Yukon residents outside Whitehorse are split on their opinion.

- Amongst Whitehorse residents, 120 (49%) agree or strongly agree, while 55 (22%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 52 (29%) agree or strongly agree, while 54 (30%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 20 (33%) agree or strongly agree, while 13 (22%) disagree or strongly disagree.

Survey Question C 7.2: The proposed improvements represent an appropriate approach to addressing congestion along this stretch of the highway.

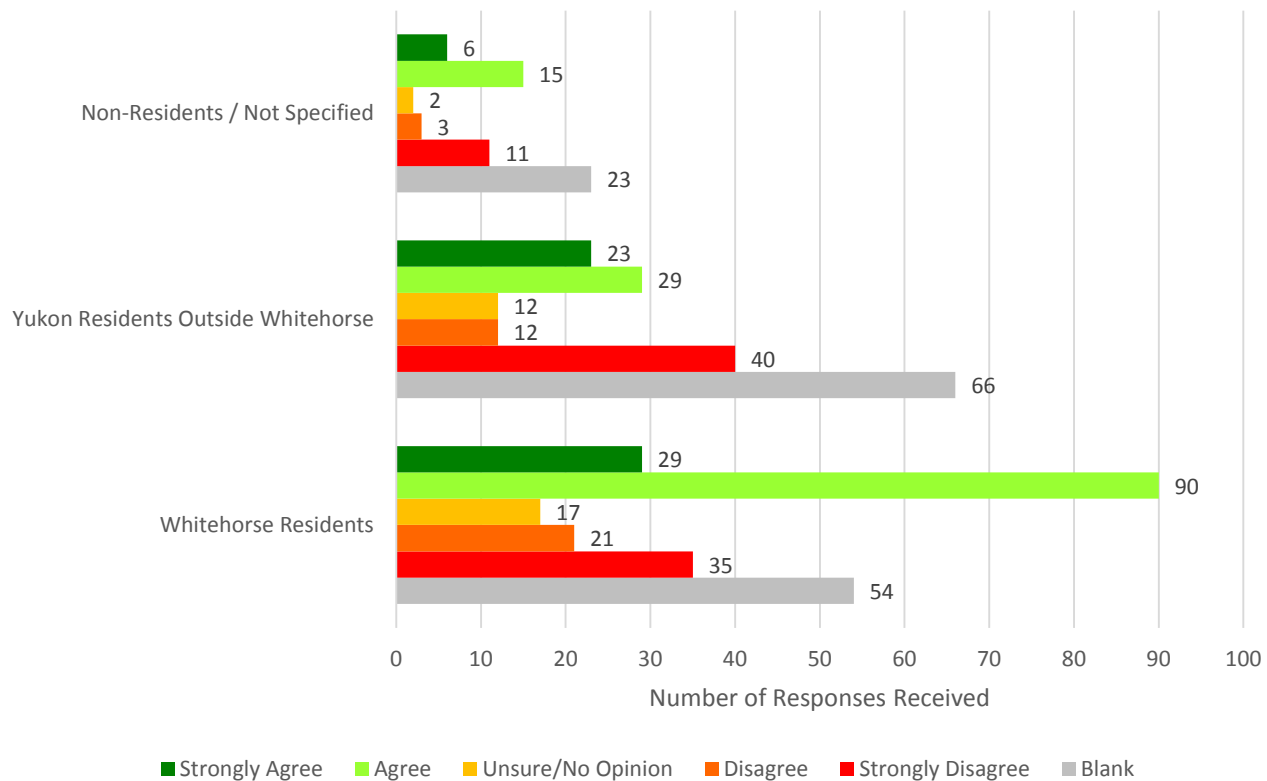


More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 7, than disagree or strongly disagree.

- 192 respondents (39%) respondents agree or strongly agree.
- 122 respondents (25%) disagree or strongly disagree.
- 143 respondents (29%) did not answer this question.
- 31 respondents (6%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.

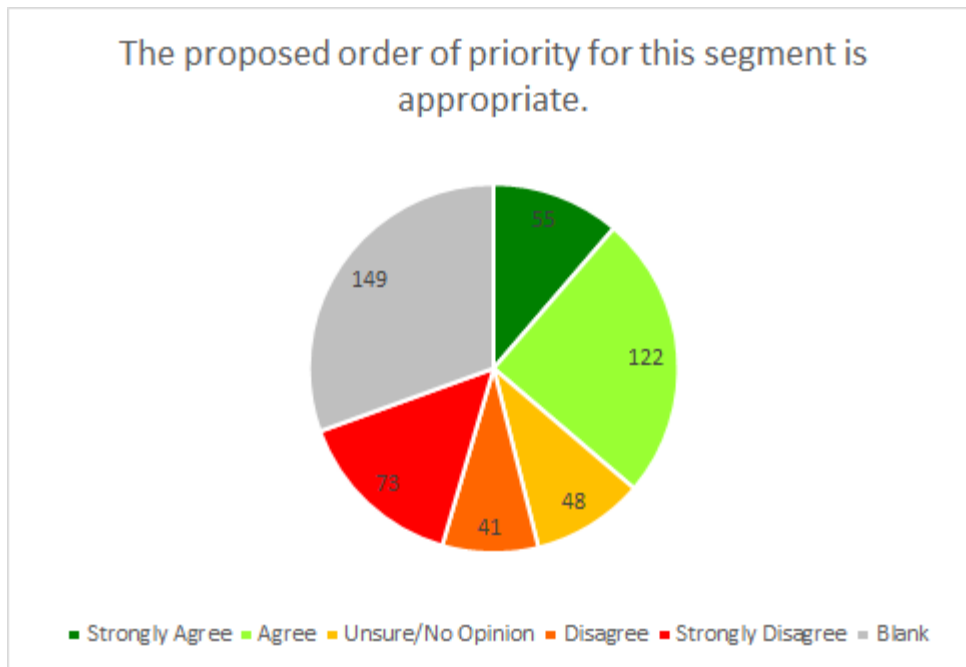
The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements are an appropriate approach to addressing congestion along Segment 7, while Yukon residents outside Whitehorse are split on their opinion.

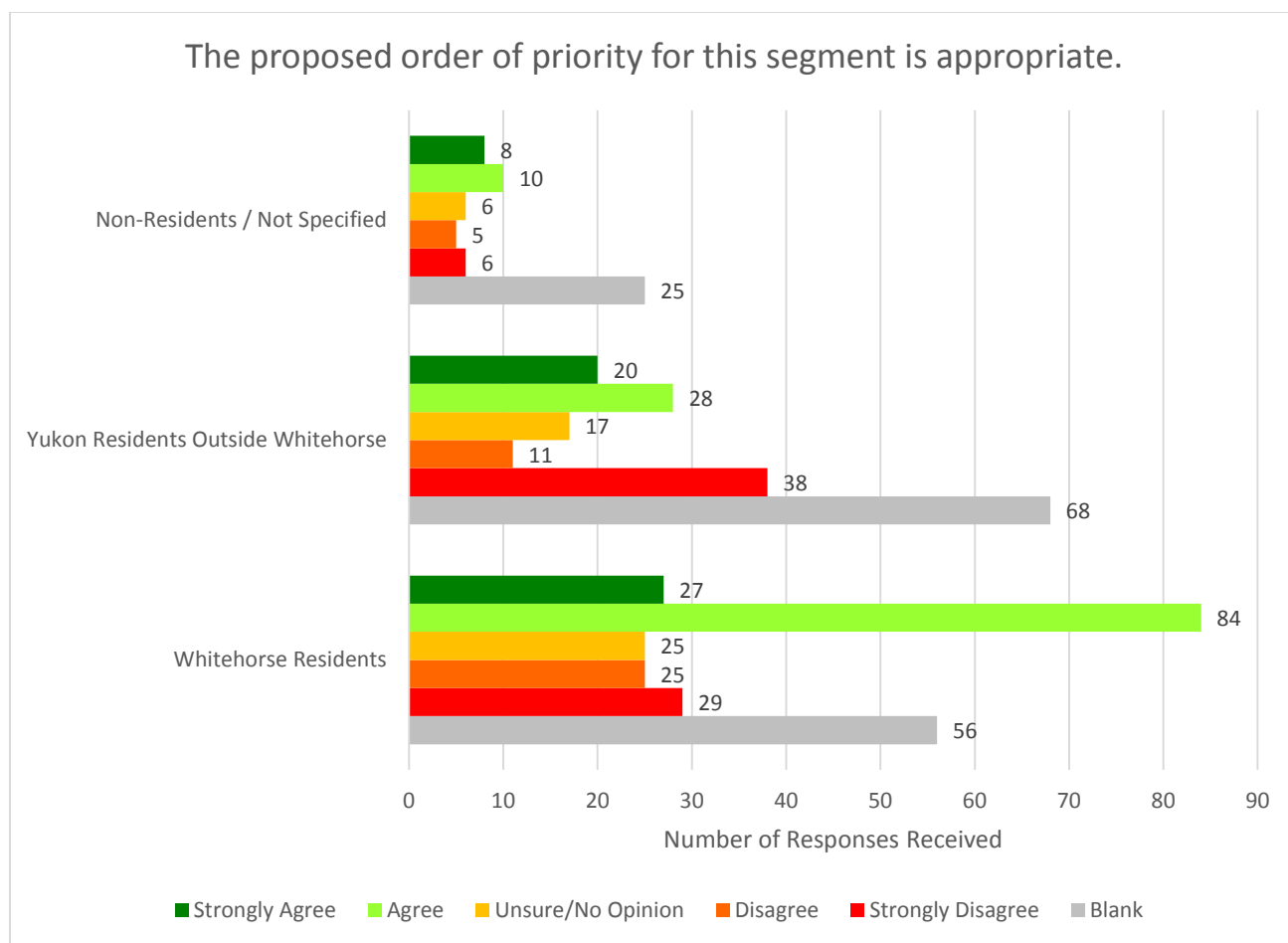
- Amongst Whitehorse residents, 119 (48%) agree or strongly agree, while 56 (23%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 52 (29%) agree or strongly agree, while 52 (29%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 21 (35%) agree or strongly agree, while 14 (23%) disagree or strongly disagree.

Survey Question C 7.3: The proposed order of priority for this segment is appropriate.



More respondents agree or strongly agree with the proposed order of priority for Segment 7, which is scheduled for medium term improvement, than disagree or strongly disagree.

- 177 respondents (36%) agree or strongly agree.
- 114 respondents (23%) disagree or strongly disagree.
- 149 respondents (31%) did not answer this question.
- 48 respondents (10%) were unsure or had no opinion.



Whitehorse residents are more likely to agree or strongly agree that Segment 7 is appropriate for medium term improvement, while Yukon residents outside Whitehorse are split on their opinion.

- Amongst Whitehorse residents, 111 (45%) agree or strongly agree, while 54 (22%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 48 (26%) agree or strongly agree, while 49 (27%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 18 (30%) agree or strongly agree, while 11 (18%) disagree or strongly disagree.

Survey Question C 7.4: Additional Comments

A total of 144 comments relating to Segment 7 were received via survey feedback. Common views are summarized below:

- Proposed four-laning is unnecessary (20 respondents or 4% of all survey respondents).
- Need for additional signalized intersections questioned (9 respondents or 2% of all survey respondents).
- Segment 7 should be a higher priority (6 respondents or 1% of all survey respondents).
- Improvements to pedestrian and bicycle facilities are required (5 respondents or 1% of all survey respondents).

- Clarification is required on plans for noise/pollution control near residential areas (5 respondents or 1% of all survey responses).
- Map linked to wrong area (4 respondents or less than 1% of all survey respondents).
- Need for pedestrian crossing of the highway at Takhini (2 respondents or less than 1% of all survey respondents).

11.2 Open House Comments

Several comments relating to Segment 7 were noted on the roll plot segment maps:

- Exclusive right hand turn lanes flagged for reconsideration owing to conflicts with cyclists and pedestrians.
- Proposed new roadway to Yukon College to alleviate traffic at Hamilton Blvd. Further suggestion to coordinate with the Yukon College planning group and to conduct a cumulative impacts study.
- Improved signage suggested for Copper Belt Museum.

11.3 Other Feedback

No Segment 7 specific email/telephone feedback was received.

11.4 Summary

Based on feedback received, there is general support for improvements within Segment 7, with some indication that this Segment should be given higher priority. Based on comments received, other aspects of the Functional Plan which may require further consideration by the design team include: conflicts with cyclists, particularly at intersections; provision of enhanced pedestrian and cycling facilities; clarification/review of traffic signal warrants; and a proposed new roadway to Yukon College.

Nevertheless, there is a clear divergence of opinion about the Functional Plan proposals (15% to 18% of respondents strongly disagree with the proposals for Segment 7), with some of the view that improvements of this magnitude are unnecessary.

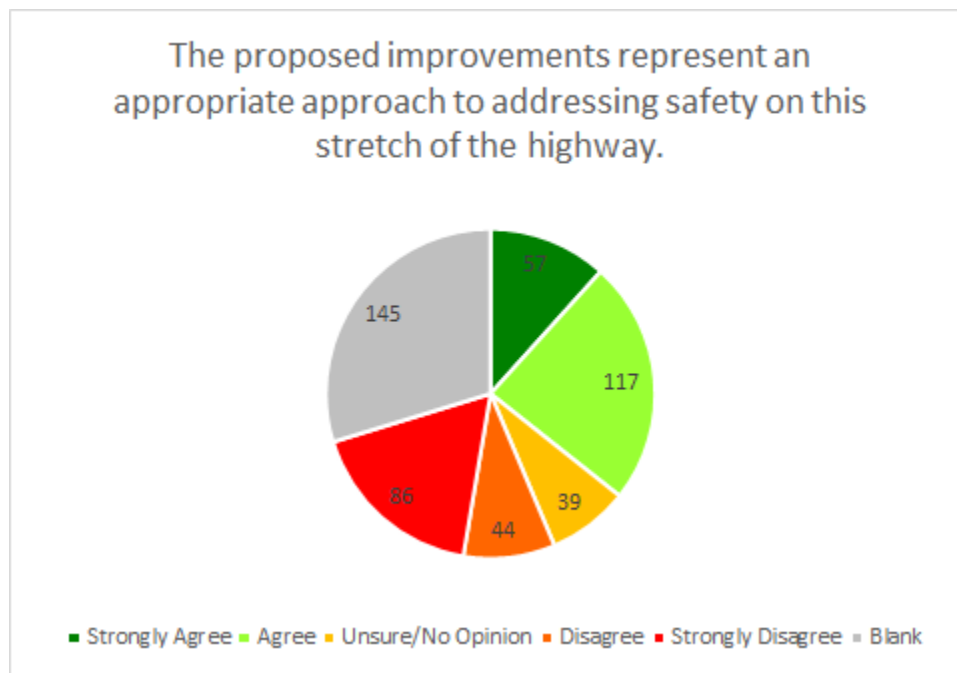
12. Segment 8: Copper Belt Road to South of Centennial Street – Medium Term Priority

12.1 Survey Responses

A more detailed analysis of responses to individual questions follows:

- Survey responses are first summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.
- Survey responses are then broken down by respondents' place of residence, i.e. Whitehorse, Yukon outside of Whitehorse, and non-resident/not specified. These results are presented in bar charts. The length of the bars indicates the number of responses received.

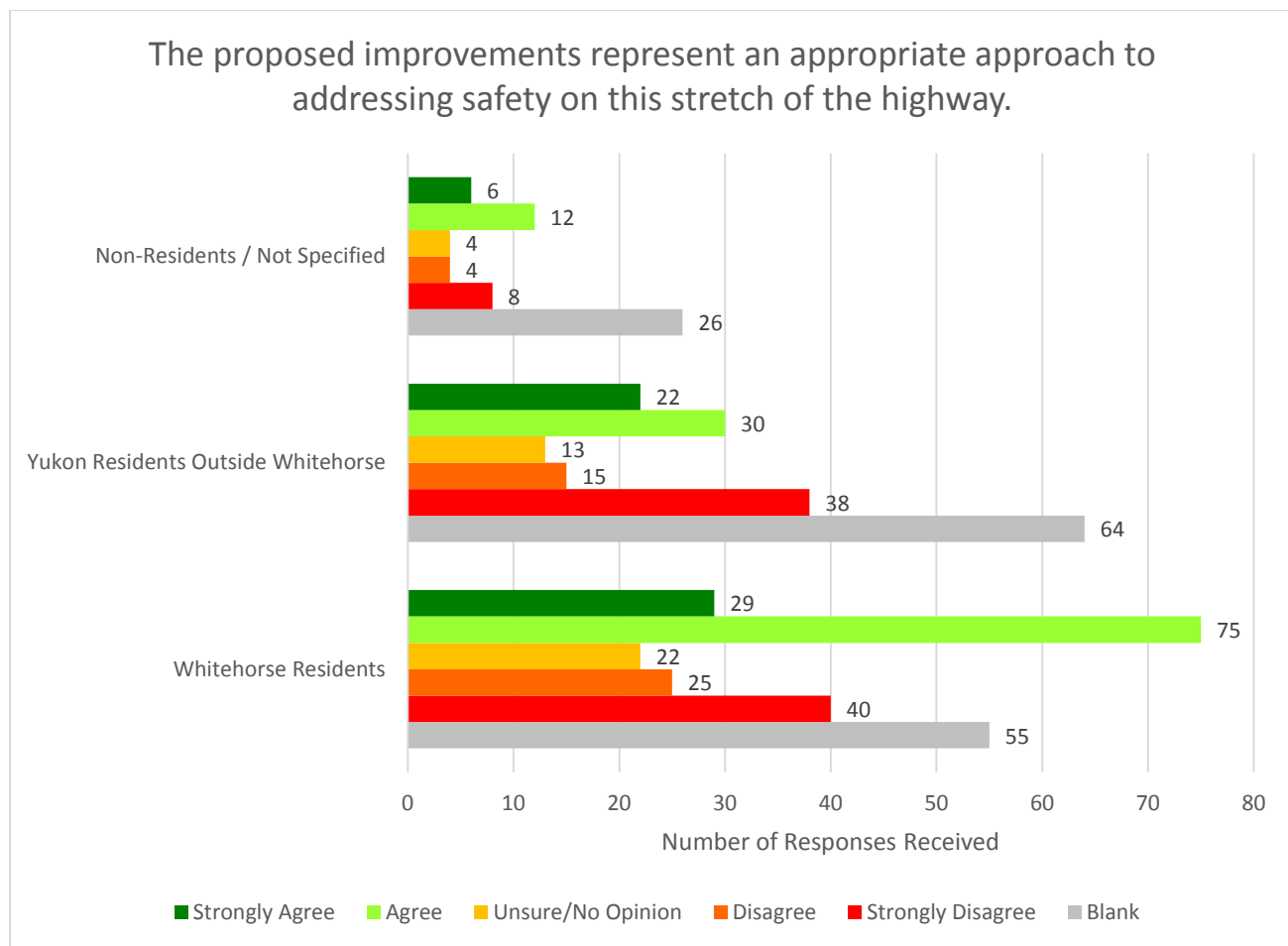
Survey Question C 8.1: The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.



More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 8, than disagree or strongly disagree.

- 174 respondents (36%) agree or strongly agree.
- 130 respondents (27%) disagree or strongly disagree.
- 145 respondents (30%) did not answer this question.
- 39 respondents (8%) were unsure or had no opinion.

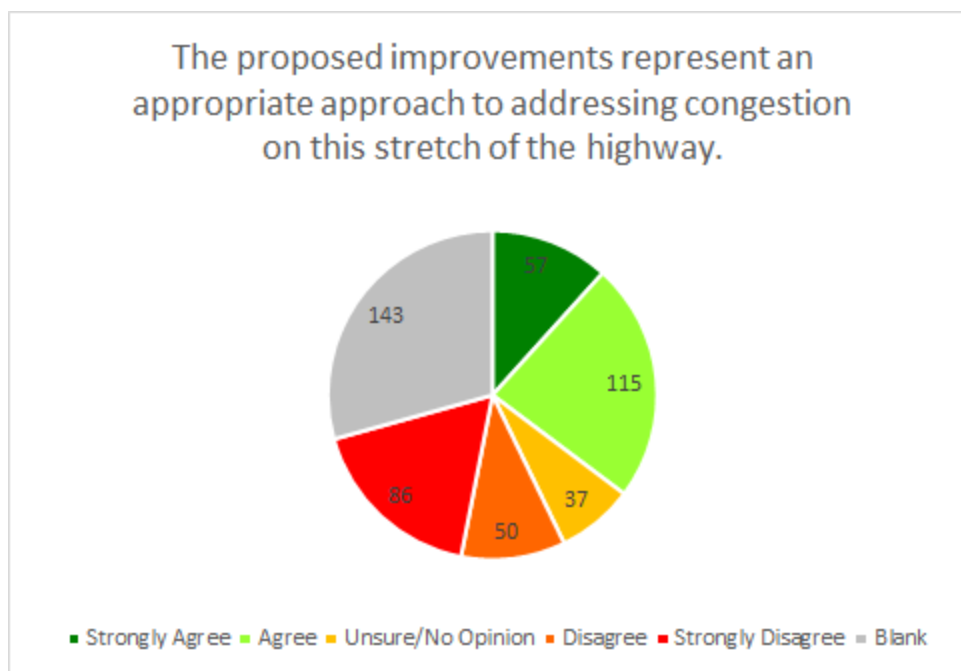
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 8, while Yukon residents outside Whitehorse are split on their opinion.

- Amongst Whitehorse residents, 104 (42%) agree or strongly agree, while 65 (26%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 52 (29%) agree or strongly agree, while 53 (29%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 18 (30%) agree or strongly agree, while 12 (20%) disagree or strongly disagree.

Survey Question C 8.2: The proposed improvements represent an appropriate approach to addressing congestion along this stretch of the highway.

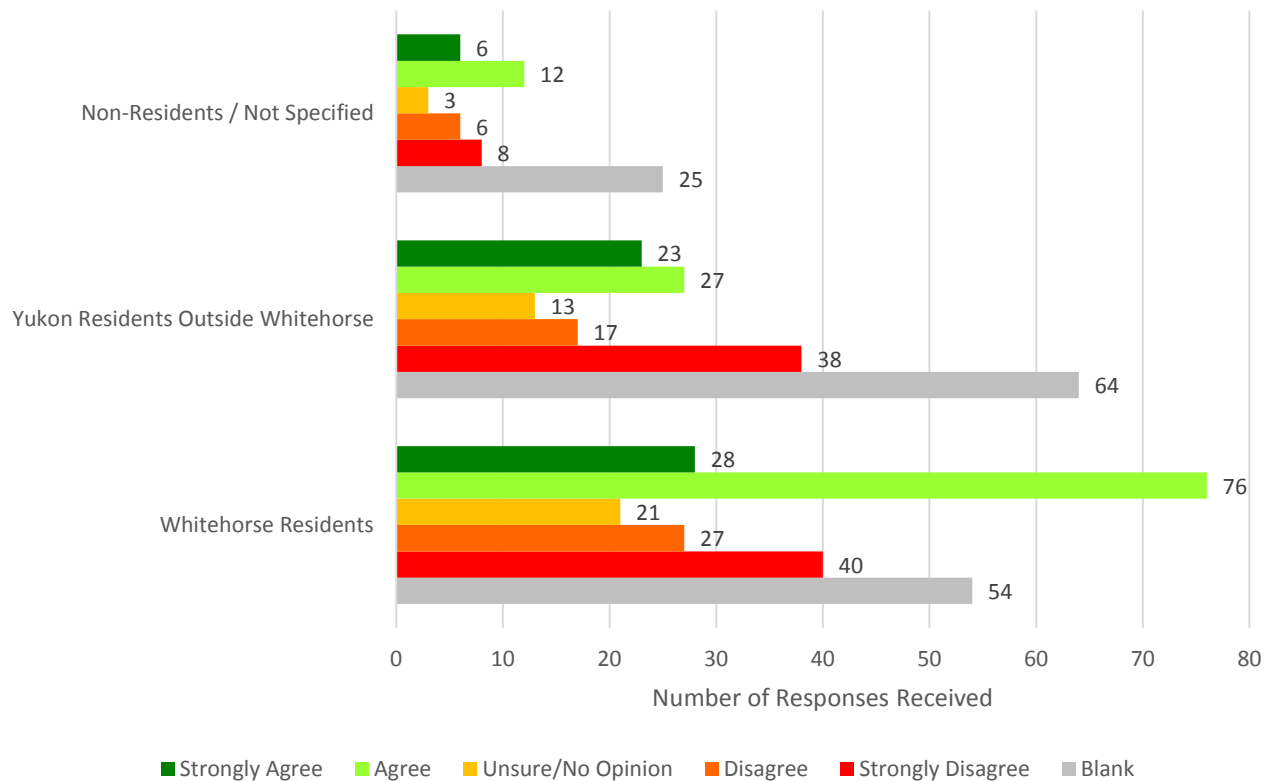


More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 8, than disagree or strongly disagree.

- 172 respondents (35%) agree or strongly agree.
- 136 respondents (28%) disagree or strongly disagree.
- 143 respondents (29%) did not answer this question.
- 37 respondents (8%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.

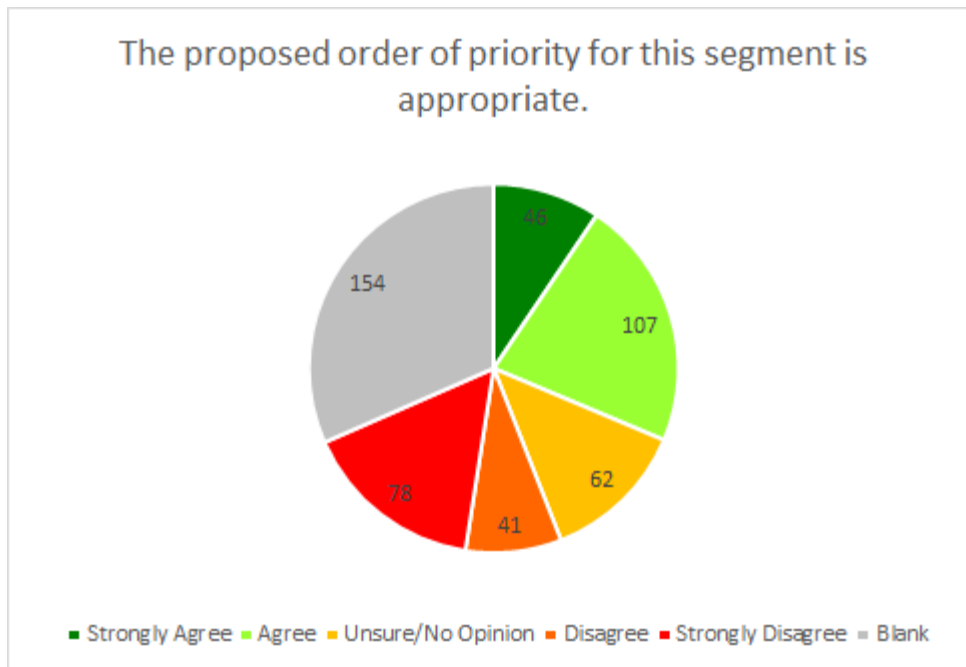
The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 8, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 104 (42%) agree or strongly agree, while 67 (27%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 50 (27%) agree or strongly agree, while 55 (30%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 18 (30%) agree or strongly agree, while 14 (23%) disagree or strongly disagree.

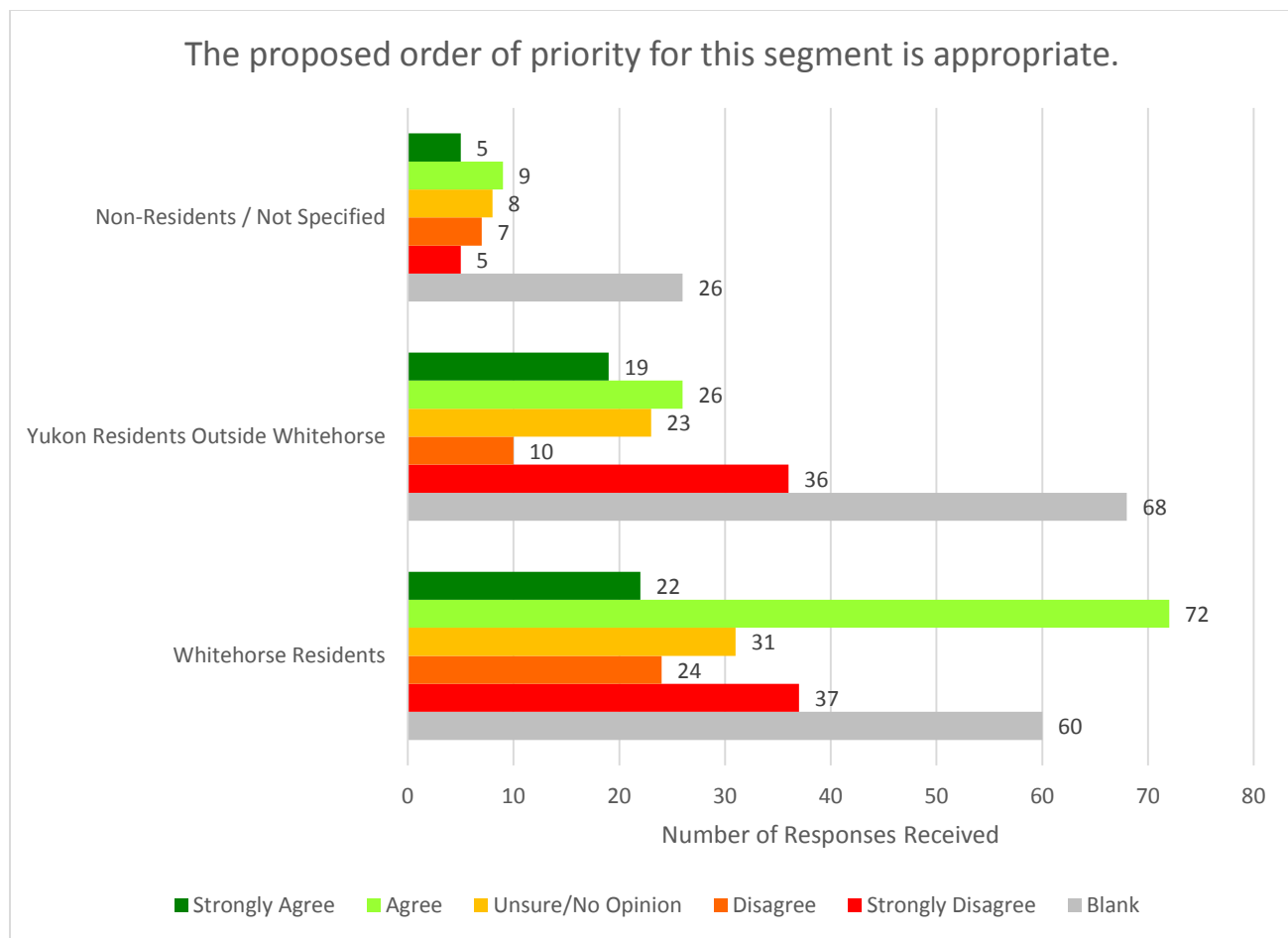
Survey Question C 8.3: The proposed order of priority for this segment is appropriate.



More respondents agree or strongly agree with the proposed order of priority for Segment 8, which is scheduled for medium term improvement, than disagree or strongly disagree.

- 153 respondents (31%) agree or strongly agree.
- 119 respondents (24%) disagree or strongly disagree.
- 154 respondents (32%) did not answer this question.
- 62 respondents (13%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that Segment 8 is appropriate for medium term improvement, while Yukon residents outside Whitehorse are split on their opinion.

- Amongst Whitehorse residents, 94 (38%) agree or strongly agree, while 61 (25%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 45 (25%) agree or strongly agree, while 46 (25%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 14 (23%) agree or strongly agree, while 12 (20%) disagree or strongly disagree.

Survey Question C 8.4: Additional Comments

A total of 116 comments relating to Segment 8 were received via survey feedback. Common views are summarized below:

- Rabbit's Foot Canyon should also be four lanes (or add counterflow lane), otherwise a potential bottleneck will be created, causing driver confusion and unsafe conditions (30 respondents or 6% of all survey respondents).
- Segment 8 should be an immediate priority (14 respondents or 3% of all survey respondents).
- Rabbit's Foot Canyon is dangerous. Reduce speed limit and increase enforcement through this stretch (9 respondents or 2% of all survey respondents).

- Improvements of this magnitude are not required (8 respondents or 2% of all survey respondents).
- Environmental concerns, including wildlife crossings and habitat (e.g. McIntyre Creek) (6 respondents or 1% of all survey respondents).

12.2 Open House Comments

Several comments relating to Segment 8 were noted on the roll plot segment maps:

- Exclusive right hand turn lanes flagged for reconsideration owing to conflicts with cyclists and pedestrians.
- Concerns about widening on both sides of the Rabbit's Foot Canyon section, forcing through traffic to merge twice.

12.3 Other Feedback

One Segment 8 specific email was received.

- General support for proposals, but does not support use of shoulders for cycling/walking which should be separated from motorized traffic.
- Safety concerns about switching between four and two lanes through Rabbit's Foot Canyon.
- Concern about safety of left turn lanes. Would like to see number of intersections reduced further.
- Need for wildlife crossings to be taken into consideration.

12.4 Summary

Based on feedback received, there is general support for improvements within Segment 8. Aspects of the Functional Plan which may require further consideration and review by the design team include: conflicts with cyclists, particularly at intersections; switching between four and two lanes through Rabbit's Foot Canyon and back to four lanes thereafter; the number of intersections and left turn lanes; environmental impacts through McIntyre Creek and potential need for wildlife crossings (to be addressed through detailed design and Yukon Environmental and Socio-economic Assessment Board [YESAB] process).

There is also some divergence of opinion about Functional Plan proposals (around 16% to 18% of respondents strongly disagree with the proposals for Segment 8), with some of the view that improvements of this magnitude are unnecessary.

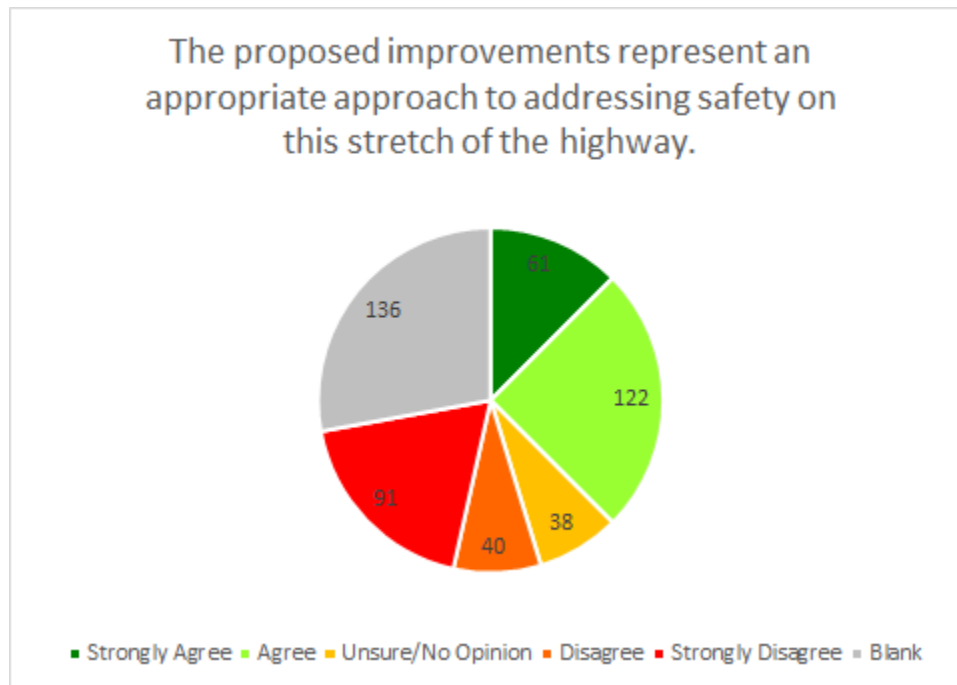
13. Segment 9: South of Centennial Street to North of Kathleen Road – Medium Term Priority

13.1 Survey Responses

A more detailed analysis of responses to individual questions follows:

- Survey responses are first summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.
- Survey responses are then broken down by respondents' place of residence, i.e. Whitehorse, Yukon outside of Whitehorse, and non-resident/not specified. These results are presented in bar charts. The length of the bars indicates the number of responses received.

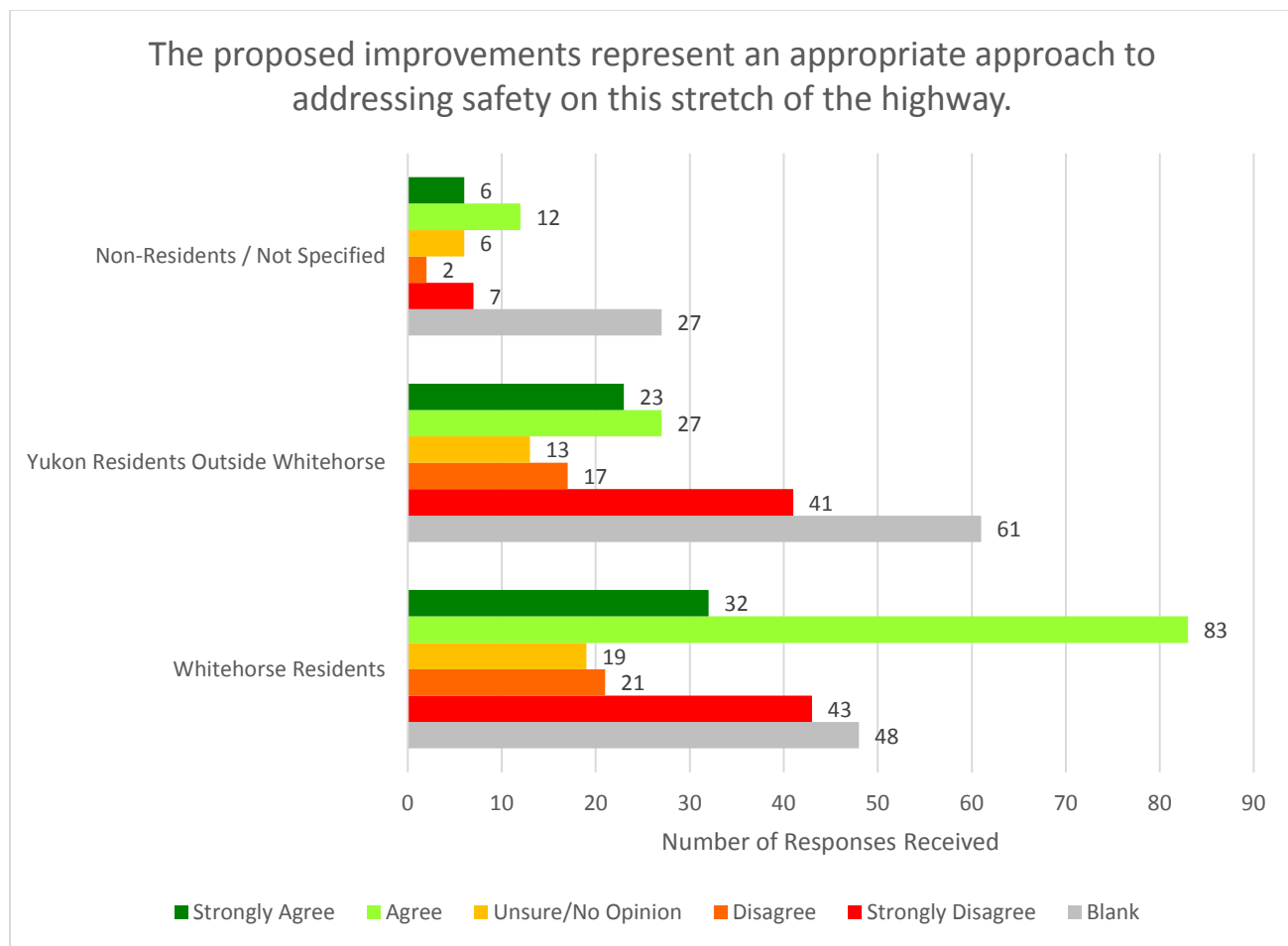
Survey Question C 9.1: The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.



More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 9, than disagree or strongly disagree.

- 183 respondents (37%) agree or strongly agree.
- 131 respondents (27%) disagree or strongly disagree.
- 136 respondents (28%) did not answer this question.
- 38 respondents (8%) were unsure or had no opinion.

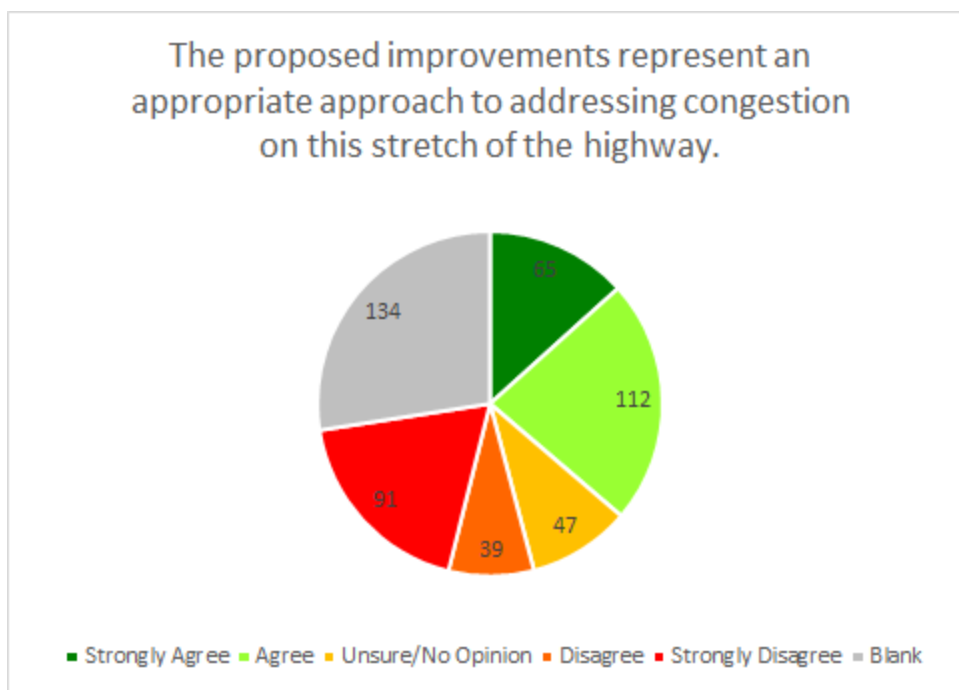
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 9, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 115 (47%) agree or strongly agree, while 64 (26%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 50 (27%) agree or strongly agree, while 58 (32%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 18 (30%) agree or strongly agree, while 9 (15%) disagree or strongly disagree.

Survey Question C 9.2: The proposed improvements represent an appropriate approach to addressing congestion along this stretch of the highway.

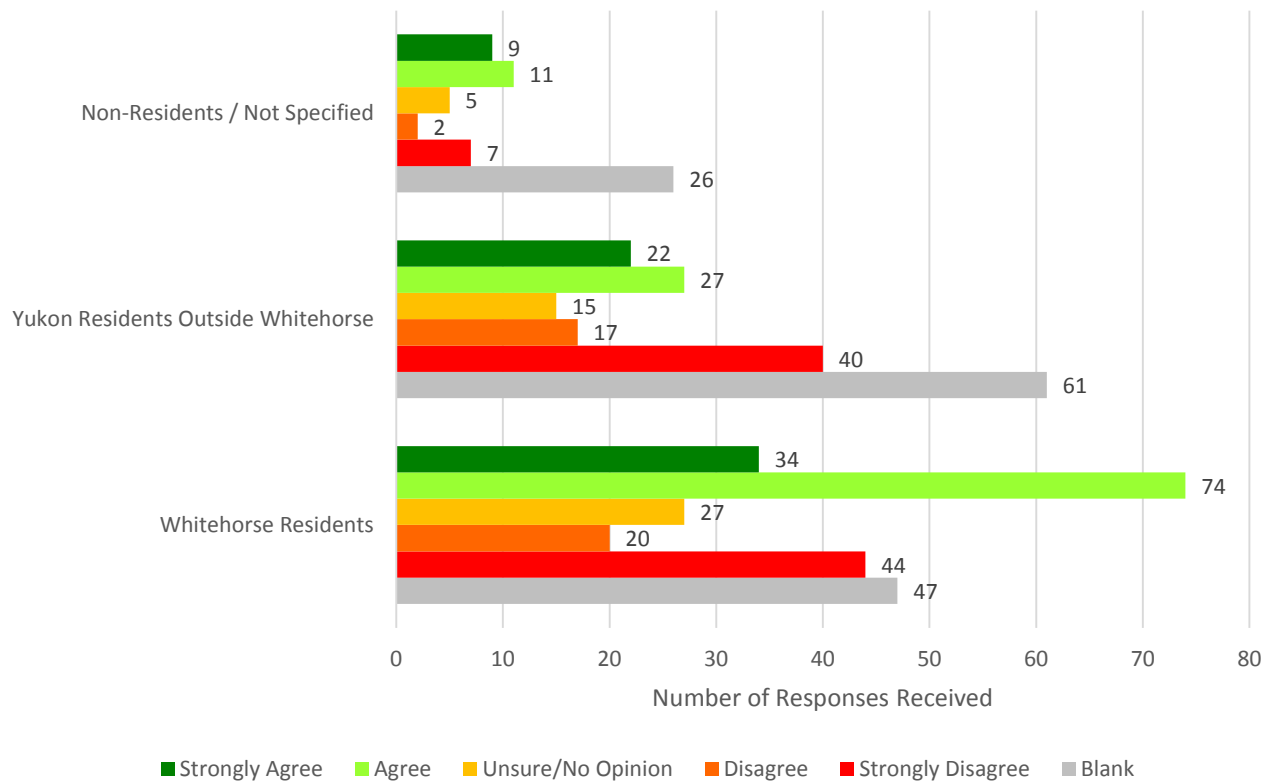


More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion in Segment 9, than disagree or strongly disagree.

- 177 respondents (36%) agree or strongly agree.
- 130 respondents (27%) disagree or strongly disagree.
- 134 respondents (27%) did not answer this question.
- 47 respondents (10%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.

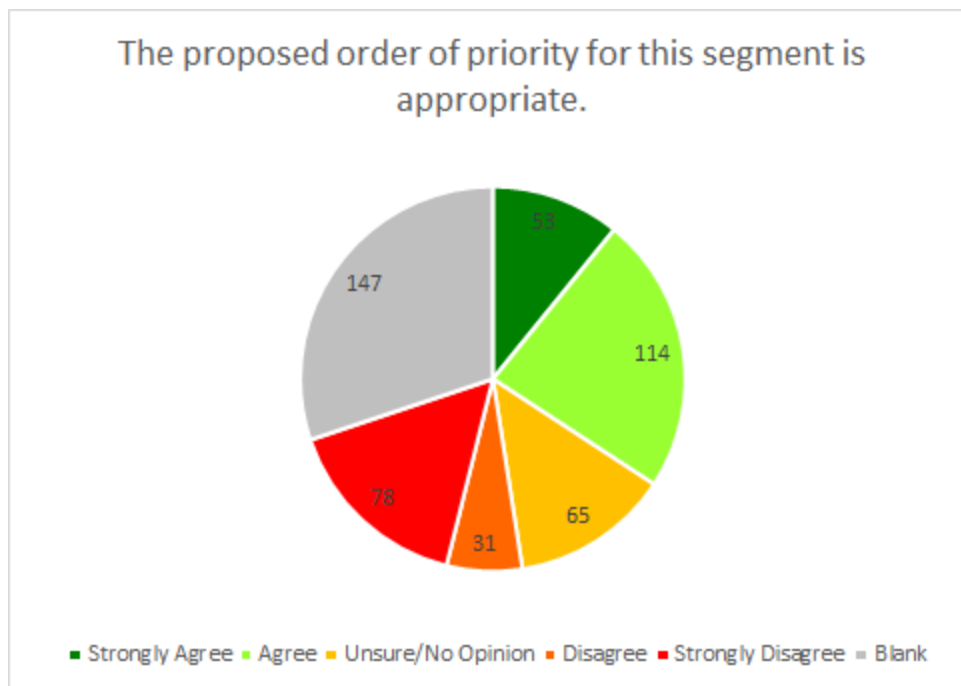
The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements are an appropriate approach to addressing congestion along Segment 9, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 108 (44%) agree or strongly agree, while 64 (26%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 49 (27%) agree or strongly agree, while 57 (31%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 20 (33%) agree or strongly agree, while 9 (15%) disagree or strongly disagree.

Survey Question C 9.3: The proposed order of priority for this segment is appropriate.

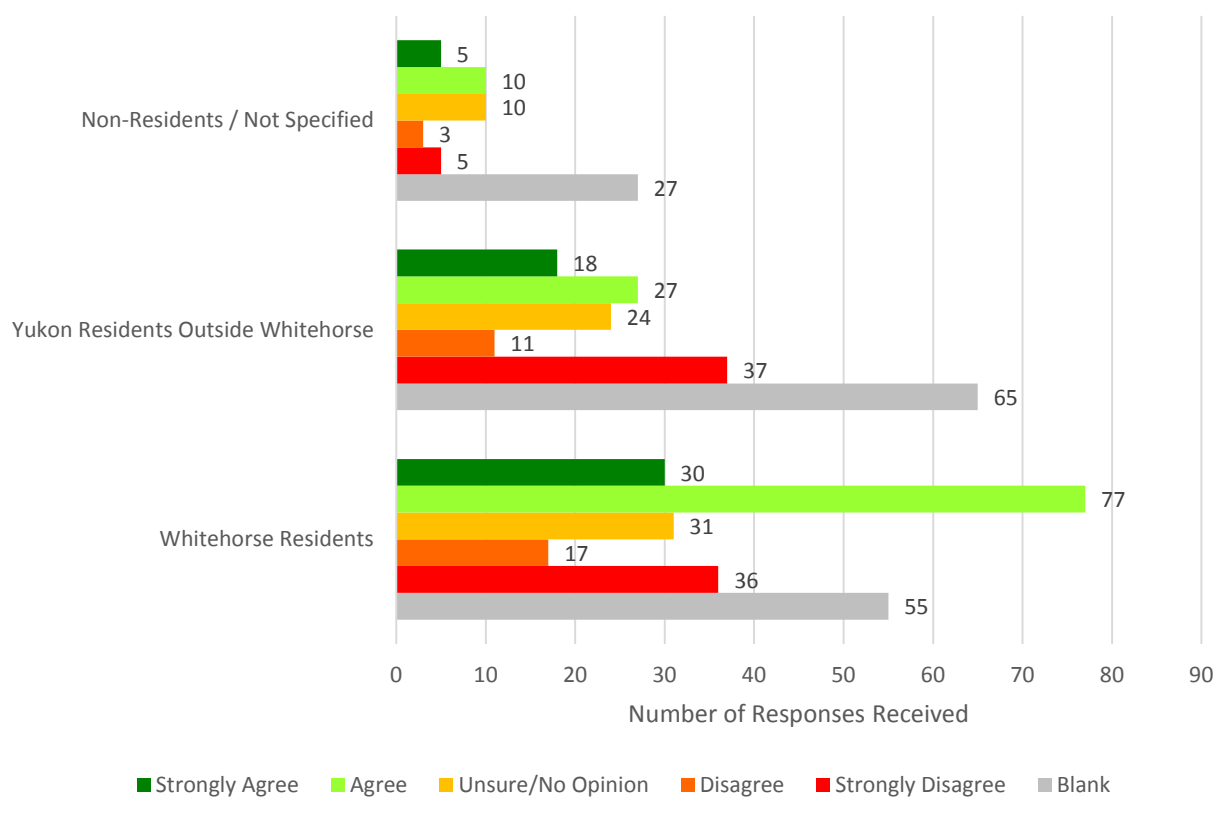


More respondents agree or strongly agree with the proposed order of priority for Segment 9, which is scheduled for medium term improvement, than disagree or strongly disagree

- 167 respondents (34%) agree or strongly agree.
- 109 respondents (22%) disagree or strongly disagree.
- 147 respondents (30%) did not answer this question.
- 65 respondents (13%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.

The proposed order of priority for this segment is appropriate.



Whitehorse residents are more likely to agree or strongly agree that Segment 9 is appropriate for medium term improvement, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 107 (43%) agree or strongly agree, while 53 (22%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 45 (25%) agree or strongly agree, while 48 (26%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 15 (25%) agree or strongly agree, while 8 (13%) disagree or strongly disagree.

Survey Question C 9.4: Additional Comments

A total of 95 comments relating to Segment 9 were received via survey feedback. Common views are summarized below:

- Improvements of this magnitude are not required (including highway widening). Safety issues should be dealt with in a more appropriate manner (e.g. traffic calming, driver training, better maintenance, improved enforcement, left turn lanes, and pull out lanes) (18 respondents or 4% of all survey respondents)
- Further consideration of pedestrian and bicycle accommodation required (e.g. trail connections and pedestrian controlled signals) (16 respondents or 3% of all survey respondents).
- Too many traffic signals along this stretch of highway (11 respondents or 2% of all survey respondents).

- Speeding and safety concerns can be dealt with through clearer line markings and signage (6 respondents or 1% of all survey respondents).
- Suggestion for southbound left turn lane at Super A (5 respondents or 1% of all survey respondents).

13.2 Open House Comments

Several comments relating to Segment 9 were noted on the roll plot segment maps:

- Exclusive right hand turn lanes flagged for reconsideration owing to conflicts with cyclists and pedestrians.
- Request to postpone closure of property accesses on east side of Alaska Hwy (north of Kathleen Rd) until population reaches 47,000.

13.3 Other Feedback

One Segment 9 specific letter was received.

- Need to reconsider role of highway in the community and develop alternate solutions that are not focused on motorized traffic.
- Current plan encourages sprawl, increases greenhouse gases, and the highway crossings are difficult.
- Poor approach to consultation/consultation methods.

13.4 Summary

Based on feedback received, there is general support for improvements within Segment 9. Aspects of the Functional Plan which may require further consideration by the design team include: conflicts with cyclists, particularly at intersections; review of traffic signal warrants, including potential consideration of additional pedestrian activated crossings; access closures north of Kathleen Road; and need for a southbound left turn lane at Super A.

There is a clear divergence of opinion about Functional Plan proposals (16% to 19% of respondents strongly disagree with the proposals for Segment 9), with some of the view that improvements of this magnitude are unnecessary and that safety issues should be addressed via alternative approaches (reduced speeds, enforcement, improved highway maintenance, left turn lanes, and pull out lanes).

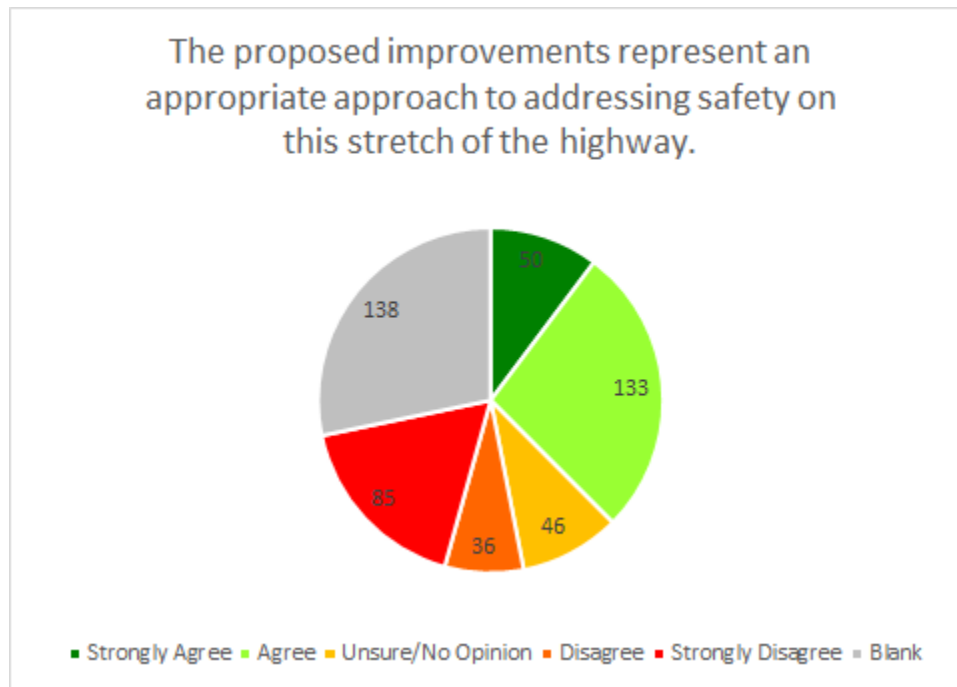
14. Segment 10: North of Kathleen Road to Northern Project Limits – Longer Term Improvement

14.1 Survey Responses

A more detailed analysis of responses to individual questions follows:

- Survey responses are first summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.
- Survey responses are then broken down by respondents' place of residence, i.e. Whitehorse, Yukon outside of Whitehorse, and non-resident/not specified. These results are presented in bar charts. The length of the bars indicates the number of responses received.

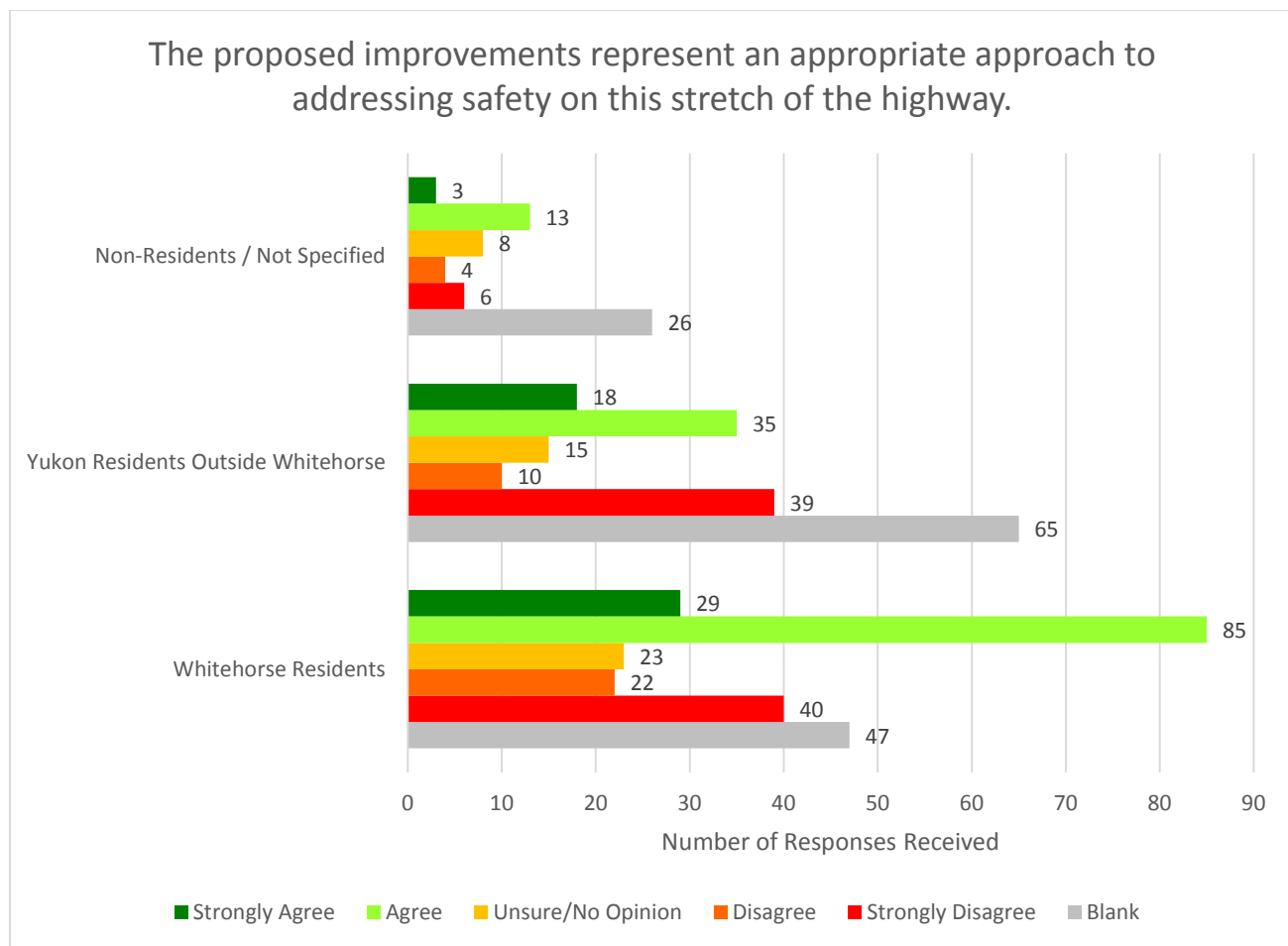
Survey Question C 10.1: The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.



More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 10, than disagree or strongly disagree

- 183 respondents (38%) agree or strongly agree.
- 121 respondents (25%) disagree or strongly disagree.
- 138 respondents (28%) did not answer this question.
- 46 respondents (9%) were unsure or had no opinion.

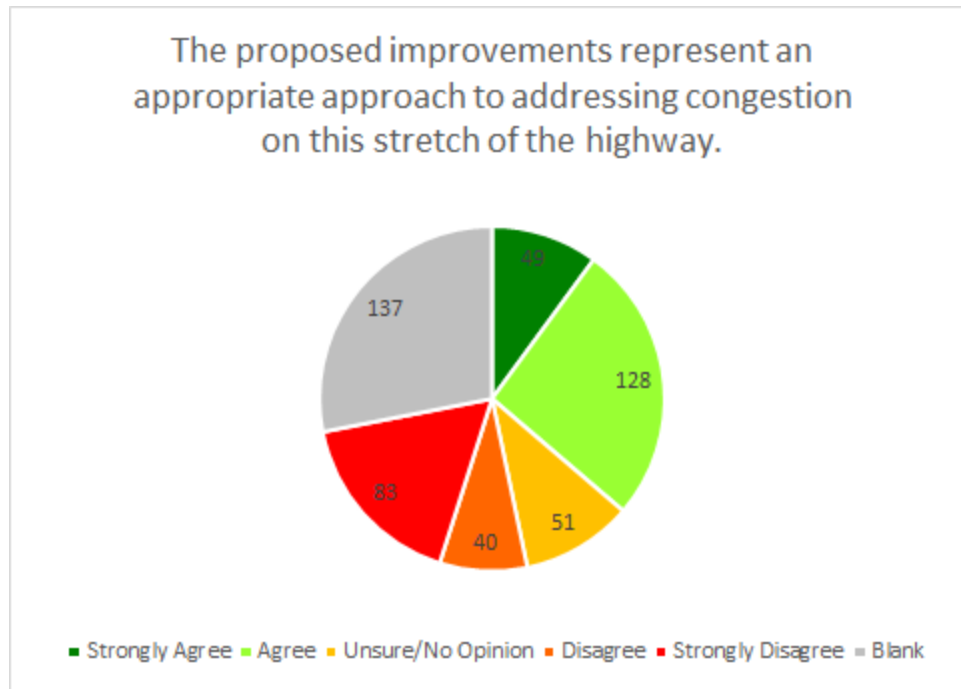
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing safety along Segment 10, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 114 (46%) agree or strongly agree, while 62 (25%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 53 (29%) agree or strongly agree, while 49 (27%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 16 (27%) agree or strongly agree, while 10 (17%) disagree or strongly disagree.

Survey Question C 10.2: The proposed improvements represent an appropriate approach to addressing congestion along this stretch of the highway.

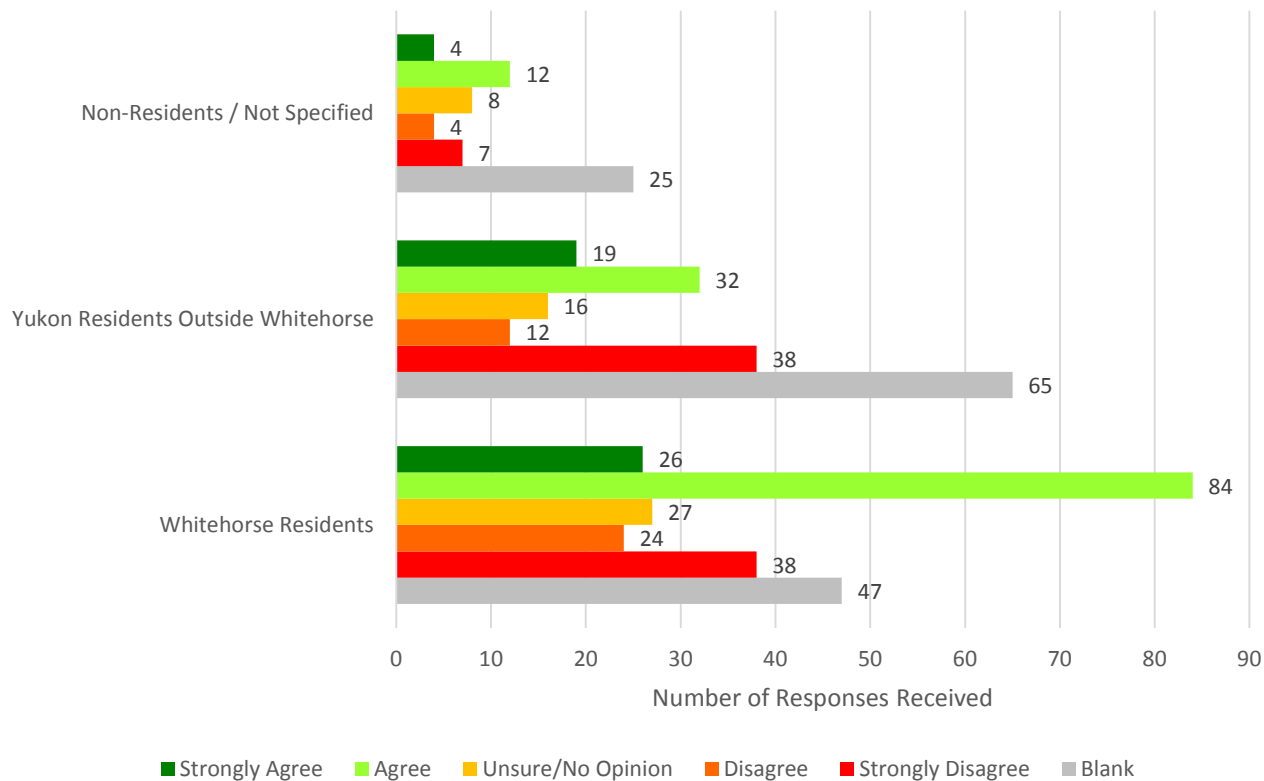


More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing congestion along Segment 10, than those who disagree or strongly disagree.

- 177 respondents (36%) agree or strongly agree.
- 123 respondents (25%) disagree or strongly disagree.
- 137 respondents (28%) did not answer this question.
- 51 respondents (11%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.

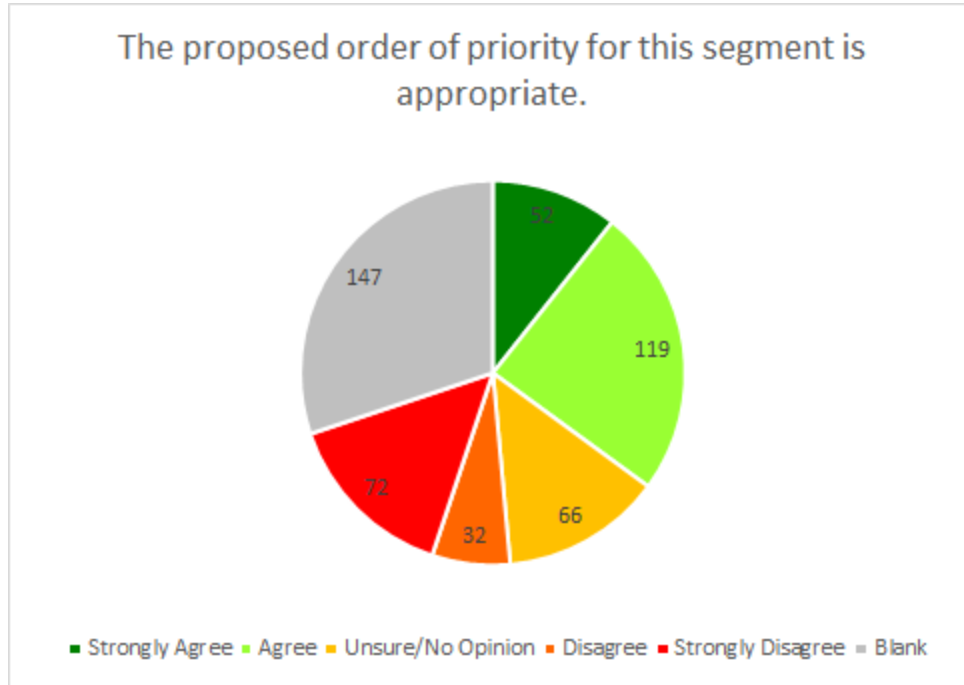
The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.



Whitehorse residents are more likely to agree or strongly agree that the proposed improvements are an appropriate approach to addressing congestion along Segment 10, while Yukon residents outside Whitehorse are split on their opinion.

- Amongst Whitehorse residents, 110 (45%) agree or strongly agree, while 62 (25%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 51 (28%) agree or strongly agree, while 50 (27%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 16 (27%) agree or strongly agree, while 11 (18%) disagree or strongly disagree.

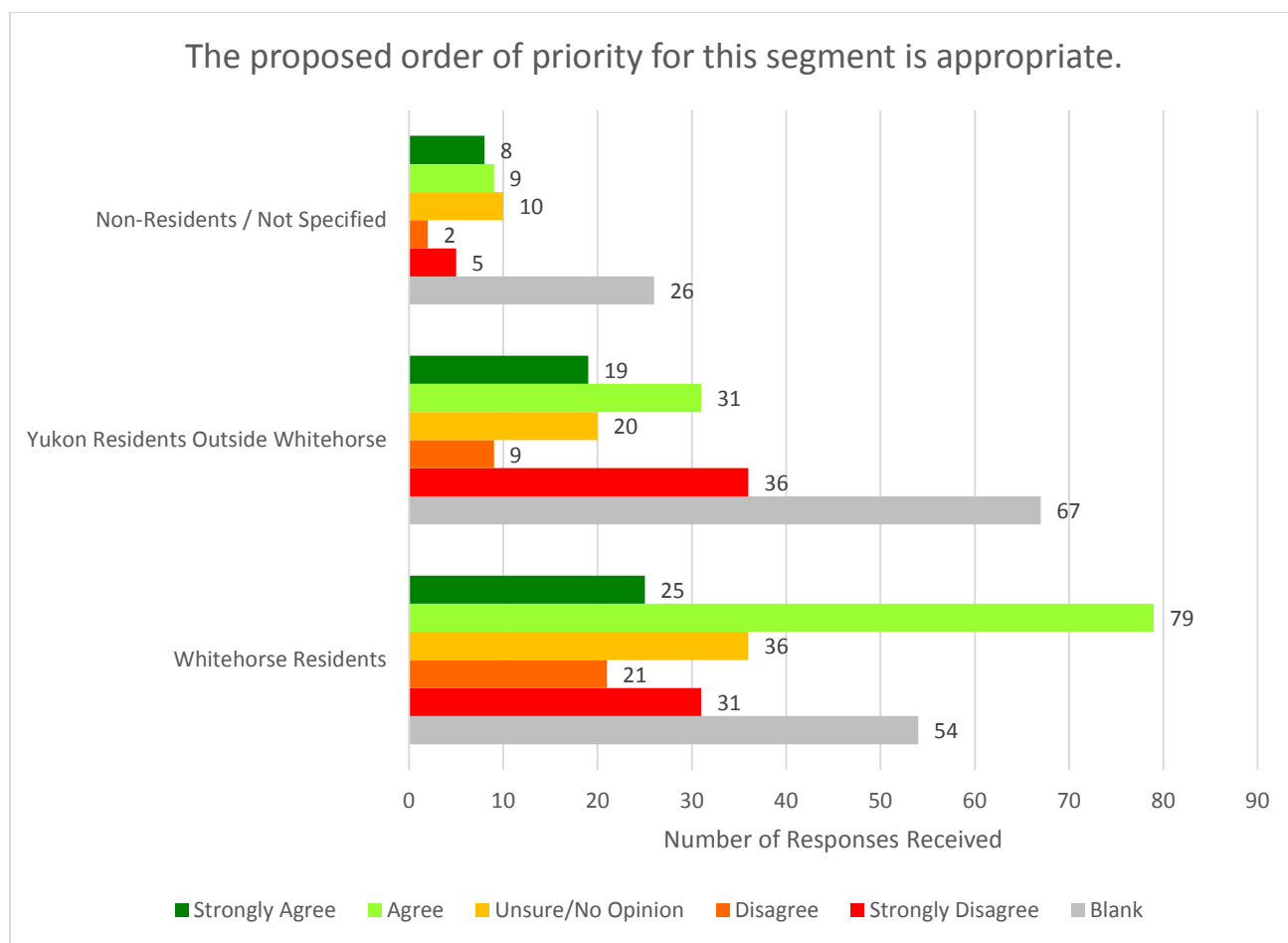
Survey Question C 10.3: The proposed order of priority for this segment is appropriate.



More respondents agree or strongly agree with the proposed order of priority for Segment 10, which is scheduled for longer term improvement, than disagree or strongly disagree.

- 171 respondents (35%) respondents agree or strongly agree.
- 104 respondents (22%) disagree or strongly disagree.
- 147 respondents (30%), a high proportion, did not answer this question.
- 66 respondents (13%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to agree or strongly agree that Segment 10 is a longer term priority, while Yukon residents outside Whitehorse are more likely to disagree or strongly disagree.

- Amongst Whitehorse residents, 104 (42%) agree or strongly agree, while 52 (21%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 50 (27%) agree or strongly agree, while 45 (25%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 17 (28%) agree or strongly agree, while 7 (12%) disagree or strongly disagree.

Survey Question C 10.4: Additional Comments

A total of 58 comments relating to Segment 10 were received via survey feedback. Common views are summarized below:

- Improvements of this magnitude are unnecessary. Other solutions (e.g. mode shift) should be explored, allowing investment in other priorities (17 respondents or 3% of all survey respondents).
- Reconsider four-laning up to North Klondike Hwy (12 respondents or 2% of all survey respondents).
- Support for passing lanes, especially northbound and need to consider winter conditions (9 respondents or 2% of all survey respondents).

- Further consideration of pedestrian and bicycle accommodation required (6 respondents or 1% of all survey respondents).

14.2 Open House Comments

One comment relating to Segment 10 was noted on the roll plot segment maps:

- Add signage west of North Klondike Hwy intersection to advise motorists of upcoming traffic signals.

14.3 Other Feedback

No Segment 10 specific feedback was received by telephone/email.

14.4 Summary

Based on feedback received, there is general support for improvements within Segment 10. Aspects of the Functional Plan which may require further consideration and review by the design team include: conflicts with cyclists, particularly at intersections; improved accommodation of walking and cycling; and extension of four-laning as far as the North Klondike Hwy intersection.

There is a divergence of opinion about Functional Plan proposals (around 15% to 18% of respondents strongly disagree with the proposals for Segment 10), with some of the view that improvements of this magnitude are unnecessary and that other solutions should be explored.

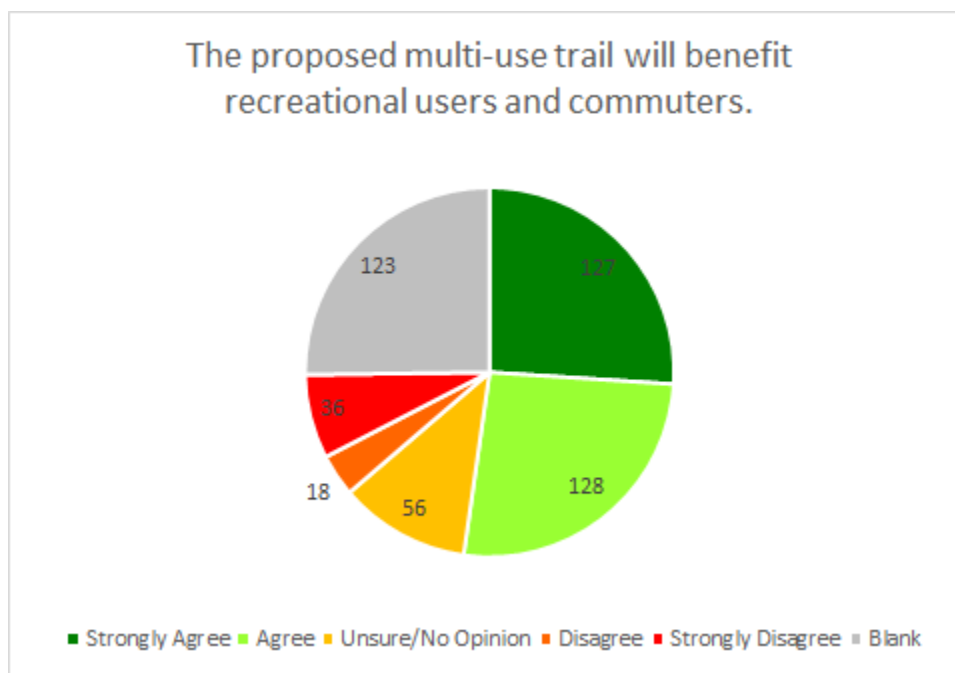
15. Multi-Use Trails

15.1 Survey Responses

A more detailed analysis of responses to individual questions follows:

- Survey responses are first summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.
- Survey responses are then broken down by respondents' place of residence, i.e. Whitehorse, Yukon outside of Whitehorse, and non-resident/not specified. These results are presented in bar charts. The length of the bars indicates the number of responses received.

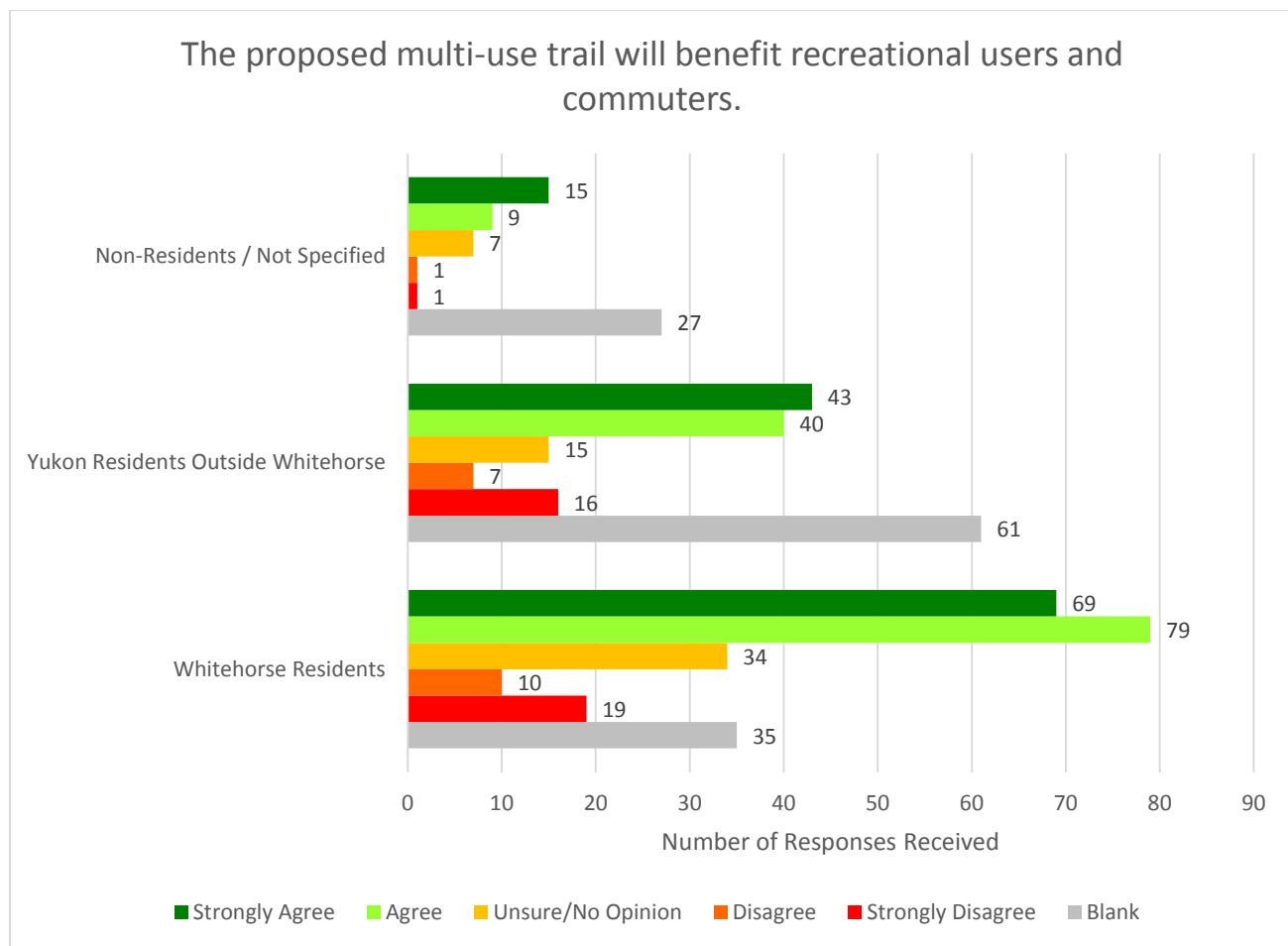
Survey Question D 1.1: The proposed multi-use trail will benefit recreational users and commuters.



Most respondents agree or strongly agree that the proposed multi-use trail will benefit recreational users and commuters.

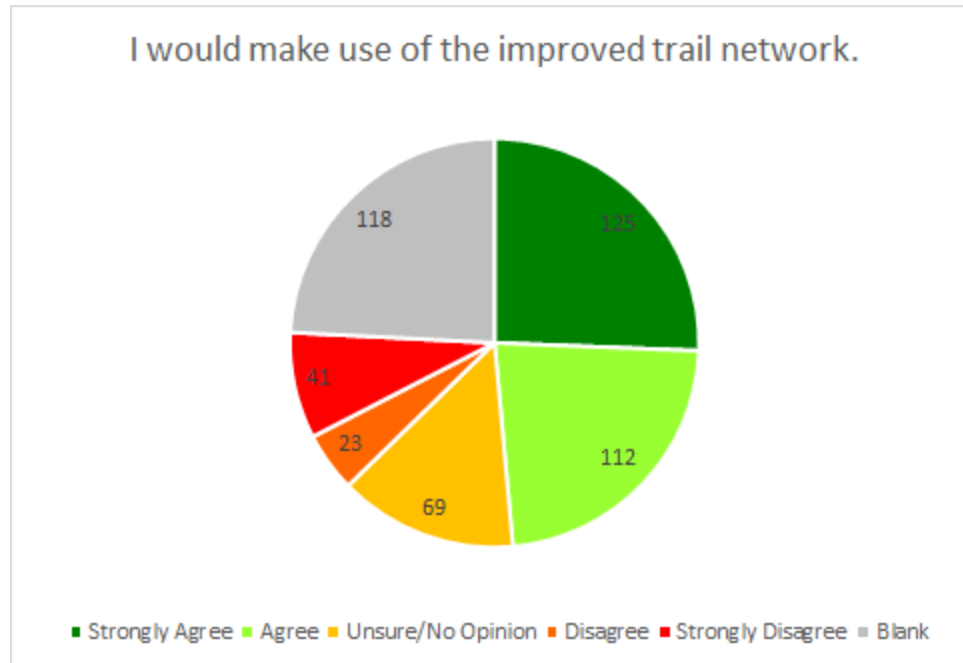
- 255 respondents (52%) agree or strongly agree.
- 54 respondents (11%) disagree or strongly disagree.
- 123 respondents (25%) did not answer this question.
- 56 respondents (12%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are most likely to agree or strongly agree that the multi-use trail will benefit recreational users and commuters, while Yukon residents outside Whitehorse are also likely to agree.

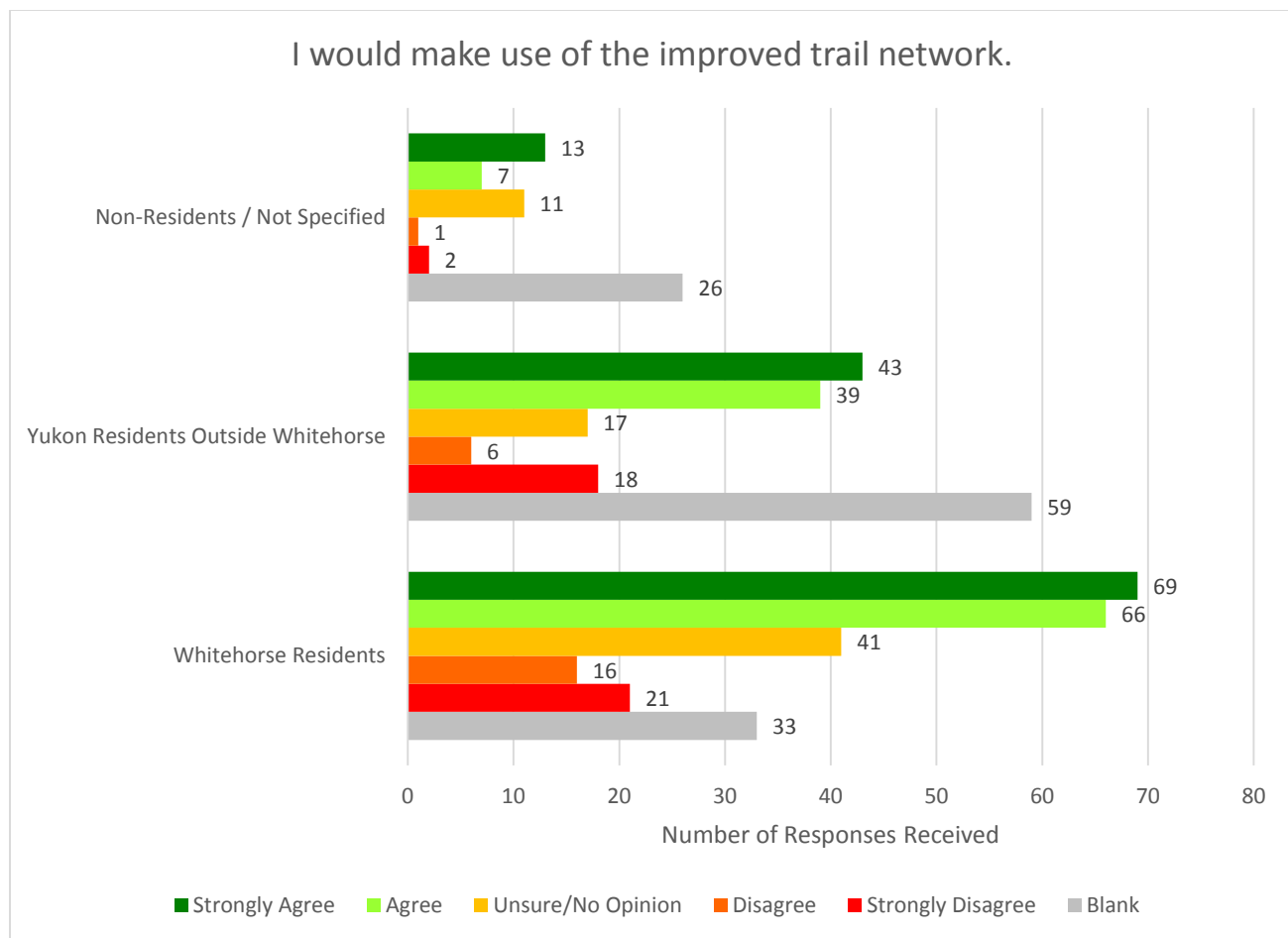
- Amongst Whitehorse residents, 148 (60%) agree or strongly agree, while 29 (12%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 83 (46%) agree or strongly agree, while 23 (13%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 24 (40%) agree or strongly agree, while 2 (3%) disagree or strongly disagree.

Survey Question D 1.2: I would make use of the improved trail network.

More respondents agree or strongly agree that they will make use of the improved trail network, than disagree or strongly disagree.

- 237 respondents (49%) agree or strongly agree.
- 64 respondents (13%) disagree or strongly disagree.
- 118 respondents (24%) did not answer this question.
- 69 respondents (14%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents are more likely to make use of the trail network, while Yukon residents outside Whitehorse are slightly less likely to make use of the trail network.

- Amongst Whitehorse residents, 135 (55%) agree or strongly agree, while 37 (15%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 82 (45%) agree or strongly agree, while 24 (13%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 20 (33%) agree or strongly agree, while 3 (5%) disagree or strongly disagree.

Survey Question D 1.3 and 1.4: Additional Comments

A total of 67 comments relating to the multi-use trail network were received via survey feedback. Common views are summarized below:

- Usage would be widespread throughout the trail network, with Segments 5 to 7 identified as being the most likely to be used. Potential usage would be comprised of an assortment of active and motorized modes, primarily for recreational purposes.
- There was concern that the multi-use trails will not be safe unless motorized uses (e.g. ATV and snowmobile) are prohibited, or at least segregated from walking, cycling, and skiing traffic. There is also concern about the impacts of motorized trail traffic on nearby residential areas (12 respondents or 2% of all survey respondents).

- Concerns were raised about the lack of highway crossing opportunities and impacts of right-turn lanes which would give vehicles right-of-way and require trail users to yield. Suggestion that consideration be given to overpasses/underpasses (7 respondents or 1% of all survey respondents).
- The multi-use trails should be located away from the highway corridor to avoid noise and air pollution impacts and to ensure they are used (6 respondents or 1% of all survey respondents).
- Users would prefer a paved surface along the length of the corridor, and are concerned about maintenance (5 respondents or 1% of all survey respondents).

15.2 Open House Comments

No comments related to the multi-use trail were noted on the roll plot segment maps.

15.3 Other Feedback

One multi-use trail network specific email was received.

- Hillcrest Community Association queried the status of a pedestrian/bike trail near Whitehorse Airport and raised concern about whether or not this trail should be considered for paving in the short-term.

15.4 Summary

Based on feedback received, there is support for multi-use trail network improvements along the corridor. Aspects of the Functional Plan which may require further consideration and review include: paving of the full length of the trail to promote its use; consideration of trail maintenance; use of the trail by motorized vehicles (which is not supported by many respondents); provision of additional highway crossing opportunities; and impacts of right-turn lanes on trail users.

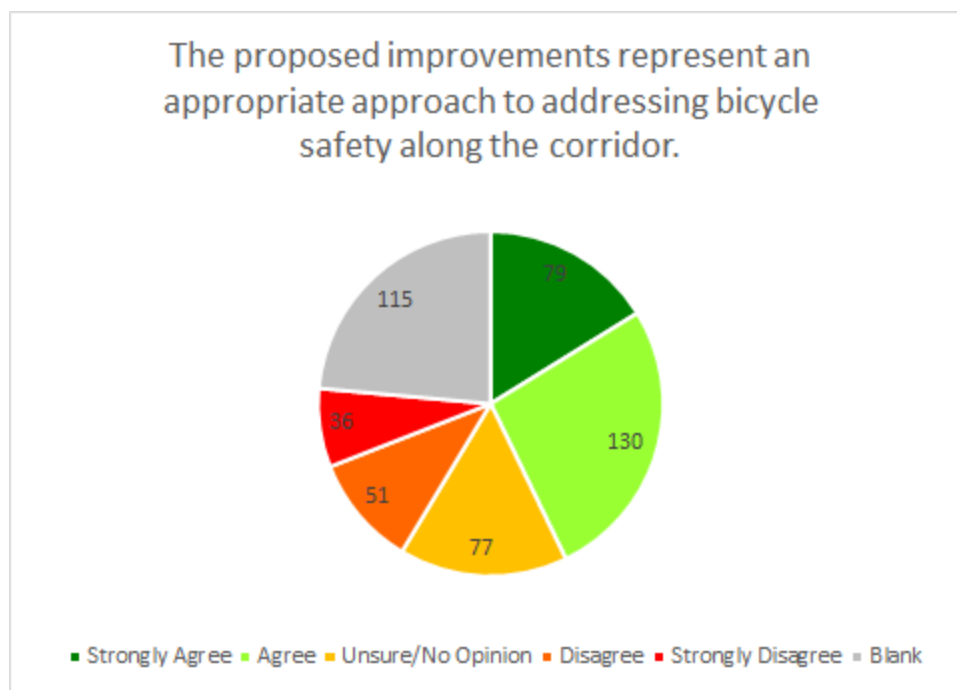
16. Pedestrian and Bicycle Facilities

16.1 Survey Responses

A more detailed analysis of responses to individual questions follows:

- Survey responses are first summarized in pie charts. Each wedge of the pie chart indicates the number of responses received.
- Survey responses are then broken down by respondents' place of residence, i.e. Whitehorse, Yukon outside of Whitehorse, and non-resident/not specified. These results are presented in bar charts. The length of the bars indicates the number of responses received.

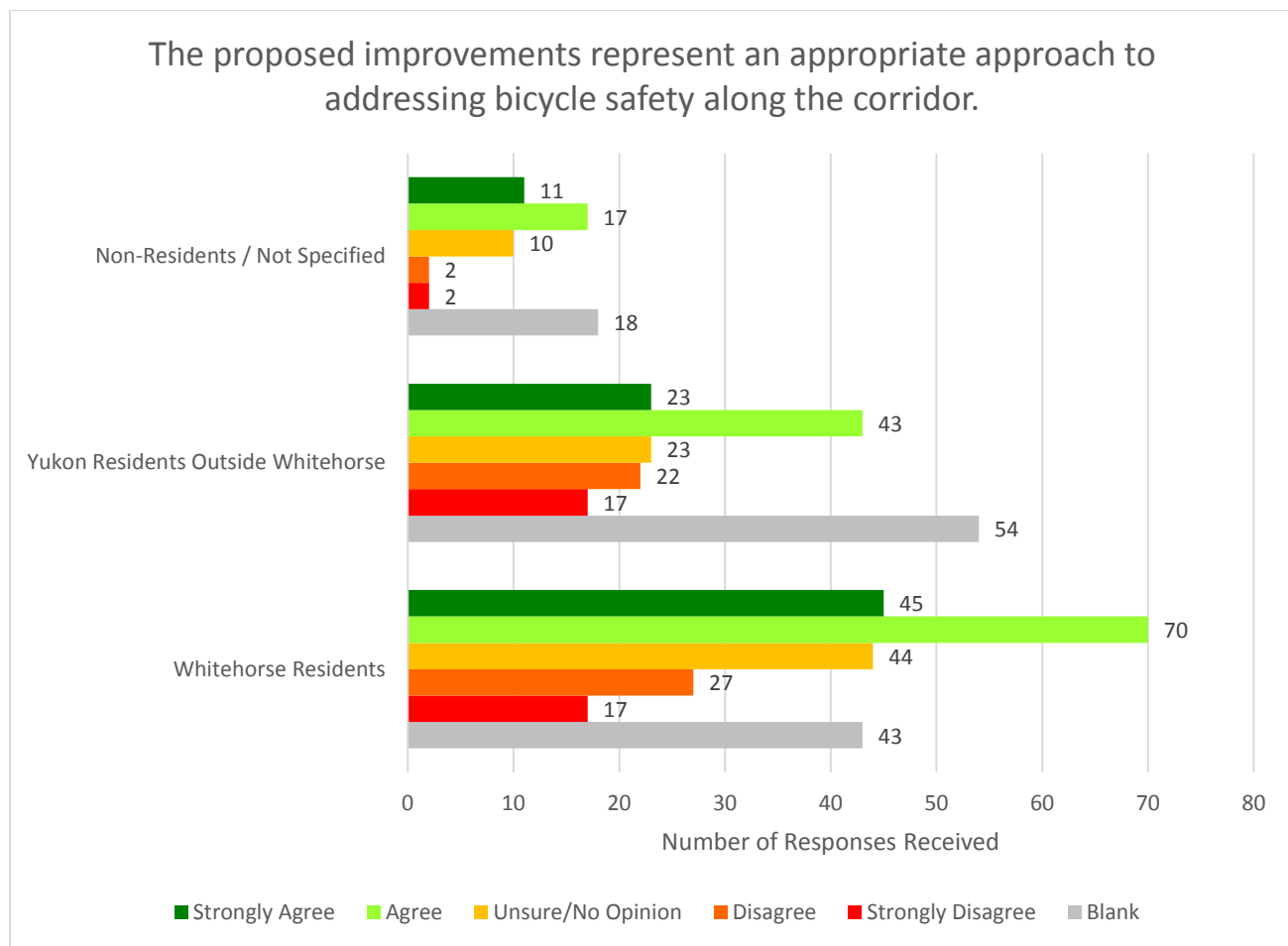
Survey Question E 1.1: The proposed improvements represent an appropriate approach to addressing bicycle safety along the corridor.



More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing bicycle safety along the corridor, than disagree or strongly disagree.

- 209 respondents (43%) agree or strongly agree.
- 87 respondents (17%) disagree or strongly disagree.
- 115 respondents (24%) did not answer this question.
- 77 respondents (16%) were unsure or had no opinion.

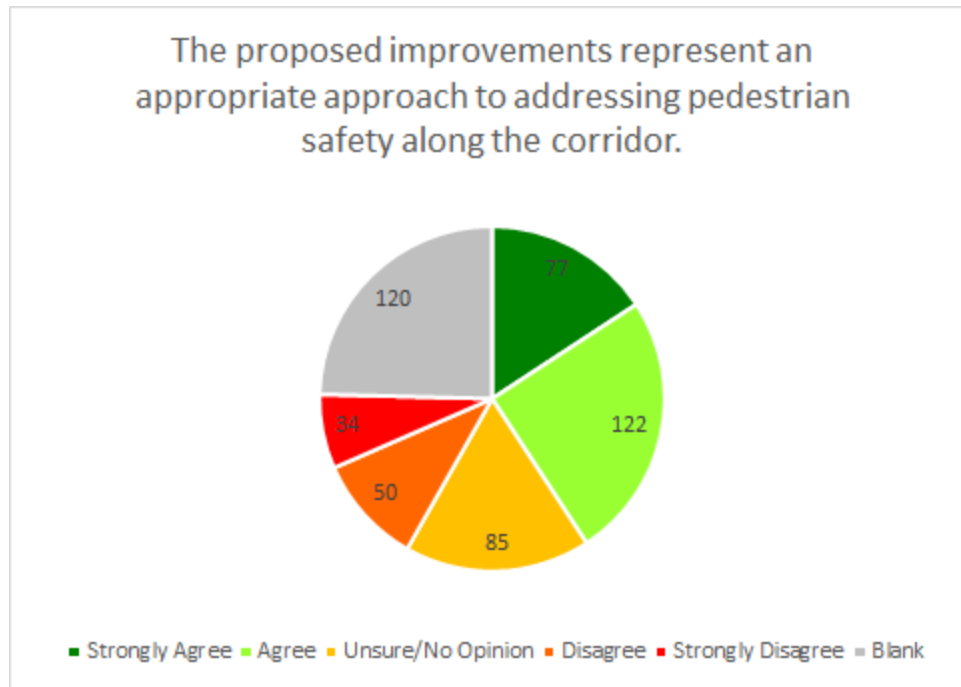
Note that the percentages when added up may not equal 100% due to rounding.



Whitehorse residents and Yukon residents outside Whitehorse are more likely to agree or strongly agree that the proposed improvements represent an appropriate approach to addressing bicycle safety along the corridor.

- Amongst Whitehorse residents, 115 (47%) agree or strongly agree, while 44 (18%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 66 (36%) agree or strongly agree, while 39 (21%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 28 (47%) agree or strongly agree, while 4 (7%) disagree or strongly disagree.

Survey Question E 1.2: The proposed improvements represent an appropriate approach to addressing pedestrian safety along the corridor.

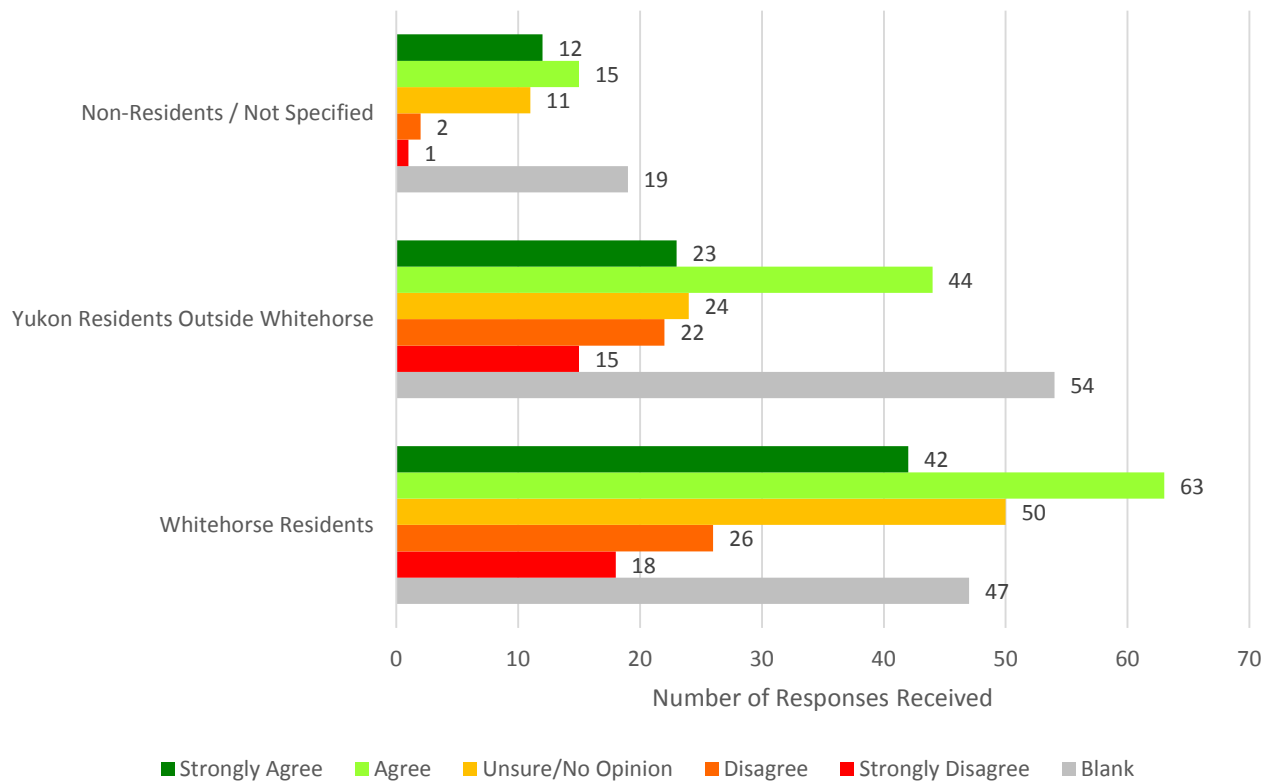


More respondents agree or strongly agree that the proposed improvements represent an appropriate approach to addressing pedestrian safety along the corridor, than disagree or strongly disagree.

- 199 respondents (41%) agree or strongly agree.
- 84 respondents (17%) disagree or strongly disagree.
- 120 respondents (25%) did not answer this question.
- 85 respondents (17%) were unsure or had no opinion.

Note that the percentages when added up may not equal 100% due to rounding.

The proposed improvements represent an appropriate approach to addressing pedestrian safety along the corridor.



Whitehorse residents and Yukon residents outside Whitehorse are more likely to agree or strongly agree that the proposed improvements are an appropriate approach to addressing pedestrian safety.

- Amongst Whitehorse residents, 105 (43%) agree or strongly agree, while 44 (18%) disagree or strongly disagree.
- Amongst Yukon residents outside Whitehorse, 67 (37%) agree or strongly agree, while 37 (20%) disagree or strongly disagree.
- Amongst non-residents and those who did not specify their location, 27 (45%) agree or strongly agree, while 3 (5%) disagree or strongly disagree.

Survey Question E 1.3: Additional Comments

Several comments relating to this topic were received via survey feedback. Common views are summarized below:

- Highway speeds are incompatible with cyclist safety. Physically separated cycling facilities are required (10 respondents or 2% of all survey respondents).
- Provide more opportunities for pedestrians and cyclists to cross the highway (e.g. pedestrian overpasses or lights) (11 respondents or 2% of all survey respondents).

16.2 Open House Comments

One comment relating to improvements to bicycle and pedestrian facilities was noted on the roll plot segment maps:

- Exclusive right hand turn lanes flagged for reconsideration owing to conflicts with cyclists and pedestrians.

16.3 Other Feedback

Several pedestrian and bicycle facilities specific emails were received:

- By adding capacity for vehicles, the project will increase conflicts between different types of users and will negatively impact the community.
- Plan is inconsistent with sustainable development objectives. Increasing road capacity, speed, and commuter traffic flows is not compatible with improving transit, walking, and cycling or with community health. Need greater focus on all modes.
- Distance between intersections where pedestrians can cross the highway may encourage unsafe crossings.

16.4 Summary

Responses indicate support for improved pedestrian and bicycle accommodation along the corridor. Aspects of the Functional Plan which may require further consideration and review by the design team include: safety and use of the shoulder bike lane; the potential for provision of physically separated bike facilities; conflicts between vehicles and with cyclists, particularly at intersections and where right-turn lanes are provided; and provision of additional crossing opportunities for pedestrians and cyclists.

17. Conclusions

17.1 Public Engagement Process and Outcomes

The public engagement process included meetings with stakeholders; a survey available online and in hardcopy; four open houses; and the opportunity for respondents to submit comments via the project email account or inquiry line.

The public engagement outcomes indicate a diversity of views from respondents. Nevertheless, the balance of opinion is generally in favour of the Functional Plan proposals. The analysis indicates that respondents who live in Whitehorse are more likely to agree or strongly agree with the Functional Plan proposals, while respondents from the Yukon who live outside Whitehorse are more likely to disagree or strongly disagree.

17.2 Response to the Overall Plan

The majority of respondents agree or strongly agree that the Functional Plan balances local and regional transportation needs and will benefit the City of Whitehorse and Yukon.

A small majority of respondents agree or strongly agree that the Functional Plan will address safety concerns. The impacts of highway widening and vehicle speeds on safety were raised as key concerns, as was the safety of pedestrians and cyclists.

Views on the impacts of the Functional Plan proposals on congestion and travel times are split. Many respondents are of the view that congestion and travel times are not an issue on the Whitehorse Corridor, and that a better balance between the needs of all users of the corridor (including motorists, cyclists, and pedestrians) is required.

Overall, respondents did not agree that the improvements reflect a balance between community, environmental, and economic considerations (although more Whitehorse residents agreed or strongly agreed that the proposals reflect a balance between community, environmental, and economic considerations than disagreed). Several respondents expressed concerns about whether the proposed \$200 million investment in highway improvements is justified and of these, some stated that they would prefer public investment to be directed elsewhere in the community.

A vocal group of email respondents called for the fundamental reasons behind the project to be revisited, including:

- The role of the Alaska Highway in the community and shaping development.
- Alternative solutions to increasing speed and capacity (reducing the speed limit, reducing number of vehicles on the highway by encouraging compact development, road pricing, and driver education).

This group asserts that the Functional Plan will promote sprawl; increase greenhouse gas; encourage speeding; make crossing of the highway difficult; and argues that the project research and consultation methods are poor.

A petition lodged by 93 residents of Takhini, Valleyview, and the Prospector Trailer Park sets out concerns about pedestrian crossings, perceived increases to air and noise pollution, and perceived risk to residents' health and safety. The petition calls for meaningful and ongoing engagement with representatives of the affected neighbourhoods, particularly relating to decision-making about health and safety mitigation measures pertaining to Segment 6.

17.3 Responses to Individual Segments

The Whitehorse Corridor was divided into 10 Segments that can be constructed as complete sections. The survey included specific questions about each of the segments. Survey results indicate that for all segments,

more respondents agree or strongly agree with the proposed highway improvements than disagree or strongly disagree. Nevertheless, the divergence and strength of views expressed through the survey responses (especially the proportion of respondents who strongly disagree with the proposals) is notable.

17.3.1 Segment 1: South Project Limits to Spruce Hill – Longer Term Improvement

Highway improvements proposed through Segment 1 are generally supported, with some respondents of the view that these improvements should be brought forward sooner, particularly where these would have positive impacts on safety. Aspects of the Functional Plan which may require further consideration by the design team include: conflicts with cyclists (especially at intersections); provision of a physically separated bike path; property access in the section through Golden Horn; provision for additional pedestrian crossing; and visibility near Duncan Drive.

Nevertheless, 18% to 19% of respondents strongly disagree with the proposals. Comments provided indicate that the majority of respondents feel that the project is not justified on the grounds of safety or congestion.

17.3.2 Segment 2: Spruce Hill to Esker Drive – Longer Term Improvement

More people indicated support for improvements through Segment 2 than are opposed to the proposals. There is some support for bringing these improvements forward sooner (particularly safety related improvements to the Wolf Creek Campground access). Other aspects of the Functional Plan which may require further consideration by the design team include: conflicts with cyclists (especially at intersections).

Nevertheless, 19% of respondents strongly disagree with the proposals. Many of those who strongly disagree consider that the improvements on this scale are not required. There was also some concern evidenced in the responses received that the Functional Plan proposals may have detrimental impacts (for example, on safety) and that public investment should be directed elsewhere.

17.3.3 Segment 3: Esker Drive to McLean Lake Rd (Lobird Road) – Longer Term Improvement

Feedback indicates general support for improvements within Segment 3, with some of the opinion that this segment should be given higher priority. Based on comments received, other aspects of the Functional Plan which may require further consideration by the design team include: conflicts with cyclists (especially at intersections); design of the Miles Canyon Road intersection; property access opposite Canyon Crescent; design of the frontage road at 418+300; and closure of the Squatters Road and MacLean Lake Road highway accesses.

Nevertheless, 19% of respondents strongly disagree with the proposals through Segment 3. Comments indicate that some respondents consider that improvements of this magnitude are unnecessary and that alternatives should be explored, including reduced speed limits, better enforcement, better maintenance, and investment in alternative modes.

17.3.4 Segment 4: McLean Lake Rd (Lobird Rd) to Radar Rd/Lodestar Lane – Immediate Term Priority

More people indicated support for improvements and the priority awarded to Segment 4 than are opposed to the proposals. Based on comments received, other aspects of the Functional Plan which may require further consideration by the design team include: impacts of right-turn lanes on cyclists using the shoulder and the multi-use trails; provision of pedestrian crossing facilities at Robert Service Road; and the provision of hard curbs/barriers at the weigh station access/egress.

However, 18% to 19% of respondents strongly disagree with the proposals through Segment 4. Some commented that they consider improvements of this scale to be unnecessary and believe that alternatives should be explored, including reduced speed limits, better enforcement, better maintenance, and investment in alternative modes.

17.3.5 Segment 5: Radar Rd/Lodestar Lane to North of Sumanik Drive – Immediate Term Priority

There is general support for proposed improvements within Segment 5 and the priority awarded to this segment. However, a large number of comments were provided on the proposals. Based on comments received, aspects of the Functional Plan which may require further consideration and review by the design team include: whether four lanes are required through this segment; impacts of highway widening (and frontage roads) on businesses; the provision of signalized intersections, including the possible provision of a further intersection at Burns Road; enhanced opportunities for pedestrian and cycle crossing of the highway (e.g. at the Airport; Salvation Army south access, and potentially at Sumanik Drive to provide improved access to the Canada Games Centre); impacts of right-turn lanes on cyclists using the shoulder and the multi-use trails; left turn lanes at the Norseman Road intersection; and review of the Airport access.

Nevertheless, 17% to 19% of respondents strongly disagree with the proposed improvements. Some commented that in their view, improvements of this scale are not required and that alternatives to four-laning should be explored (including reduced speed limits, better enforcement, better maintenance, and investment in alternative modes).

17.3.6 Segment 6: North of Sumanik Drive to North of Two Mile Hill Rd – Immediate Term Priority

There is general support for improvements within Segment 6 and overall agreement that this segment is an immediate priority. This segment attracted a large number of comments. Aspects of the Functional Plan which may require further consideration by the design team include: conflicts with cyclists, particularly at intersections; configuration of the Two Mile Hill intersection; impacts on businesses; noise impacts and/or mitigation; and the need for ongoing dialogue with residents of Takhini North, Takhini West, Valleyview, and Prospector Trailer Park.

Nevertheless, 16% to 19% of respondents strongly disagree with the proposed improvements in Segment 6. Several commented that improvements of this magnitude are unnecessary and that alternatives (e.g. reduced speed limits, clearer line markings and signage, better enforcement, better maintenance, and investment in alternative modes) should be explored.

17.3.7 Segment 7: North of Two Mile Hill Road to Copper Belt Road – Medium Term Priority

There is general support for improvements within Segment 7, with some views that this segment should be given higher priority. Based on comments received, other aspects of the Functional Plan which may require further consideration by the design team include: conflicts with cyclists, particularly at intersections; provision of enhanced pedestrian and cycling facilities; clarification/review of traffic signal warrants; and a proposed new roadway to Yukon College.

Nevertheless, 15% to 18% of respondents strongly disagree with the proposals through Segment 7, with some commenting that improvements of this magnitude are unnecessary in their view.

17.3.8 Segment 8: Copper Belt Road to South of Centennial Street – Medium Term Priority

Feedback indicates general support for improvements proposed in Segment 8 and broad agreement these improvements should occur in the medium term. Aspects of the Functional Plan which may require further consideration and review by the design team include: conflicts with cyclists, particularly at intersections; switching between four and two lanes through Rabbit's Foot Canyon and back to four lanes thereafter; the number of intersections and left turn lanes; and environmental impacts through McIntyre Creek and potential need for wildlife crossings (to be addressed through detailed design and YESAB process).

However, 16% to 18% of respondents strongly disagree with the proposals, with some commenting that improvements of this scale are not required in their view.

17.3.9 Segment 9: South of Centennial Street to North of Kathleen Road – Medium Term Priority

There is general support for improvements within Segment 9. Aspects of the Functional Plan which may require further consideration and review by the design team include: conflicts with cyclists, particularly at intersections; review of traffic signal warrants, including potential consideration of additional pedestrian activated crossings; access closures north of Kathleen Road; and the need for a southbound left turn lane at Super A.

Nevertheless, 16% to 19% of respondents strongly disagree with the proposed improvements along Segment 9. Comments indicate the view that improvements of this magnitude are unnecessary and that safety issues should be addressed via alternative approaches (reduced speeds, enforcement, improved highway maintenance, left turn lanes, and pull out lanes).

17.3.10 Segment 10: North of Kathleen Road to Northern Project Limits – Longer Term Improvement

There is general support for improvements within Segment 10. Aspects of the Functional Plan which may require further consideration and review by the design team include: conflicts with cyclists, particularly at intersections; improved accommodation of walking and cycling; and extension of four-laning as far as the North Klondike Hwy intersection.

However, 15% to 18% of respondents strongly disagree with the proposals through Segment 10, with some commenting that improvements of this magnitude are unnecessary and that other solutions should be explored.

17.4 Multi-Use Trails, Bicycle, and Pedestrian Facilities

17.4.1 Multi-Use Trails

Responses indicate support for multi-use trail network improvements. Aspects of the Functional Plan which may require further consideration and review by the design team include: paving of the full length of the trail to promote its use; consideration of trail maintenance; use of the trail by motorized vehicles (which is not supported by many respondents); provision of additional highway crossing opportunities, and impacts of right-turn lanes on trail users.

17.4.2 Pedestrian and Bicycle Facilities

Survey responses indicate support for improved pedestrian and bicycle accommodation along the corridor. Aspects of the Functional Plan which may require further consideration by the design team include: the safety and use of the shoulder bike lane; the potential need for provision of physically separated bike facilities; conflicts between vehicles and with cyclists, particularly at intersections and where right-turn lanes are provided; and provision of additional crossing opportunities for pedestrians and cyclists.

Appendix A
Alaska Highway Whitehorse Corridor
Survey Questions



ALASKA HIGHWAY WHITEHORSE CORRIDOR SURVEY QUESTIONS

DISCLAIMER: The specific details for the proposed improvements to the corridor are complex and too numerous to display in a brochure. You are encouraged to visit the project website (www.placespeak.com/whitehorsecorridor) and/or attend an Open House to better understand the project and how the proposed changes may affect you.

Please provide your opinion on the planned improvements to the Whitehorse corridor using this feedback form (or by completing the online survey). The feedback form allows you to submit comments on each of the individual corridor segments. However, you may provide comments on selected segments only, if you prefer. The feedback you provide will be used to confirm and/or refine the functional plan, prior to the commencement of detailed design later in 2015.

A. USE OF THE CORRIDOR

1.1 Please indicate how you travel the corridor by checking the boxes for all modes that apply

Passenger Vehicle	Commercial Van	Commercial Truck	Motorcycle	Bicycle	Pedestrian/ on foot	Snowmobile	Other

1.2 Please indicate how often you use the Alaska Highway Whitehorse Corridor

Once a day or more	Several times per week	Several times per month	Once a month or less	Once per year or less

B. OVERALL PLAN

Please rank your level of agreement with each of the statements by checking one of the boxes

1.1	The proposed plan balances local and regional transportation needs, and will benefit the City of Whitehorse and Yukon.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
1.2	The proposed plan addresses concerns I have about safety.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
1.3	The proposed plan addresses concerns I have about congestion and travel times.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
1.4	The improvements proposed reflect a balance between community, environmental and economic considerations.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree

1.5 Additional Comments: _____

C. INDIVIDUAL SEGMENTS

Segment 1: Southern Project Limits to Spruce Hill - LONGER TERM IMPROVEMENT (Priority #8)

Please rank your level of agreement with each of the statements by checking one of the boxes

1.1	The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
1.2	The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
1.3	The proposed order of priority for this segment is appropriate.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree

1.4 Additional Comments: _____

Segment 2: Spruce Hill to Esker Drive - LONGER TERM IMPROVEMENT (Priority #9)

Please rank your level of agreement with each of the statements by checking one of the boxes

2.1	The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
2.2	The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
2.3	The proposed order of priority for this segment is appropriate.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree

2.4 Additional Comments: _____

Segment 3: Esker Drive to McLean Road (Lobird Road) - LONGER TERM IMPROVEMENT (Priority #7)

Please rank your level of agreement with each of the statements by checking one of the boxes

3.1	The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
3.2	The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
3.3	The proposed order of priority for this segment is appropriate.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree

3.4 Additional Comments: _____

Segment 4: McLean Lake Road (Lobird Road) to Radar Road/ Lodestar Lane - IMMEDIATE IMPROVEMENT (Priority #3)

Please rank your level of agreement with each of the statements by checking one of the boxes

4.1	The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
4.2	The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
4.3	The proposed order of priority for this segment is appropriate.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree

4.4 Additional Comments: _____

Segment 5: Radar Road/ Lodestar Lane to North of Sumanik Drive - IMMEDIATE IMPROVEMENT (Priority #2)

Please rank your level of agreement with each of the statements by checking one of the boxes

5.1	The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
5.2	The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
5.3	The proposed order of priority for this segment is appropriate.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree

5.4 Additional Comments: _____

Segment 6: North of Sumanik Drive to North of Two Mile Hill Road - IMMEDIATE IMPROVEMENT (Priority #1)

Please rank your level of agreement with each of the statements by checking one of the boxes

6.1	The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
6.2	The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
6.3	The proposed order of priority for this segment is appropriate.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree

6.4 Additional Comments: _____

Segment 7: Segment 7: North of Two Mile Hill Road to Copper Belt Road - MEDIUM TERM IMPROVEMENT (Priority #4)

Please rank your level of agreement with each of the statements by checking one of the boxes

7.1	The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
7.2	The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
7.3	The proposed order of priority for this segment is appropriate.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree

7.4 Additional Comments: _____

Segment 8: Copper Belt Road to South of Centennial Street - MEDIUM TERM IMPROVEMENT (Priority #6)

Please rank your level of agreement with each of the statements by checking one of the boxes

8.1	The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
8.2	The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
8.3	The proposed order of priority for this segment is appropriate.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree

8.4 Additional Comments: _____

Segment 9: South of Centennial Street to North of Kathleen Road - MEDIUM TERM IMPROVEMENT (Priority #5)

Please rank your level of agreement with each of the statements by checking one of the boxes

9.1	The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
9.2	The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
9.3	The proposed order of priority for this segment is appropriate.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree

9.4 Additional Comments: _____

Segment 10: North of Kathleen Road to Northern Project Limits - LONGER TERM IMPROVEMENT (Priority #10)

Please rank your level of agreement with each of the statements by checking one of the boxes

10.1	The proposed improvements represent an appropriate approach to addressing safety on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
10.2	The proposed improvements represent an appropriate approach to addressing congestion on this stretch of the highway.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
10.3	The proposed order of priority for this segment is appropriate.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree

10.4 Additional Comments: _____

D. MULTI-USE TRAIL

Please rank your level of agreement with each of the statements by checking one of the boxes

1.1	The proposed multi-use trail will benefit recreational users and commuters.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
1.2	I would make use of the improved trail network.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree

1.3 Please provide commentary on what section(s) of the multi-use trail you are most likely to use, as well as the likely purpose and frequency of use: _____

1.4 Additional comments on the multi-use trail: _____

E. IMPROVEMENTS TO BICYCLE and PEDESTRIAN FACILITIES

Please rank your level of agreement with each of the statements by checking one of the boxes

1.1	The proposed improvements represent an appropriate approach to addressing bicycle safety along the corridor.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree
1.2	The proposed improvements represent an appropriate approach to addressing pedestrian safety along the corridor.	Strongly Agree	Agree	Unsure/ No opinion	Disagree	Strongly Disagree

1.3 Additional comments: _____

F. POSTAL CODE

To enable us to understand responses and analyze feedback received, please provide your postal code in the space provided: _____

Using the postage paid envelope, please return this form to:

ALASKA HIGHWAY WHITEHORSE CORRIDOR PROJECT OFFICE:

CH2M HILL
309 Strickland St Suite 301
Whitehorse
Yukon Territory Y1A 2J9

Notice: Be advised that any comments and information provided to the Government of Yukon [via this form/survey] is subject to Yukon's *Access to Information and Protection of Privacy Act* and may be made available to the public upon request. Please ensure not to include any personally identifiable information upon submitting your comments. By submitting or otherwise communicating your comments or other information you consent to the potential public disclosure and use of such comments or information by Government of Yukon.