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Peta, Ken,

So I could be sure I understand the proposed rules and meanings at unsignalized intersections I provided a few example intersections and received answers to my questions.

When I asked for a copy of the *guidelines developed for the Yukon Government—Pedestrian System Connectivity Assessment Guide*” I was referred to Highways, who responded with

“Hello Peter – we understand and appreciate your desire to better understand the project and how it might affect pedestrians. Unfortunately pedestrian and traffic assessments are quite technical and require a certain level of engineering knowledge and training together with practical experience in order to ensure the information is not misconstrued or applied incorrectly. In order to avoid this we are not making the documents available for general consumption.

If you would like to gain a better understanding of the process however you are more than welcome to come in to the office and we can have one of our staff provide you with relevant background information and walk you through what goes into these assessments.”

In the sample intersections below, how does one tell the difference between ‘constructed and painted islands’. The Legend on page 4 of the Functional Plan for Whitehorse Corridor Alaska Highway left this out. It would seem to be around the thick and thin black lines? As well, the diagrams on the last page of the plan shows measurements but not for the sizes of islands.

The legend is also not clear as to the markings for the center divider area of the proposed highway. When is there a center median with ‘barrier’ vs no center median?

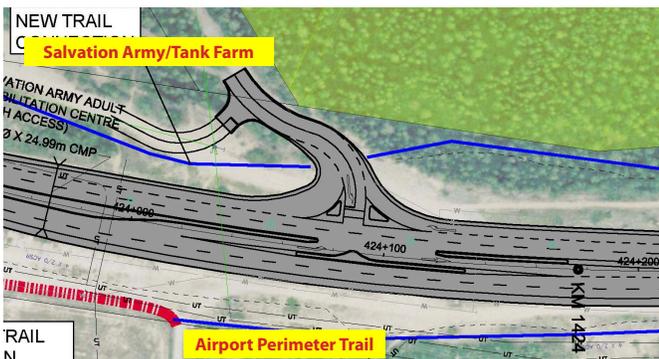
Each of the three samples had a different answer as to whether pedestrian crossing will be entertained in future processes. My time to sit at Highways and ask questions is limited. Someone has volunteered to apply to get a copy of the guidelines using the ATIPP process but this takes time in an already tight public process. In the meantime, could someone please use the guidelines to explain these examples?

Peter Long

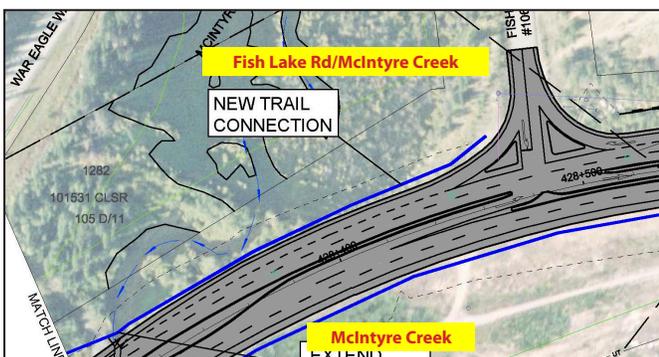
(http://whitehorsewalks.com/_walkingIdeas/about_KL.html)



*The drawings shows constructed and painted islands. **Specific provision for pedestrian crossing of the highway has not been made at Dawson Road.** During the next design phase, an assessment will be made of existing pedestrian volumes and requirements for pedestrian connectivity in the area to determine the warrants for a pedestrian crossing at this location. The assessment will be made in accordance with guidelines developed for the Yukon Government.*



*“The Salvation Army Pedestrian crossing of the highway is **not proposed at this location.** Pedestrian crossing points will be at either Hillcrest Drive or Two Mile Hill. Access to these locations will be facilitated by the continuation of the trail system each side of the highway.”*



*“Fish Lake Road During the next design phase, an assessment will be made of existing pedestrian volumes and requirements for pedestrian connectivity in the area to determine the warrants for a pedestrian crossing at this location. The assessment will be made in accordance with guidelines developed for the Yukon Government. It should be noted that **it is not intended to provide a pedestrian crosswalk at the Fish Lake Rd intersection.**”*