

# LEGISLATIVE RETURN



SUBMITTED BY: Hon. Mr. Clarke, Minister of Highways and Public Works

1. On [date], [MLA]

- ☐ asked the following question during the Oral Question Period at page(s) [page numbers] of *Hansard*
- ☐ submitted the following written question – WQ No. #
- ☐ gave notice of the following motion for the production of papers – MPP No. #

RE: [subject]

OR

2. This legislative return relates to a matter outstanding from discussion with Stacey Hassard, Member for Pelly-Nisutlin on March 28, 2023 related to:

Bill No. # 208

☐ Second Reading ☐ Third Reading

☒ Committee of the Whole: Vote 55 Highways and

Public Works

Motion No. #

RE: Active Transportation

at page(s) 3321 of *Hansard*.

The response is as follows:

## Question:

There are many residents south of Whitehorse who would like the opportunity to cycle or walk to work, and walk between the subdivisions as well, but they are wondering about a paved, multi-use trail to do so. I am wondering if the minister would consider putting a paved trail in ahead of planned reconstruction, and while we're talking about paving the trail, I am wondering if I could also find out about paving the existing trail by the Pioneer RV Park south of Whitehorse as well?

The other area requested was whether there was a possibility of there being trail work done where you are not doing concurrent road improvements. But, as I indicated, we are — Cobalt, I think — is finishing

## Response:

The Department of Highways and Public Works strongly supports and is actively incorporating active transportation options into our infrastructure projects wherever possible. This includes investing in and building paved, multi-use active transportation linkages within the Alaska Highway corridor through Whitehorse.

As part of the Alaska Highway Safety Improvements through Whitehorse project, the department will be constructing a paved, multi-use trail between the Philmar RV Centre and the intersection of Robert Service Way and the Alaska Highway. Construction of that section of the Alaska Highway is currently planned to begin in 2025.

There are no plans at this time to extend the trail beyond the project's current scope. Future active transportation projects carried out by the department will be evaluated and prioritized according to factors such as safety and traffic volumes to ensure that they deliver the greatest public benefit.

In general, it is best practice to build active transportation infrastructure at the same time as highway reconstruction. That way, the two assets can be designed to work together. For example, the final placement of an active transportation trail will depend on the road alignment

27/4/23

Date

Signature

## LEGISLATIVE RETURN

and grade, as well as the requirements for drainage features for the highway. Construction of both assets at the same time is more cost effective because materials from the highway reconstruction can be reused for the active transportation trail and contractor mobilization costs are reduced as they are already on site.

Future active transportation projects will therefore be planned and prioritized in consideration of the need for highway reconstruction.

27/4/23

Date



Signature