

ONLINE FORMS & SURVEYS

Above the Airport Trail Network Plan Survey - January 2013

Thank you for taking the time to provide feedback to the City of Whitehorse and “Above the Airport” Trails Task Force on its proposed Trail Network Plan for the “Above the Airport” area.

Neighbourhood trail plans are an integral part of the implementation of the 2007 Trail Plan. With an estimated 700+ kilometers of trails and rural roads located within City limits, the designation of official City of Whitehorse trails helps to establish maintenance and signage priorities.

Generally speaking, trails that are NOT designated City trails are left in their current unmaintained state, except where a management, environmental or liability concern warrants action.

Please take the time to read the questions carefully. We appreciate your thoughts and input!

All supporting documentation can be found at whitehorse.ca/trails or picked up in hard copy format at the City Parks and Recreation Office at 4061-4th Avenue (Sport Yukon building). This survey will be open until January 4, 2013 at 4.30 pm.

A) RESPONDENT PROFILE

1. Which neighbourhood do you live in?

*

- ☐ Copper Ridge ☐ Hillcrest ☐ Arkell
☐ Valleyview ☐ Lobird ☐ None of the above
☐ McIntyre ☐ Logan
☐ Granger ☐ Ingram

2. Which of the following activities do you utilize the “Above the Airport” area trails for? *

- ☐ Commuting (walk/bike) ☐ ATV'ing
☐ Walking ☐ Snowmobiling
☐ Running ☐ Cross-Country Skiing
☐ Mountain Biking ☐ Other
☐ Snowshoeing ☐ I don't use the trails
☐ Dirt Biking

B) TASK FORCE CRITERIA

The ATA Task Force was asked to create a trail network that reflected the 2007 City of Whitehorse’s Trail Plan Guiding Principles of sustainability, diversity, inclusiveness, and

accessibility. In order to do so, Task Force members developed two types of criteria to evaluate the suitability of individual trails for “City trail” status: general and ground (or trail) level. (General criteria are shown in the left column of the table, whereas ground-level criteria are shown in bold).

3. Please indicate your agreement with the Task Force’s criteria for selecting the trails that are included in the draft City of Whitehorse trail network for the “Above the Airport” area:

For the ATA trail designation criteria please click here

*
☐ Strongly disagree ☐ Somewhat disagree ☐ Neutral ☐ Somewhat agree ☐ Strongly agree

COMMENTS

Enter information here

C) PROPOSED NON-MOTORIZED NETWORK

4. How supportive are you of the proposed non-motorized network for the ATA area?

For the proposed network plan map please click here

*
☐ Strongly oppose ☐ Somewhat oppose ☐ Neutral ☐ Somewhat support ☐ Strongly support

COMMENTS

Enter information here

5. Are there any changes you would suggest in regards to the proposed non-motorized network?

Enter information here

Connections from ATA to Adjacent Areas

The ATA Task Force was asked to consider connections between the ATA area and adjacent destinations, primarily from a recreational standpoint. (Please note: the Task Force did not focus on the commuter connection between Hillcrest and the paved trail along the northern perimeter of the airport as this is an ongoing initiative of the Engineering Department).

The Task Force recommended that proper connections from the Above the Airport area to Mount McIntyre Recreation Area be established from Copper Ridge and McIntyre subdivisions. The southern perimeter of the airport escarpment was also raised as a potentially important connection point for ATA residents.

6. How often do you cross the Alaska Highway at the weigh scales to connect to the southern perimeter of the airport escarpment? *

☐ Never ☐ Not very frequently ☐ Sometimes ☐ Frequently

7. Knowing that the City will not decommission the currently used route/s that connect to the Alaska Highway at the weigh scales and southern perimeter of the airport escarpment, how important is the designation of a City trail at this location to you? *

☐ Not at all important ☐ Not very important ☐ Neutral ☐ Important ☐ Very important

The Downtown South Master Plan recently adopted by City Council identifies the creation of a pedestrian/commuter stairway at the end of Rogers Street similar to the one at Black

Street/Puckett’s Gulch. Some members of the Task Force identified the need for a similar set of stairs to connect the airport escarpment to the ball diamond located across from Robert Service campground (and ultimately the Millennium Trail). Such a project would likely cost a minimum of \$0.5 million dollars.

8. Please indicate your agreement with the need for a stairway connecting the airport escarpment to the Millennium Trail via the ball diamond across from the entrance of Robert Service Campground: *

☐ Strongly disagree ☐ Somewhat disagree ☐ Neutral ☐ Somewhat agree ☐ Strongly agree

Circus/Blair Witch Trail

The Circus/Blair Witch trail was built in the late 1990s by local mountain bikers and contains many user-built “stunts” or technical trail features, including ladder bridges and drops. The Task Force did not recommend its designation as a City trail, but it still poses a safety issue.

The approach the City has taken on the east side of the Yukon River is to decommission improperly built and unsafe structures and – on official City trails - replace them with professionally built structures that offer more skills progression and safety to mountain bikers, as well as improved aesthetics to all trail users.

9. What approach do you think the City should take with the Blair Witch trail? *

- ☐ Decommission the structures
☐ Designate the trail a City trail, decommission and replace structures
☐ Do nothing
☐ Other

Other - please specify

D) MOTORIZED MULTI-USE NETWORK

MMU Connectors

The Above the Airport area already has several motorized multi-use (MMU) trails designated through previous consultation processes. The Task Force reviewed these routes against their trail designation criteria and concluded that these routes were appropriate.

Three specific additions were proposed for the network by some Task Force representatives: the potential designation of Lobird Cutline as a MMU trail; the creation of a new MMU route behind Lobird; and an alternate MMU route connecting the Ice Lake Road to the Alaska Highway.

For the proposed network plan map please [click here](#)

10. How supportive are you of designating the Lobird Cutline a motorized multi-use route? (Please note that the trail is proposed for official City trail status, regardless of motorized or non-motorized use). *

☐ Strongly oppose ☐ Somewhat oppose ☐ Neutral ☐ Somewhat support ☐ Strongly support

11. How supportive are you of designating a portion of the Ice Lake Road MMU to connect with the existing MMU route along the Alaska Highway? *

☐ Strongly oppose ☐ Somewhat oppose ☐ Neutral ☐ Somewhat support ☐ Strongly support

12. How supportive are you of creating a new MMU route behind Lobird to connect with the existing MMU route? *

☐ Strongly oppose ☐ Somewhat oppose ☐ Neutral ☐ Somewhat support ☐ Strongly support

Recommended Snowmobile Route – Paddy’s Pond Area

Under the 2012 Snowmobile Bylaw and the current Protected Areas Bylaw, snowmobiles are allowed to operate without restrictions in the green belts and greenspaces connecting and adjacent to the Above the Airport area. There is interest from the snowmobile community in signing a “Recommended Route” for snowmobilers originating in Hillcrest and Granger through the Paddy’s Pond area to connect to the MMU route along the Dyke Road.

13. Please select the trails that you feel would be most suitable as part of a recommended route for snowmobiles through this area:

*

- ☐ Bower
- ☐ Wetlands West
- ☐ Wetlands East
- ☐ Hillcrest Trail (south of Granger / Hillcrest Fire Road)
- ☐ Granger Sidehill
- ☐ Other

Other - please specify

☐ None of the above

Comments:

Enter information here

E) TASK FORCE NETWORK CRITERIA

The ATA Task Force members also developed criteria to judge how well their selected trails reflected the 2007 City of Whitehorse’s Trail Plan Guiding Principles of sustainability, diversity, inclusiveness, and accessibility at the network level. (Network-level criteria are indicated by a “N” either in the heading column or immediately adjacent.)

14. Please indicate how successful you feel the Task Force was in creating a proposed trail network that achieved its network-level criteria:

*

☐ Not at all successful ☐ Not very successful ☐ Neutral ☐ Successful ☐ Very successful

Comments:

Enter information here

F) IMPLEMENTATION

The implementation phase of the ATA Trail Network Plan will include trail upgrades (corridor clearing and minor reroutes to encourage bi-directional travel), the development of new connectors, possible restoration of damaged sections of City designated trails, and signage.

15. Please rank your implementation priorities from 1 to 4, with 1 being “most important”

and 4 being “least important”.

*

	Most important	Important	Less important	Least important
Trail Upgrades	☐	☐	☐	☐
Restoration of damaged trail sections/areas	☐	☐	☐	☐
New connectors	☐	☐	☐	☐
Signage	☐	☐	☐	☐

G) TRAIL NAMES

16. The Above the Airport Task Force recognized that other residents and recreationalists use a variety of names for the area trails. Please let us know if you have any trail name substitutions or suggestions to share!

Enter information here

H) COMMENTS

17. Please share any other comments or suggestions you may have about the ATA Trail Plan:

Enter information here



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