

ONLINE FORMS & SURVEYS

East Yukon River Trail Network Plan Survey - January 2013

Thank you for taking the time to provide feedback to the City of Whitehorse and the “East Yukon River” Trails Task Force on its proposed Motorized Multi-Use (MMU) Trail Network Plan for the east side of the Yukon River.

There are currently NO designated motorized multi-use (MMU) routes located on the east side of the Yukon River. An eight member East Yukon River (EYR) Task Force comprised of Riverdale residents and both motorized and non-motorized trail user groups worked together during the fall of 2012 to recommend a MMU network plan. The Task Force made decisions and recommendations on a majority basis i.e. agreement of a minimum of 5 members.

The trails on the east side of the Yukon River are highly valued by all trail users and Whitehorse residents. This is an important and challenging issue, and we need your input to inform the final recommendations that will go forward to City Council.

Some brief terminology to help you fill out the survey:

Motorized multi-use (MMU) trails: trails designated for motorized use but open to non-motorized users as well

Non-motorized trails: trails designated for non-motorized use only

Doubletrack: roads or trails wide enough to accommodate ATVs or larger vehicles

Singletrack: narrow trails that generally accommodate single-file use only

Please take the time to read and respond to the survey questions carefully. We genuinely appreciate your feedback!

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. Are you a Riverdale resident?

*

☐ Yes ☐ No

2. Which of the following activities do you utilize the trails on the east side of the Yukon River

2. Which of the following activities do you utilize the trails on the east side of the Furber River for? *

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

B) TASK FORCE APPROACH

Motorized and non-motorized trail users share many of the same recreational goals and preferences, including the enjoyment of wilderness and scenery, loop routes, a variety of trails and options to choose from, and ease of access from residential areas. All trail users also have impacts, although the types and extent of these impacts range widely.

The Task Force process emphasized commonalities between trail user groups but also recognized their uniqueness. Accordingly, the Task Force acknowledged that while some of the impacts of motorized use (i.e., noise/air pollution, etc.) are shared, there are noteworthy distinctions between ATVs, snowmobiles, and dirt bikes, including:

- ATVs and snowmobiles generally require trails of doubletrack width
- Singletrack trails can generally accommodate dirt bikes
- Dirt bikes prefer singletrack over doubletrack (as do non-motorized user groups)
- Snowmobiles cause less erosion than do ATVs and dirt bikes due to snow cover

3. Please indicate your agreement with the Task Force's recognition of distinctions between motorized uses in its trail designation work: *

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

COMMENTS

Enter information here

C) TASK FORCE TRAIL DESIGNATION CRITERIA

The EYR 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 **ground (or trail) level criteria** to evaluate the suitability of individual trails for motorized multi-use (MMU) designation. They also developed criteria to evaluate the resulting mix of recommended MMU trails and (by default) non-motorized (NM) trails at the **network level**.

4. Please indicate your agreement with the ground (or trail) level criteria that the EYR Task Force developed to evaluate the suitability of individual trails for MMU designation:

For the EYR Trail Designation Criteria please click here

*

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

COMMENTS

Enter information here

5. Please indicate your agreement with the network level criteria that the EYR Task Force developed to evaluate the overall mix of MMU and NM trails on a broader scale:

*

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

Comments

Enter information here

D) TASK FORCE RECOMMENDED ROUTES

Using their ground-level criteria to inform their choices, the EYR Task Force recommended several motorized multi-use (MMU) routes by majority agreement. A number of routes/trails were recommended for use by all 3 motorized groups, one for snowmobiles only (Heartbreak Hill) and one for dirt bikes only (Broken Truck). (Please note that designation of certain trails is contingent on the permission of other landholders, including First Nation governments.)

Please refer to the “Map of East Yukon River Motorized Multi-Use Network Recommended Routes and Ideas/Options - EYRo1”.

6. Please indicate your level of support for the Task Force’s Recommended Routes for MMU trails on the east side of the Yukon River: *

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

7. Do you have any concerns regarding any specific trails that are included in the Task Force’s Recommended Routes for MMU designation? *

☐ Yes ☐ No

If yes, please explain

Enter information here

8. Please provide any other comments you may have about the Task Force’s Recommended Routes for MMU designation:

Enter information here



E) TASK FORCE ROUTE IDEAS/OPTIONS

Task Force members proposed other route ideas and options during the process, some of which fell just short of receiving majority agreement. The following sections ask you to provide feedback on these ideas and options on a route-specific basis. There is space for your comments at the end of this section.

Please refer to the “Map of East Yukon River Motorized Multi-Use Network Recommended Routes and Ideas/Options – EYRo2”. (The routes/areas are marked on the map in accordance with the number of the related question.)

Hospital/”V” Area

9. Please indicate your level of support for the option of designating Long Lake Ridge Trail (between Broken Truck and the “V”) a MMU route for dirt bikes only: *

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

10. Please indicate your level of support for the option of designating a MMU route from the “V” to the reservoir road/gate near the bottom of Grey Mountain Road:*

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

Upper Riverdale Magnusson & Powerline Area

11. Please indicate your level of support for the option of designating the doubletrack section of the Upper Riverdale Trail (between the powerline and Roller Coaster) a MMU route:*

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

12. Please indicate your level of support for the option of designating "R.I.P." a MMU route for dirt bikes only: *

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

13. Please indicate your level of support for the option of designating "Doghouse" and its

13. Please indicate your level of support for the option of designating Doghouse and its connecting upper loop a MMU route for dirt bikes only:*

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

Magnusson Ski Trails

Some Task Force participants (representing both non-motorized and motorized groups) suggested that the Magnusson ski trails could warrant consideration as an option for **summer use only** on the basis of compatibility with ground-level criteria and potential contribution towards achievement of the group's network-level criteria. **(Please note that the current ATV Bylaw speaks to the potential limitations of this option).**

14. Please indicate your level of support for the option of designating a MMU route comprising Woodcutter's Road and upper Yellow Brick Road for ATV and dirt bike use only:*

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

15. Please indicate your level of support for the option of designating one MMU route through the Magnusson ski trail network for dirt bike use only: *

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

Hidden Lakes

16. Please indicate your level of support for the option of designating a small MMU loop to connect to the fishing spot at the northern tip of (1st) Hidden Lake: *

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

17. Please indicate your level of support for the option of designating Lower Roller Coaster a MMU route:*

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

Chadburn Lake Ski Trails

Some Task Force participants (representing both non-motorized and motorized users) suggested that the portion of the Chadburn Lake ski trail network located on the east side of Chadburn Lake Road could warrant consideration as an option for **summer use only** on the basis of compatibility with ground-level criteria and potential contribution towards achievement of the group's network-level criteria. **(Please note that the current ATV Bylaw speaks to the potential limitations of this option).**

18. Please indicate your level of support for the option of designating the doubletrack portion of Chadburn Yellow (paralleling the Chadburn Lake Road) for summer ATV/dirt bike use only: *

very.

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

19. Please indicate what level of MMU designation of the eastern portion of the Chadburn Lake ski trails (excluding the aforementioned Chadburn Yellow) you feel might be suitable for summer dirt bike use only: *

- ☐ No MMU designation of any ski trails
- ☐ MMU designation for a limited number of trails
- ☐ MMU designation for all trails
- ☐ Other

Other - please specify

Please provide us with any comments you may have about summer motorized use of the Chadburn Lake ski trails:

Enter information here

Chadburn Lake/Upper Grey Mountain

All three motorized user groups expressed a strong desire for a connector to allow them to travel from the Chadburn Lake area to Cantlie Lake Road, creating a large loop. They felt that this route could help compensate for the absence of a safe and/or permitted crossing between the east and west sides of the Yukon River.

The trail options currently available to achieve this connector are very limited. The Task Force felt that the Yukon River Trail, “Mad to the Max” and “Girlfriend” trails were unsuitable for MMU designation of any kind. The southern end of the Lakes Trail has a doubletrack option that could work for all 3 groups, but it splits into two singletrack branches once it reaches Chadden Lake and could only accommodate dirt bikes. Beyond that point, “Your Trail” was considered somewhat suitable as a connector for dirt bike use only.

20. Which option do you feel the City should pursue? : *

- ☐ Designate doubletrack portion of Lakes Trail and build/designate a new, doubletrack trail to Cantlie Lake Road for use by all 3 motorized groups
- ☐ Designate doubletrack portion of Lakes Trail, Upper Lakes Trail singletrack and "Your Trail" for dirt bikes only
- ☐ Do nothing: Chadburn Lake can be an "out and back" destination for all motorized groups
- ☐ Other

Other - please specify

please specify

21. Please provide us with any comments you may have about the Task Force route ideas and options presented in the preceding questions:

Enter information here

F) RIVERDALE ACCESS POINTS

Please note: this section is to be completed by Riverdale residents only. If you are not a Riverdale resident, please scroll down to the bottom of the page and submit your survey entry.

The steep escarpment surrounding Riverdale creates a challenge for getting residents on motorized recreational vehicles from their residences to the broader motorized multi-use network. (Under the ATV and Snowmobile bylaws, motorized users are allowed to proceed by the most direct roadway route from their residence to the nearest permitted area/trail.)

This leaves two basic route options: residential streets and/or trails located in the greenbelts behind Alsek, Pelly, Hyland, Hart, Firth, Boswell, and Bell. Each has its advantages and disadvantages. The use of greenbelt trails may allow for quicker trail access but exposes adjacent residences to more noise and creates potential conflicts with non-motorized trail users. The use of residential streets may avoid user conflict on the trails and more evenly disperse noise throughout Riverdale, but could potentially create conflict and safety issues on the roadways.

Please refer to the related “Riverdale Access Points” map.

The Task Force identified four potential “exits” from Riverdale for consideration:

- a) Heynen’s Hill/”Little V” (toboggan hill)
- b) Grey Mountain Road
- c) Peewee Hill
- d) Chadburn Lake Road

22. Which of the above access points do you think are suitable for a designated MMU corridor to access the broader MMU network? (You may select multiple options).

- ☐ Heynen's Hill ☐ Grey Mountain Road
☐ Chadburn Lake Road ☐ Peewee Hill

23. If you selected Grey Mountain Road as a suitable access point, which of the following routes do you think motorized users should follow to connect to it from their residences? (You may select multiple options).

- ☐ N/A - did not select Grey Mtn Road ☐ Lower Riverdale Trail ☐ Residential Streets

24. If you selected Chadburn Lake Road as a suitable access point, which of the following routes do you think motorized users should follow to connect to it from their residences? (You may select multiple options).

- ☐ N/A - did not select Chadburn Lake Road ☐ Lower Powerline ☐ Residential Streets

25. If you selected Peewee Hill as a suitable access point, which of the following routes do you think motorized users should follow to connect to it from their residences? (You may select multiple options).

- ☐ N/A - did not select Peewee Hill ☐ Lower Powerline
☐ Lower Riverdale Trail ☐ Pelly Road / Grey Mtn Primary Corridor

26. What additional measures do you feel are necessary to make Peewee Hill a suitable MMU access corridor from a safety and environmental perspective? (You may select multiple options).

☐ No additional measures are required for MMU designation ☐ Alternate pedestrian route (trail, stairway, etc)

☐ Warning signage

Other

☐ Closure to motorized vehicles during spring/fall thaw/freeze

☐ N/A - Peewee Hill is not suitable even with additional measures

☐ Peewee Hill

27. Please provide us with any comments you may have about the motorized access from Riverdale:

Enter information here



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