



WHITEHORSE NORTH TRAIL PLAN SUMMARY REPORT

CITY OF WHITHORSE
PARKS AND COMMUNITY DEVELOPMENT

JUNE 13, 2025

FINAL



Unit 17, 1114 Main St.
Whitehorse, YT
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1 PROJECT OVERVIEW

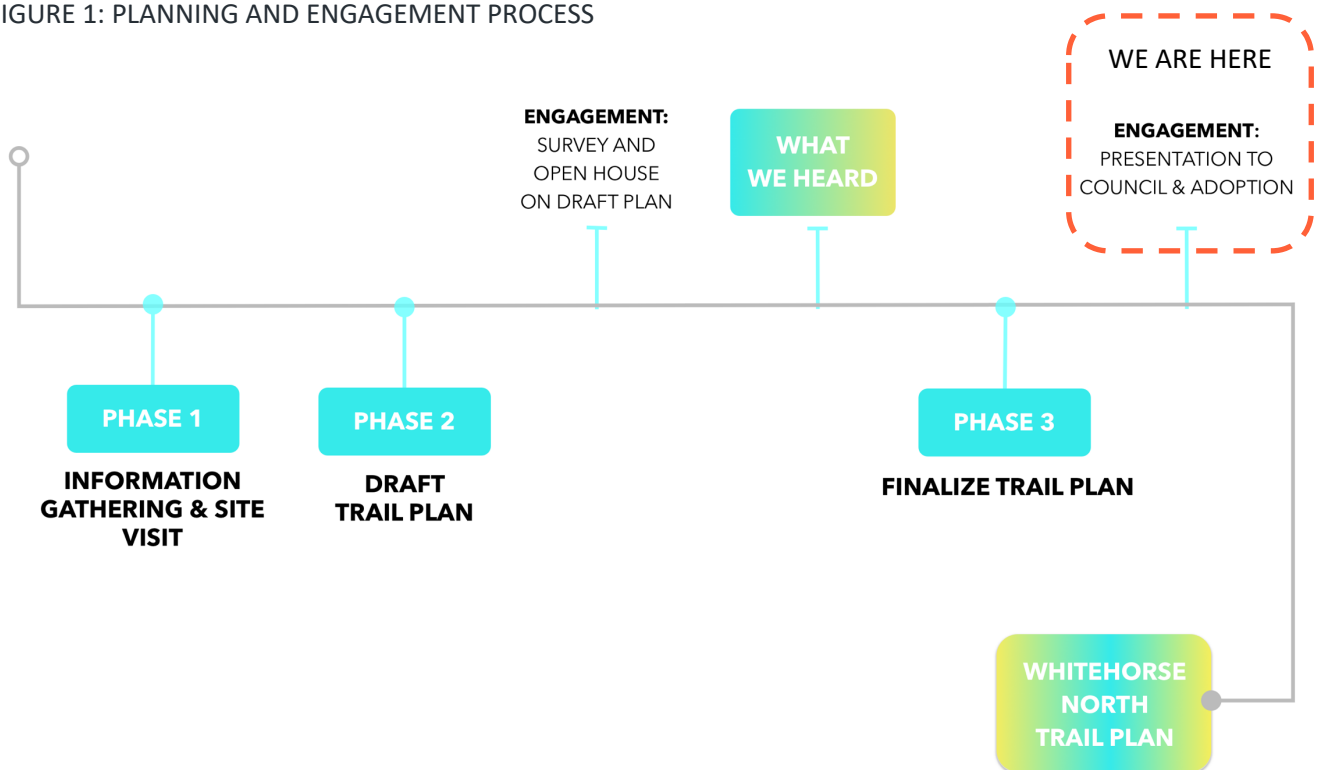
The City of Whitehorse heard concerns with the previous Whitehorse North Trail Plan, which was completed in 2022. Therefore, the City of Whitehorse retained 3Pikas to support revisiting and updating the Trail Plan before submitting the revised plan for Council Approval.

This report provides a brief overview of project, and a summary of the changes to the plan that were carried through in this update. The final trail plan, pending approval by the City of Whitehorse Council, is included (see Figure 2).

1.1 PROCESS

The project included a site visit and background research, updating the Trail Plan, and carrying out public engagement events (online survey, and Open House) to receive input on the revised draft plan (see the What We Heard report (3Pikas, 2025) in **Appendix A**). The City of Whitehorse developed the survey with input from 3Pikas, and the survey was hosted on the EngageWhitehorse.ca webpage. Figure 1 shows the planning and engagement process for this project.

FIGURE 1: PLANNING AND ENGAGEMENT PROCESS



2 SUMMARY OF CHANGES TO THE PLAN

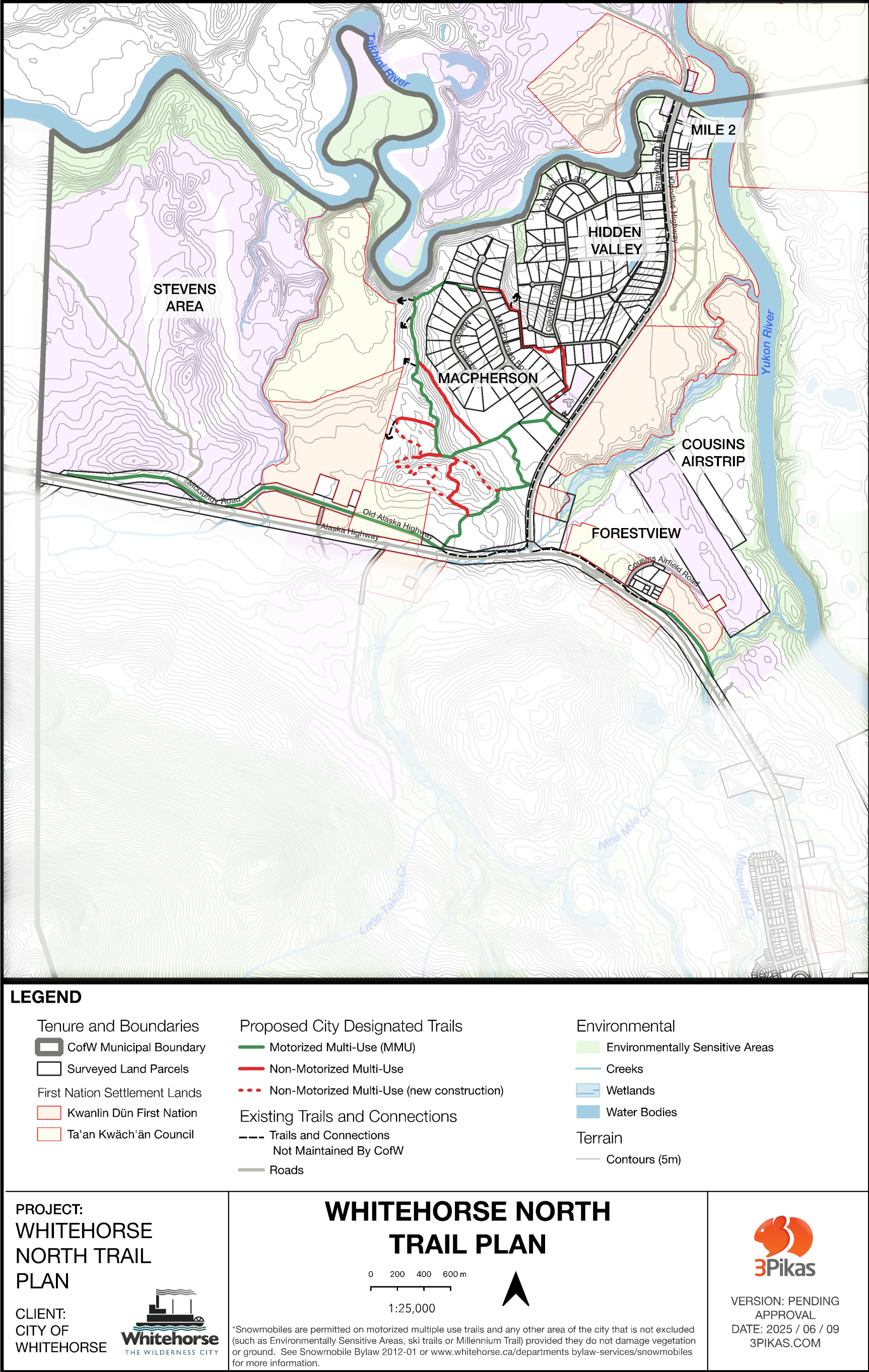
The following bullets highlight the key changes to the Whitehorse North Trail Plan from the previous plan prepared in 2022 (Lees and Associates, 2022). The final plan, pending Council approval, is included below (see Figure 2).

Key Changes / Updates included:

- Removal of the Motorized Mixed-Use trails in Hidden Valley located on roadways or crossing private property.
- Removal of the Motorized Mixed-Use trails in the Alaska Highway right of way that are outside the jurisdiction of the City.
- Addition of conceptual trail routing for the new Non-Motorized Mixed-Use trails south of the MacPherson residential areas, and around the Hidden Valley School (using adjacent City-owned land).
- Updating Stevens Quarry naming to Stevens Area.
- Simplifying the map by removing most of the trails that would not be assumed by the City and that do not connect directly to the planned City trail network (e.g., Stevens Area trails were removed).
- Updated base mapping included some notable changes to the Land Dispositions in the Stevens Area.



FIGURE 2: WHITEHORSE NORTH TRAIL PLAN (3PIKAS, 2025)



3 APPENDICES

APPENDIX A: WHAT WE HEARD REPORT (3PIKAS, 2025)



WHITEHORSE NORTH TRAIL PLAN ENGAGEMENT

WHAT WE HEARD

CITY OF WHITEHORSE
PARKS AND COMMUNITY DEVELOPMENT

JUNE 9, 2025



Unit 17
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1 ENGAGEMENT OVERVIEW

The City of Whitehorse heard concerns with the previous Whitehorse North Trail Plan, which was completed in 2022. The City of Whitehorse retained 3Pikas to support revisiting the Trail Plan and updating it before submitting the revised plan for Council Approval.

This work included a site visit and background research, updating the Trail Plan (see the Draft Maps and Welcome Poster for the Open House in **Appendix A**), and carrying out public engagement events (online survey, and Open House) to receive input on the revised draft plan. The City of Whitehorse developed the survey with input from 3Pikas, and the survey was hosted on the EngageWhitehorse.ca webpage.

A summary of the engagement events and level of participation in each is shown in **Table 1** below. The complete online survey results report (Granicus, 2025) is included in **Appendix B, and paper responses and Email comments submitted to the City Project Manager included in Appendix C.**

This **What We Heard Report** summarizes the input on the draft Whitehorse North Trail Plan. The summary will be used to inform updates to the Draft prior to submitting the Final Trail Plan to Council for adoption.

Overall, the engagement events were successful and garnered a wide range of perspectives, desires, concerns, and interests. Online survey responses were received from a cross section of the plan area neighbourhoods of MacPherson / Hidden Valley / Forestview / Mile 2 residents (67% of responses), as well as participants from the broader Whitehorse area (20%).

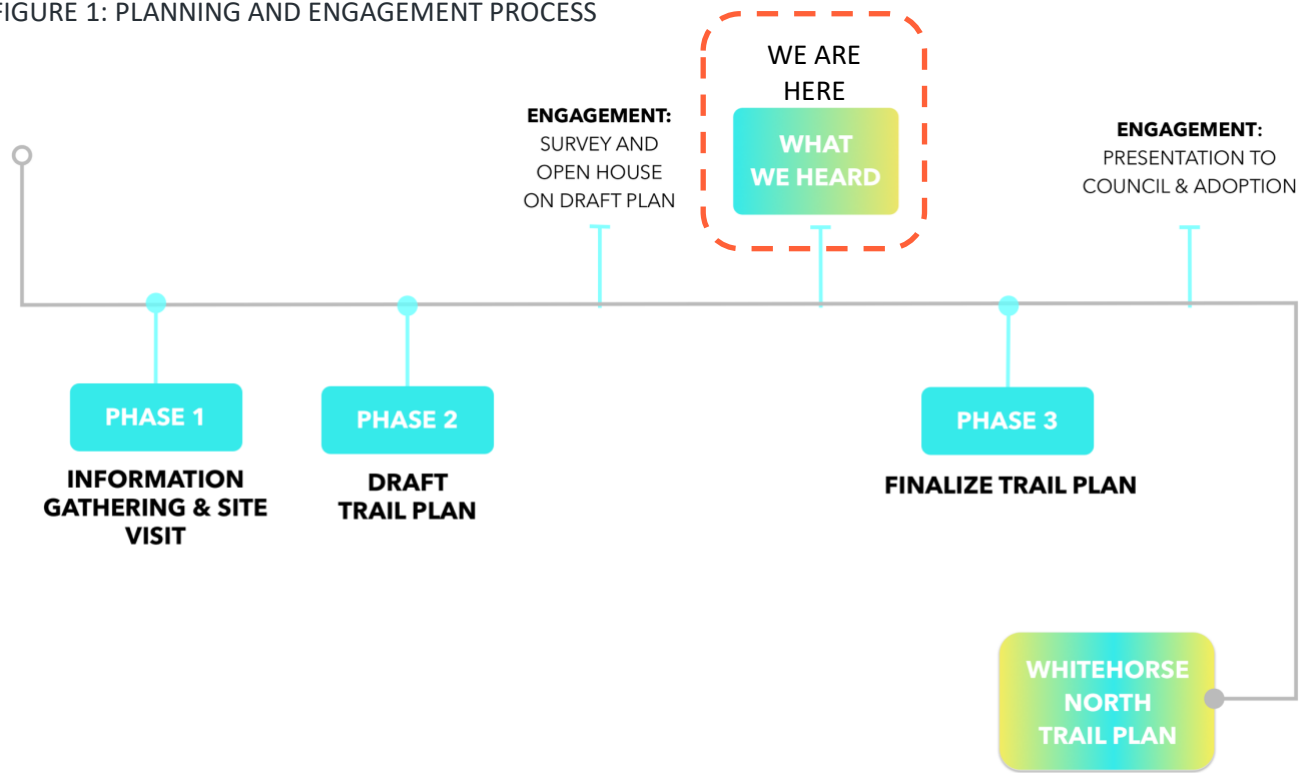
TABLE 1: ENGAGEMENT SUMMARY

ENGAGEMENT EVENT	DATE / LOCATION	PARTICIPATION
Public Open House	May 7, 2025, from 5PM to 7:30PM / Hidden Valley Elementary School	26 Attendees
Survey	Live April 16, 2025, to May 15, 2025	71 Online Responses (Engage Whitehorse) 2 Paper Responses

1.1 PROCESS

Figure 1 shows the planning and engagement process for this project.

FIGURE 1: PLANNING AND ENGAGEMENT PROCESS



2 WHAT WE HEARD

The following is a high-level overview of what was heard through the survey responses and at the public open house. The overview includes input from the survey and open house grouped into themes, as well as summary and brief analysis of the quantitative questions from the online Survey.

While trail users expressed different visions for how the area should evolve, several common themes emerged. These insights offer a valuable perspective and may inform adjustments or clarifications to the final trail plan submitted to City Council.

2.1 COMMON THEMES (SURVEY AND OPEN HOUSE)

Community members provided a wide range of input through an open house event and an online survey. The feedback highlighted a shared appreciation for the trail network and a desire to maintain access while addressing issues around trail connectivity, user experience, environmental protection, and how different uses (i.e., motorized / non-motorized) are managed. Common themes include:

1. **Improved trail connectivity** between neighbourhoods and city destinations.
2. **Interest in designated out-and-away routes** for motorized users.
3. **Varied input on trail designations**, especially around motorized access.
4. **Support for new trails**, with support of non-motorized uses and treatment suggestions
5. **Requests for clearer maps and terminology** in the draft plan.
6. **Mixed views on snowmobile use** on non-motorized trails.
7. **Concerns about environmental impact and safety** along certain routes.
8. **Input on the planning process**, including engagement methods and trail authority.

2.1.1 IMPROVED TRAIL CONNECTIVITY

Many respondents emphasized the importance of safe, convenient trail connections between Whitehorse North, Crestview, and the city.

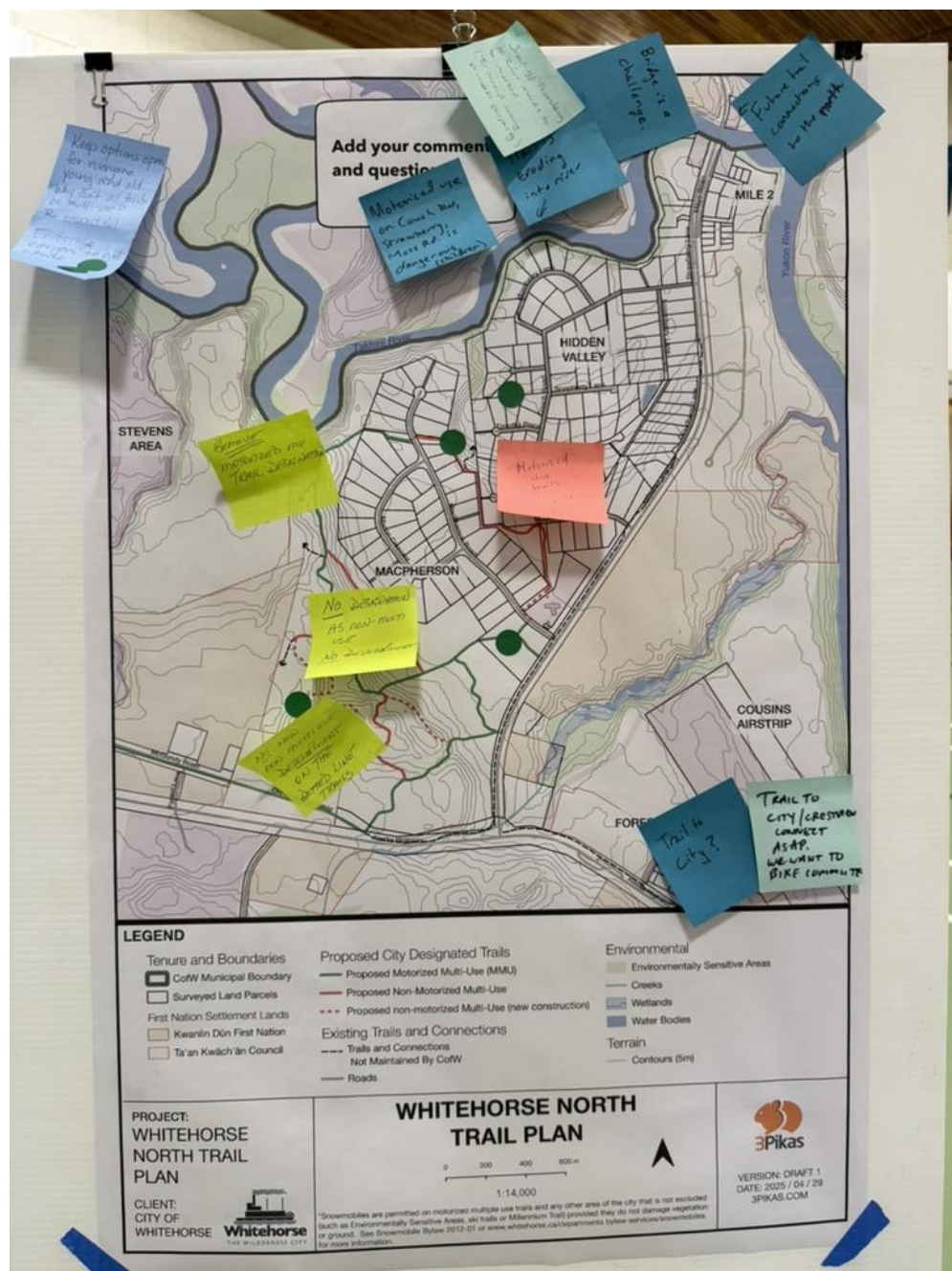
- “Would like to see it connected to the Crestview trail system” – Survey respondent (4/24/2025)
- “I want to bike from my house to work or town off the highway” – Survey respondent (5/13/2025)
- **Open house sticky note:** “Trail to City / Crestview connection ASAP – we want to bike commute.”

Residents also identified missing connections:

- “The draft plan does not identify existing trails along the Tahkini River and the Yukon River”
–Survey respondent (5/12/2025)
- **Open house:** “Trail connections to the north.”

Several noted the need for safe crossings along the Alaska Highway and improved access and signage at key trailheads (i.e., Mossberry Lane Riverbank Trailhead, Couch Road to Hidden Valley School trail, Trail between Timothy Place and Cranberry Place that crosses private property)

FIGURE 2: DRAFT TRAIL PLAN MAP WITH OPEN HOUSE PARTICIPANT COMMENTS (3PIKAS, 2025)



2.1.2 INTEREST IN OUT-AND-AWAY MOTORIZED ROUTES

There was interest from several participants in formalizing “out-and-away” routes that would allow snowmobiles and other motorized users to leave residential areas safely and reach backcountry trails.

- “I would like to see a designated Out and Away trail to allow motorized users to escape the area entirely” – **Survey respondent (4/25/2025)**
- **Open house feedback:** “Please indicate on final map out and away trails.”

Some participants noted that without such routes, users may rely on residential roads or informal paths, increasing conflict or safety concerns.

2.1.3 VARIED FEEDBACK ON TRAIL DESIGNATIONS

Participants shared differing views on where motorized use should be allowed or restricted. Some supported expanding multi-use designations, while others expressed concern about motorized use near homes, schools, or sensitive areas. Some participants expressed their view that motorized and non-motorized uses should be compatible on all trails, while other participants expressed concerns with interacting with motorized uses while walking or snowshoeing.

- “Trail 1 should be motorized to allow Hidden Valley to connect to the MacPherson trails” – *Survey respondent (5/4/2025)*
- *Open house:* “Change trail designation of western section of Couch Road – MacPherson Road connector trail to motorized... used to travel back and forth between MacPherson and Hidden Valley.”

Others supported maintaining or increasing non-motorized-only routes:

- “I would like to see the trail behind Cranberry Place identified as non-motorized” – *Survey respondent (5/11/2025)*
- *Open house:* “Remove motorized multi-use trail designation [on Topzy / Ridge Trail].”

In the survey Trail 2 (Couch Road to Hidden Valley School) was cited by several as needing clear direction and enforcement, with conflicting input from different participants around whether motorized access should be allowed.

2.1.4 SUPPORT FOR NEW TRAILS

Several participants welcomed the addition of new trails, particularly for walking, skiing, biking, and family recreation.

- “I am happy to see NEW proposed non-motorized multi-use trails” – *Survey respondent* (5/07/2025)
- “New trails suggested but not nearly enough new trails” – *Survey respondent* (5/12/2025)

There were requests for complete loops dedicated to non-motorized use:

- “It is unfortunate that none of the proposed non-motorized multiple use trails comprise complete loops that would be free from motorized use in both summer and winter” – *Survey respondent* (4/25/2025)

Participants also asked for trails that reflect current patterns of informal or winter-only use and ensure year-round access for a variety of users.

2.1.5 SUGGESTIONS FOR CLEARER MAPPING AND DEFINITIONS

Several participants found the draft trail plan map difficult to interpret, noting that key features were unclear or missing. Note that some earlier survey responses in this are likely commenting on the lack of legend in the survey map that they were commenting on, which was fixed soon after the survey was published.

- “Designated Trail vs. Trail Designation sometimes unclear” – *Open house sticky note*
- “I can’t tell what the red and green is indicating on this draft” – *Survey respondent* (4/27/2025)
- “Many dotted black lines (Trails and Connections Not Maintained By CoW) are missing. The trail plan should at the very least identify the location of unmaintained trails...” – *Survey respondent* (4/25/2025)
- Open house: “Scale the map to the trails and highlight the changes.”

Suggestions included improving the legend, using clearer color coding, better labeling of proposed versus existing routes, and including informal or unmaintained trails for context. Participants also recommended showing connections to nearby trail systems, such as in Crestview and across Ta'an Kwäch'än Council (TKC) and Kwanlin Dün First Nation (KDFN) Settlement land parcels.

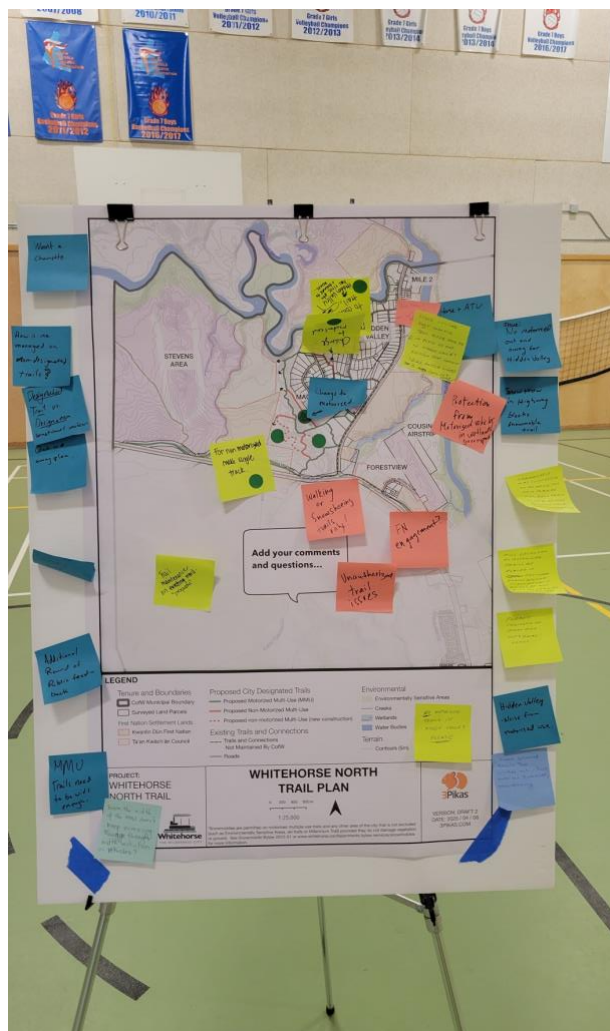
2.1.6 MIXED PERSPECTIVES ON SNOWMOBILE USE

Snowmobile use on non-motorized trails received both support and concern, with survey responses indicating generally more support for snowmobile use on non-motorized Mixed-Use (MU) trails than not.

- Open house: “Support for snowmobile use in winter currently in place. Lays track for walkers, skiers, fatbikers.”
- Others asked whether the Snowmobile Bylaw would exclude non-motorized trails from winter use by snowmobiles:
 - “If not, they will be open to motorized use in winter” – Open house sticky note

As outlined in the following section (Q8), 67% of respondents **did not** support prohibiting snowmobiles from designated non-motorized trails, while 23% said they would prefer snowmobiles be restricted from these trails.

FIGURE 3: STICKY NOTE RESPONSES AT THE OPEN HOUSE (KNOWLER, 2025)



2.1.7 ENVIRONMENTAL, UNOAUTHORIZED ACCESS, AND SAFETY CONCERNS

Participants raised issues around erosion, unauthorized access, and the environmental impact of trail use:

- **Open house:** “River trail north of Mossberry Lane is eroding into river”
- “Protect wetlands and greenspaces from motorized vehicles” – **Open house note** (pointed at TKC C-23B and KDFN C-5B).
- “Motorized use on Couch Road, Strawberry Road, and Mossberry Road is dangerous” – **Open house note.**

Concerns also included trails crossing private land, especially where boundaries are unclear or unmarked. Open house participants often pointed to commonly used unofficial trail between Timothy Place and Cranberry Place that was marked on the previous plan as an issue that is resolved with the updated draft plan.

2.1.8 COMMENTS ON THE PLANNING AND ENGAGEMENT PROCESS

Several participants offered feedback on how the draft plan was presented and how the City could engage more effectively.

- **Open house sticky notes:**
 - “Wanted a charrette”
 - “Want an additional round of public feedback”
 - “Is there First Nation engagement?”

Some participants asked for trails on First Nation lands to be shown, noting that existing routes cross KDFN and TKC Settlement Lands that were not shown in the draft plan. We also heard supportive comments from some participants at the Open House regarding the process this time around, especially the promotion of the Open House and locating it at the Hidden Valley School, rather than the City Centre.

2.2 SURVEY QUANTITATIVE RESULT HIGHLIGHTS

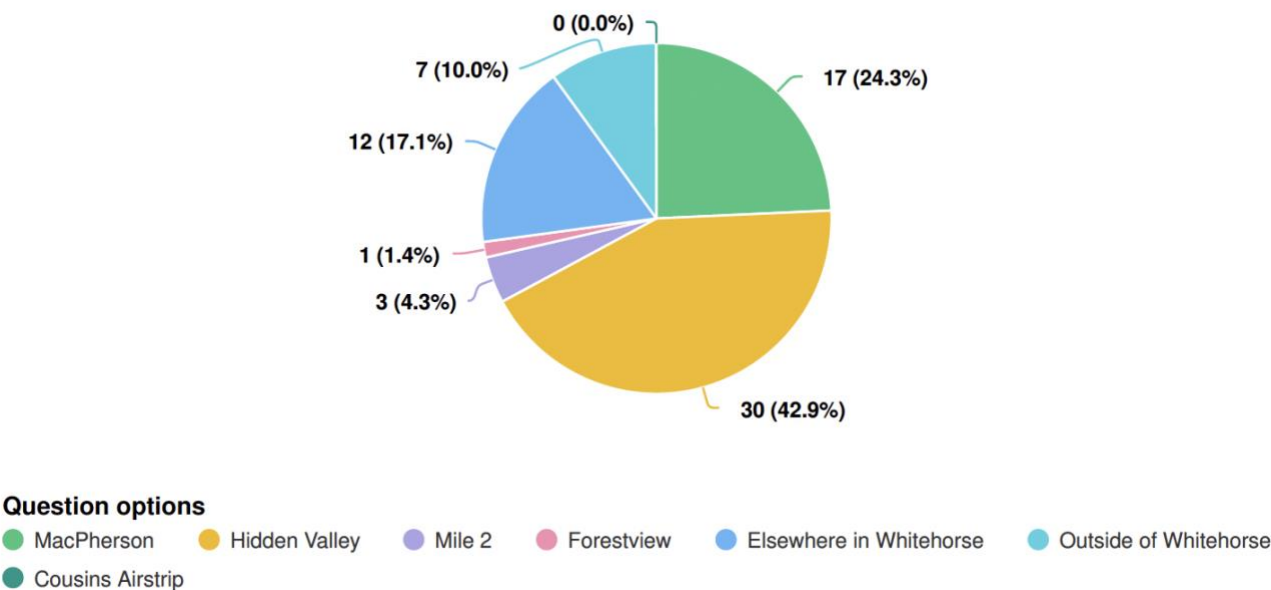
The following is an overview of the quantitative results from the Survey.

2.2.1 WHERE DO YOU LIVE? (Q1)

- Hidden Valley (43%)
- MacPherson (24%)
- Elsewhere in Whitehorse (17%)
- Outside Whitehorse (10%)
- Mile 2, Forestview, Cousins Airstrip (6%)

Most respondents (73%) reported living in the North End Trail Plan neighbourhoods.

FIGURE 4: Q1 RESPONSES



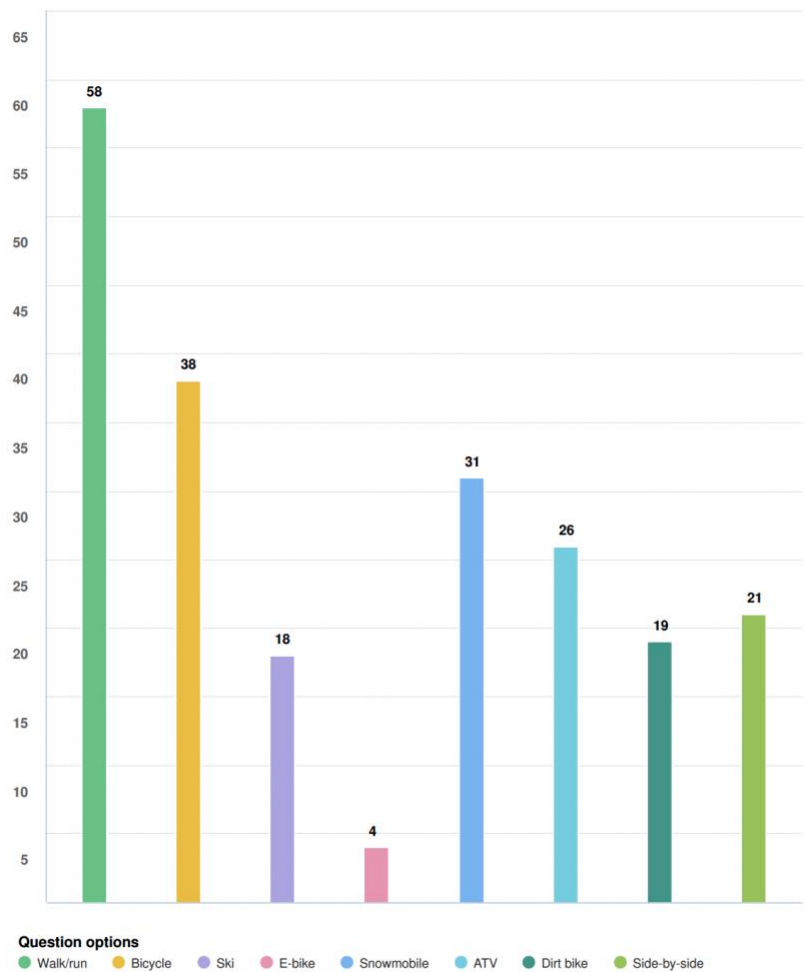
2.2.2 TRAIL USE PREFERENCES (Q2)

Top Activities (All that apply):

- Walking/Running: 58
- Bicycling: 38
- Snowmobiling: 31
- ATV: 26
- Side-by-side: 21
- Dirt Bike: 19
- Ski: 18
- E-bike: 4

Participants reported somewhat more preference for non-motorized trail uses, with 118 (61%) selections for non-motorized and 76 (39%) for motorized activities.

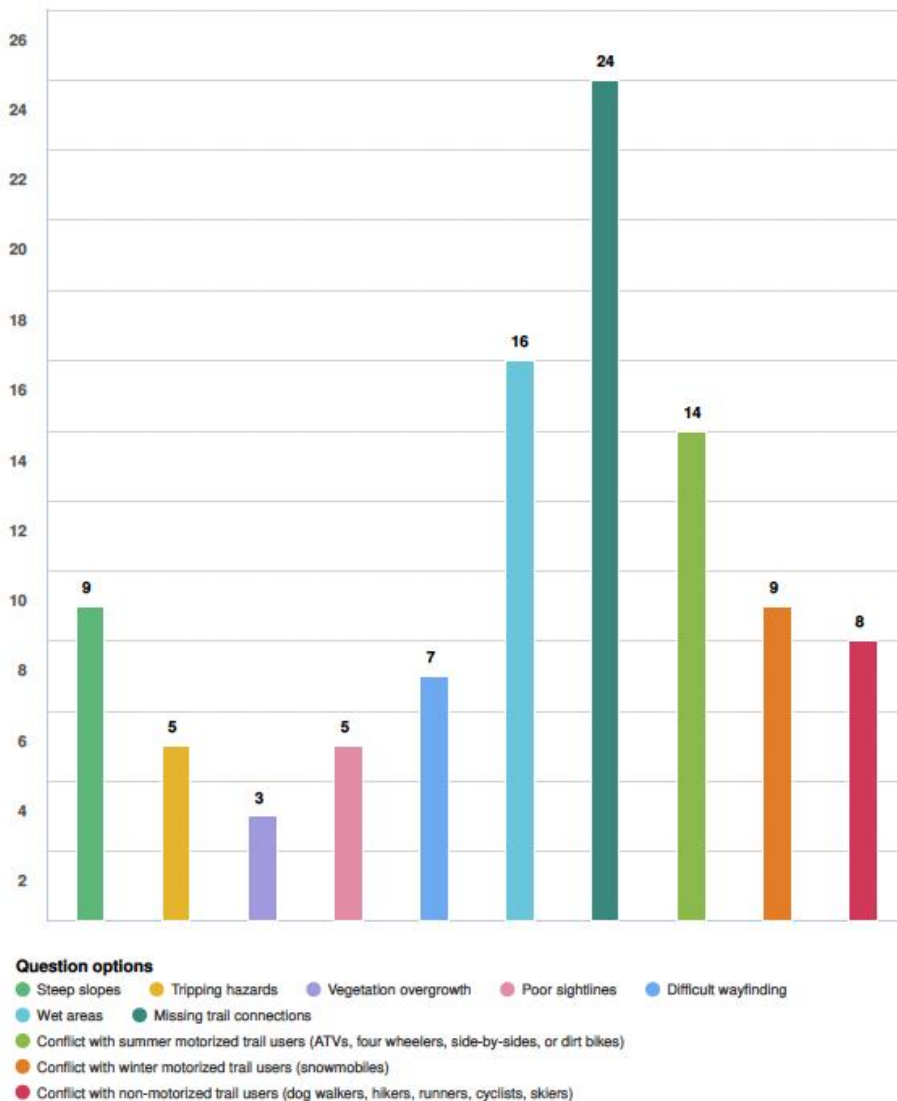
FIGURE 5: Q2 RESPONSES



2.2.3 SELECT ANY ISSUES YOU HAVE WITH THE EXSTING TRAIL NETWORK (Q4)

The top three issues reported about the existing trail network were ‘Missing Trail Connections’ (24 / 24%), ‘Wet Areas’ (16 / 16%), and ‘Conflict with Summer Motorized Users’ (14 / 14%). ‘Conflict with winter motorized users (snowmobiles)’ was less at 9 / 9%, and similarly, ‘Conflict with non-motorized users was 8% / 8.

FIGURE 6: Q4 RESPONSES

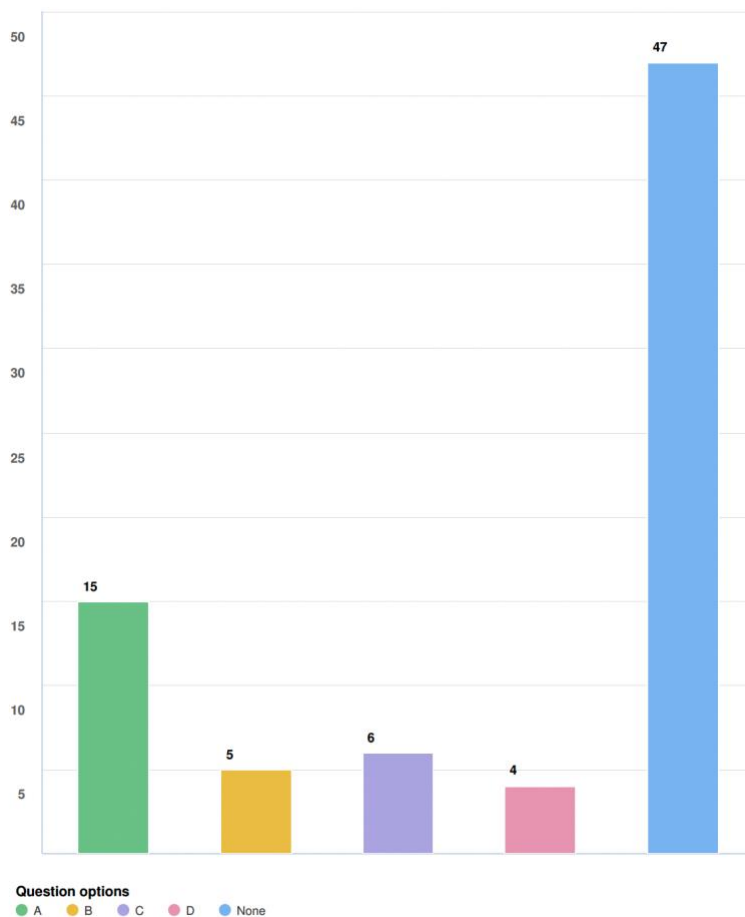


2.2.4 WHICH TRAILS IN THE DRAFT TRAIL PLAN CURRENTLY DESIGNATED NON-MOTORIZED DO YOU THINK SHOULD BE DESIGNATED AS MOTORIZED MULTI-USE? (Q7)

The table below suggests respondent's desire to change the draft MMU designations to Non-motorized MU is weak. The highest response (31%) was for **no change**, followed by 10% suggesting that MacPherson Trail / Topzy be changed to Non-motorized MU. Fewer responses (77) were received for this question than the comparable (opposite) Q10 (153), which may suggest more sensitivity regarding changes to the MMU draft designations compared to Non-Motorized MU.

TRAIL ID	NAME	# RESPONSES	%
A	MACPHERSON TRAIL / TOPZY	15	10%
B	MACPHERSON TRAIL / SCHOOLIE	5	3%
C	HAILSTORM HAVEN NORTH	6	4%
D	HAILSTORM HAVEN SOUTH	4	3%
NONE	-	47	31%
TOTAL		77	50%

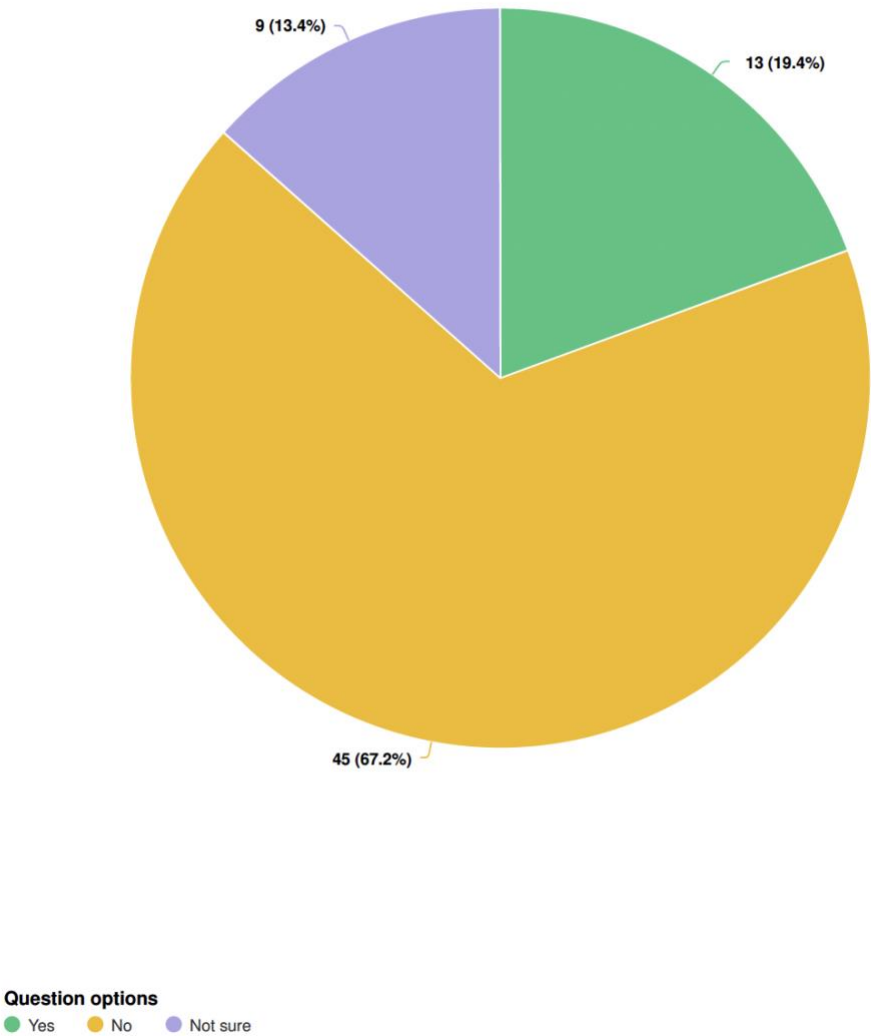
FIGURE 7: Q7 RESPONSES



2.2.5 DO YOU FEEL SNOWMOBILES SHOULD BE PROHIBITED FROM USING THE TRAILS YOU HAVE IDENTIFIED? (Q8)

The majority (67%) of Respondents did not think that snowmobile use should be restricted on the non-motorized trails they identified in the previous question (Q7).

FIGURE 8: Q8 RESPONSES

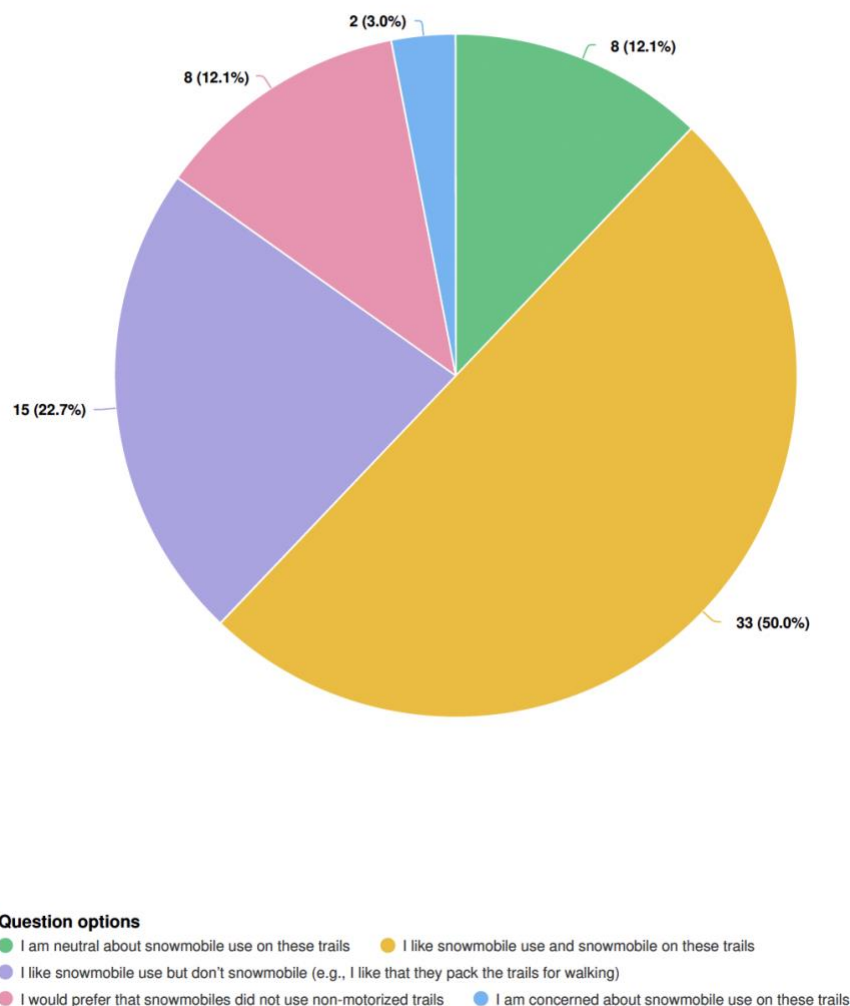


2.2.6 WHAT STATEMENT BEST DESCRIBES YOUR VIEWS ON SNOWMOBILE USE ON THE NON-MOTORIZED DESIGNATED TRAILS? (Q9)

There was more support / neutral position for snowmobile use on the non-motorized trails (75% total) than those reporting negative views / concerns (25%).

- 63% support snowmobile use (snowmobilers + don't snowmobile but support)
- 12% Neutral
- 12% prefer that snowmobiles did not use non-motorized trails
- 3% reported being concerned about snowmobile use on these trails.

FIGURE 9: Q9 RESPONSES

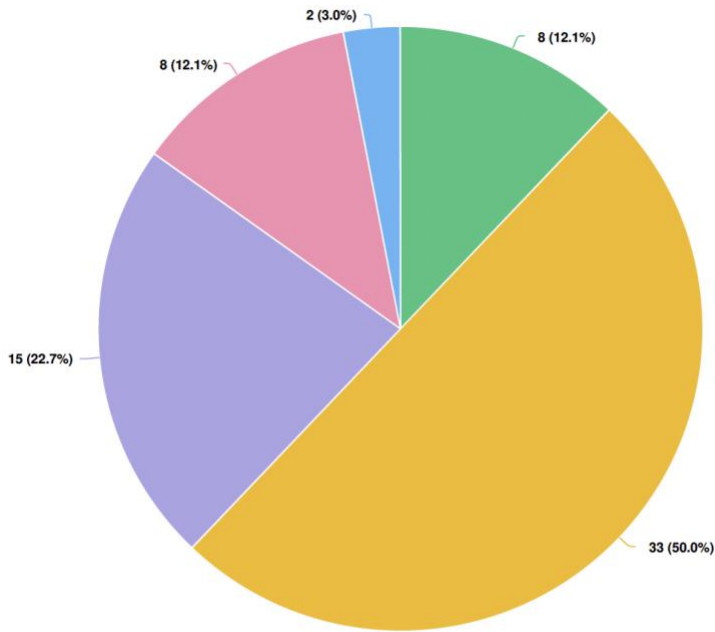


2.2.7 WHICH TRAILS IN THE DRAFT TRAIL PLAN SHOULD BE DESIGNATED AS MOTORIZED MULTI-USE? (Q10)

The table below summarizes the reponses to this question regarding respondents’ desire to change the draft non-motorized MU designations to MMU. There was no distinct preference among respondents. However, the Couch Road / Hidden Valley School trail (20%) had the highest response rate by 2% points. 12% of responses wanted no changes to the non-motorized designated trails shown.

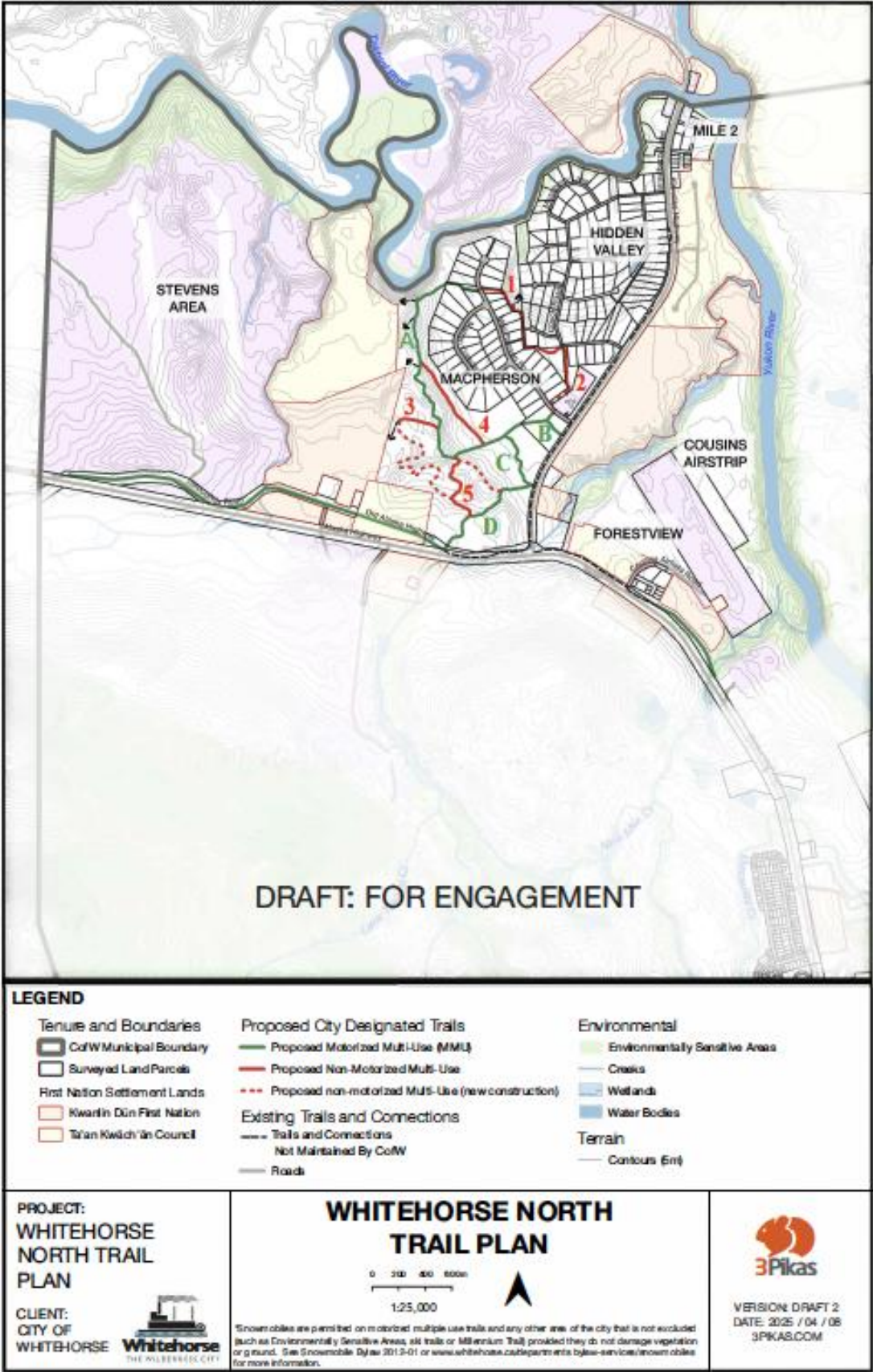
TRAIL ID	NAME	# RESPONSES	%
1	COUCH / MACPHERSON	28	18%
2	COUCH / HIDDEN VALLEY SCHOOL	31	20%
3	VELOCITY VISTA	23	15%
4	MARION CRES / RUSH RAMP	26	17%
5	REAPERS REVENGE	27	18%
6	NONE	18	12%
TOTAL		153	100%

FIGURE 10: Q10 RESPONSES



- Question options**
- I am neutral about snowmobile use on these trails
 - I like snowmobile use and snowmobile on these trails
 - I like snowmobile use but don't snowmobile (e.g., I like that they pack the trails for walking)
 - I would prefer that snowmobiles did not use non-motorized trails
 - I am concerned about snowmobile use on these trails

FIGURE 11: MAP FOR QUESTIONS 7, 8, AND 10

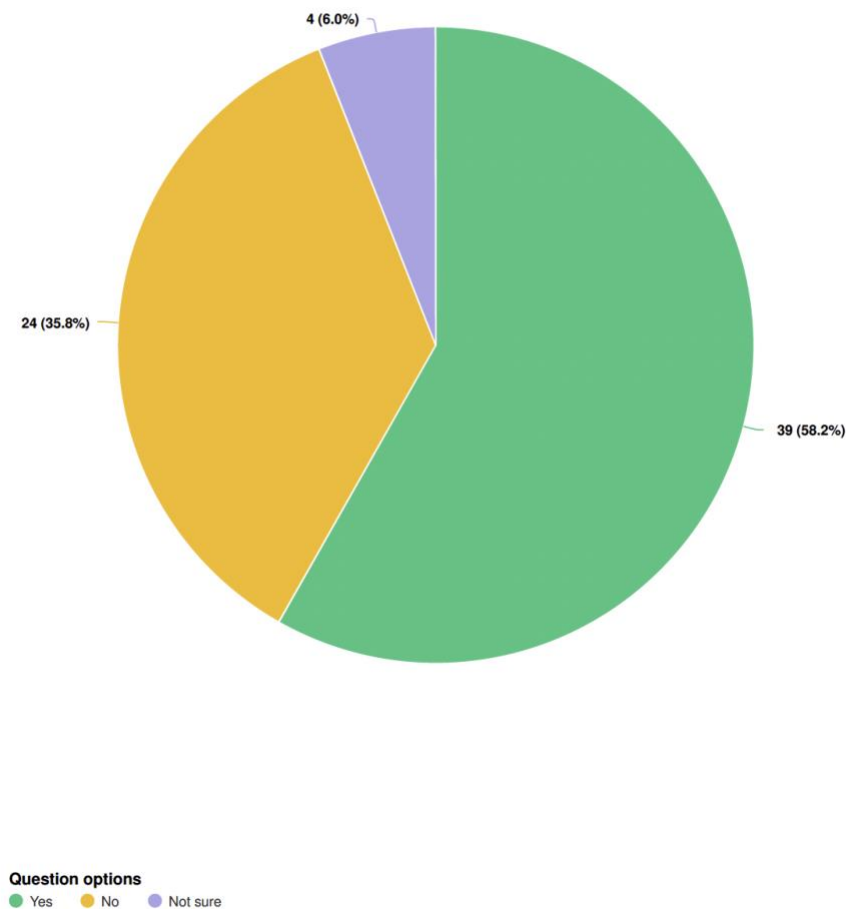


2.2.8 SUPPORT FOR NEW NON-MOTORIZED TRAILS (Q11)

The majority of respondents support new-non motorized trails.

- Yes: 39 / 58%
- No: 24 / 36%
- Unsure: 4 / 6%

FIGURE 12: Q11 RESPONSES



3 APPENDICES

APPENDIX A: DRAFT TRAIL PLAN USED IN ENGAGEMENT



Welcome

to the public open house for the Whitehorse North Trail Plan

Acknowledgement: The City of Whitehorse recognizes and acknowledges that this project is taking place on the Traditional Territories of the Ta'an Kwäch'än Council and Kwanlin Dün First Nation whose land, cultures, histories, and languages will continue to guide and influence how we use and build trails around our beautiful city.

Why we are engaging: We heard concerns with the previous Whitehorse North Trail Plan. The City of Whitehorse is revisiting the Trail Plan to update it before submitting the plan for Council Approval. We want to hear your input on the revised draft plan.

Planning Process:



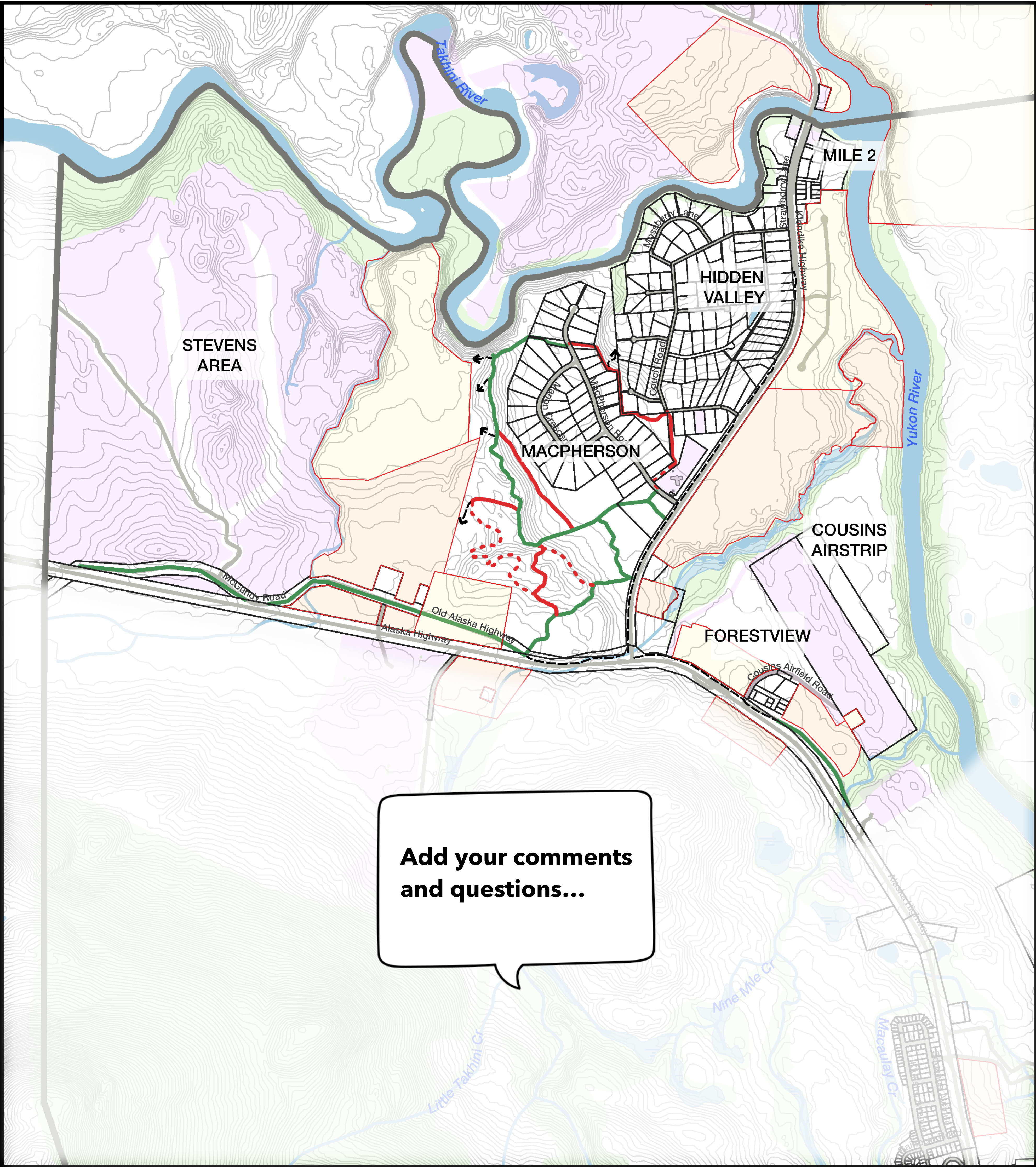
How to Get Involved

There are several ways you can provide your feedback.

- **Comment on the Draft Plan today**
- **Take the online survey**
- Visit **EngageWhitehorse.ca** to learn more about the Trail Plan



Whitehorse North Trail Plan:
EngageWhitehorse.ca/whitehorse-north-trail-plan



LEGEND

Tenure and Boundaries

- CofW Municipal Boundary
- Surveyed Land Parcels

First Nation Settlement Lands

- Kwanlin Dün First Nation
- Ta'an Kwäch'än Council

Proposed City Designated Trails

- Proposed Motorized Multi-Use (MMU)
- Proposed Non-Motorized Multi-Use
- Proposed non-motorized Multi-Use (new construction)

Existing Trails and Connections

- Trails and Connections Not Maintained By CofW
- Roads

Environmental

- Environmentally Sensitive Areas
- Creeks
- Wetlands
- Water Bodies

Terrain

- Contours (5m)

PROJECT:
WHITEHORSE
NORTH TRAIL
PLAN

CLIENT:
CITY OF
WHITEHORSE

WHITEHORSE NORTH TRAIL PLAN

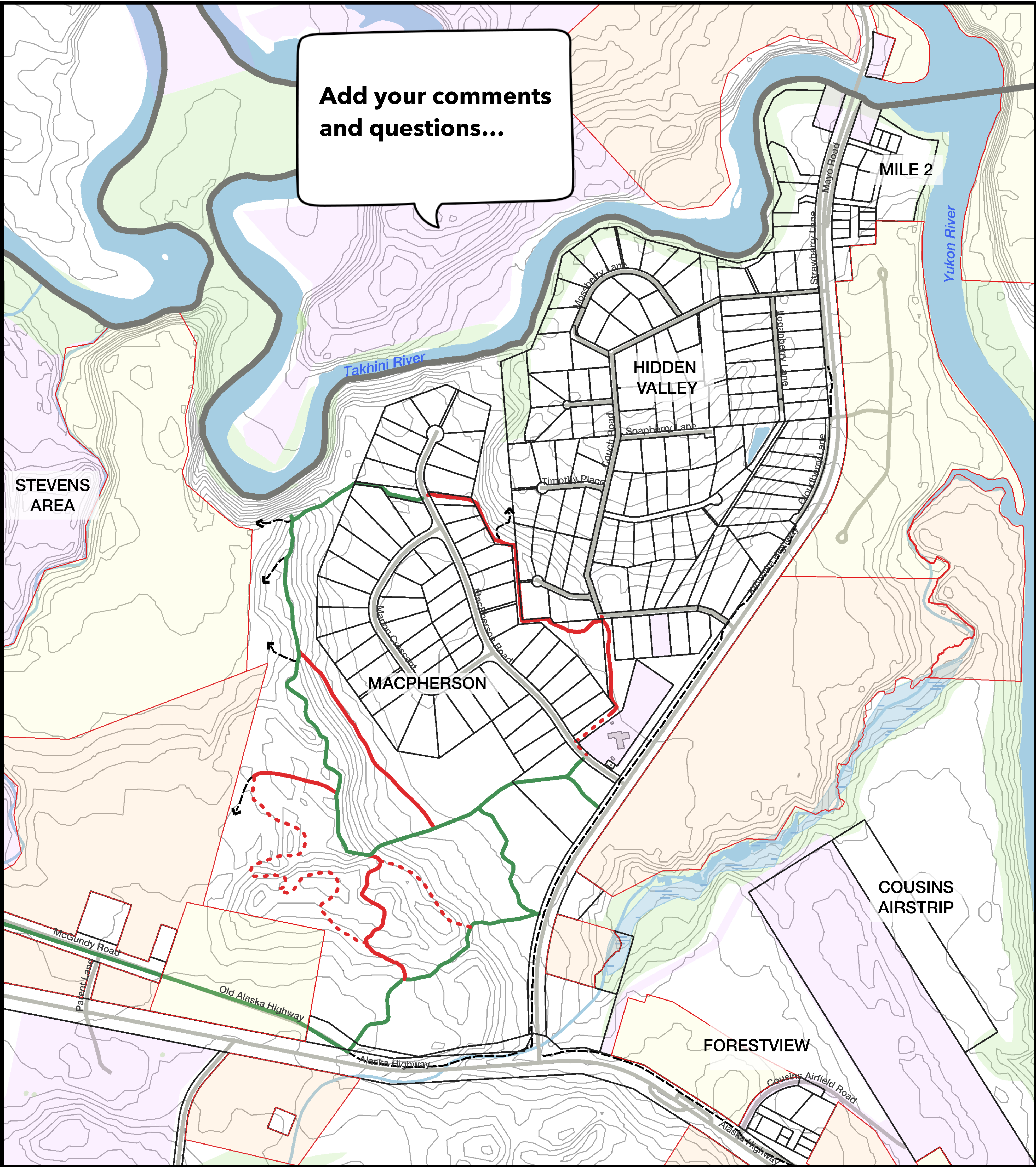
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*Snowmobiles are permitted on motorized multiple use trails and any other area of the city that is not excluded (such as Environmentally Sensitive Areas, ski trails or Millennium Trail) provided they do not damage vegetation or ground. See Snowmobile Bylaw 2012-01 or www.whitehorse.ca/departments/bylaw-services/snowmobiles for more information.

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Add your comments
and questions...



LEGEND

Tenure and Boundaries

- CofW Municipal Boundary
- Surveyed Land Parcels

First Nation Settlement Lands

- Kwanlin Dün First Nation
- Ta'an Kwäch'än Council

Proposed City Designated Trails

- Proposed Motorized Multi-Use (MMU)
- Proposed Non-Motorized Multi-Use
- Proposed non-motorized Multi-Use (new construction)

Existing Trails and Connections

- Trails and Connections Not Maintained By CofW
- Roads

Environmental

- Environmentally Sensitive Areas
- Creeks
- Wetlands
- Water Bodies

Terrain

- Contours (5m)

PROJECT:
WHITEHORSE
NORTH TRAIL
PLAN

CLIENT:
CITY OF
WHITEHORSE




Whitehorse
THE WILDERNESS CITY

WHITEHORSE NORTH TRAIL PLAN

0 200 400 600 m

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