



Whitehorse, the wilderness city

a collection of walking ideas



The majority of over 65s don't cost the health-care system very much. As long as we keep ourselves in good health and many people try very hard to do that, then it will work.

<http://www.cbc.ca/news/health/health-care-high-cost-users-1.3398628>

Individuals have to make the decision to walk. However, the decision can be made easier by improvements to community walkability and by programs and policies that provide opportunities and encouragement for walking. In addition to encouraging walking, these changes can help communities by improving safety, social cohesion, and local economies and by reducing air pollution.

The walkability of a city, says Cornett, impacts not just physical health, but economic health as well.

“Business leaders buy in to the importance of having a healthy, vibrant community. It’s not just a matter of health care costs. How do you recruit the top talent if you can’t offer them the lifestyle they’re looking for?”

2015: Step it Up! The Surgeon General’s Call to Action to Promote Walking and Walkable Communities

Canada is at a stage in its developed economy where it needs to be innovative, to create new value and opportunities with the talent and resources we have.

Doug Watt, Conference Board of Canada

Organizations should diversify their offerings and create new products that appeal to new demographics and meet the needs of travellers from a range of cultural and geographic backgrounds.

Canada’s federal tourism strategy

More walkers means more tourism, and more tourism means more people making connections to both the sea and the land. It means more healthy people, and more of those healthy people falling in love with the countryside. There really isn’t anything which sorts you out more quickly than a good walk. There’s something about setting out to follow the line between water and earth that blows everything the right side out again.

Hurrah for our growing coastal path – ideal for celebrating the joys of walking, Bella Bathurst

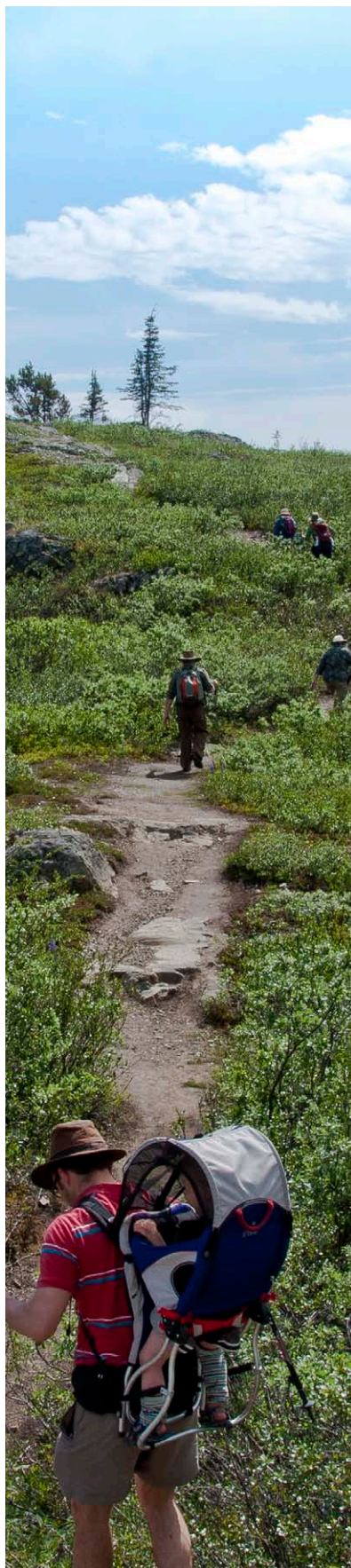
<http://www.theguardian.com/commentisfree/2015/dec/27/full-english-coastal-path-rosy-stewart>

If it’s difficult for you to maintain your motivation by yourself, joining a walking group may be the answer. Walking with a group gives you an opportunity to socialize. Having people around you who enjoy walking can also inspire you and hold you accountable to your own walking goals.

http://www.yukonwellness.ca/pdf/bcrpa_walking_handbook.pdf



Blue Moon hiking friends along the Hawk Ridge trail



Grey Mountain Ridge Trail is a family friendly hike with a challenging road access.

WhitehorseWalks.com is not an organization, it's my project to create buzz about walking, to focus attention on walking. This vision of our city has two parts: first is a look at how walking — a major health activity — can lead to a stronger, more prosperous society, and as a bonus, enhance tourism; part two is ideas for a walking network, currently over 75 circular walks. That's almost 600 km of walks to tempt both tourists and locals.

I started this concept of circular walking trails partly because a hike on the Isle of Man showed that a loop walk was more fun than an out and back hike. I liked how their need for economic development turned a variety of trails into a 95 mile long Coastal Path.

As I searched for loop walks, my goal was to find good hikes. I looked for walks in each part of the city so that people living there could have the joy of good walks without driving. I sought variety — long, short, easy, hard, those with views and ones in different environments. I wanted walks between areas.

So who would be interested in this collection of walks? I think those who want to improve their health would use the list as an incentive to get out walking, checking off hikes as they advance. Others? People wanting a 'back to the land' activity; people who take weekly walks with friends; individuals who walk a lot and often look for new walks; visitors who want a good walk; locals wanting something to do, a new weekend activity, or a long summer evening activity; people with family or friends visiting for a couple of days. Perhaps it could be the basis for a walking festival.

I am pleased to walk with a wide group of walking friends and I hear their thoughts and also get to watch their capabilities. I see people blossom from barely keeping up to being very comfortable with our group's hikes. I've become aware of situations — a slippery piece of trail for instance — where someone is apprehensive, or a bit fearful.

Aging bones can be more fragile. A Harvard Health Publication on walking says, "*Among older adults, falls are the leading cause of both nonfatal and fatal injuries. One out of five people who suffer a hip fracture from a fall dies within a year. While the statistics are frightening, they are not a reason to hunker down on the sofa to avoid a fall. Staying active...*"

Let's look at a small historical perspective. In 1979 there were ~12,000 people; YG stats for June, 2015 show 28,872 residents. If we double our population again, a not implausible situation, then let's plan to grow with a walking vision. (See Appendix D for a look ahead.)

We have a very strong sports community. Governments are appreciative and listen. Sports are how many keep healthy, and Yukoners succeeding on national and international stages does us all proud. \$8 million for a soccer complex, \$1 million for a paved ski trail training facility, \$3 million for Sima Ski Hill show the willingness of society to support sport.

While these are good initiatives, what about walking? The problem is that it's often clear where something could make walking better, but how to make it happen is less clear. Casual outdoor exercise should be seen as equivalent to organized programs. People who walk are so varied: dog walkers, commuters, people with strollers, hikers, shoppers, people out for an evening stroll or going out to lunch... really, most people are walkers. With strong walkers in many positions of authority, they should be aware of where they can add guidance, add a walking voice to on-going processes. Is there a role for a loose collective of walkers? For now, it's individuals talking to others, creating buzz!

This list of annotated walking trails is just a start. There are many more places where there's a good walk and with a bit of work, walking can only get better. The maps are high resolution, so zoom in closer to see better; shortly, individual walks will be on my website.

On the next two pages is a to do list, a summary of walking ideas covered in this report.

To do list of walking ideas.

Think of this overview as a shopping list of walking ideas. Remember when we looked for ideas for a Whitehorse Signature Initiative that would celebrate Canada's 150th birthday. Could we have chosen a pedestrian bridge at Main Street if there was an existing list to be creative with?

With this to do list,

- An individual or group wanting to do something for the community could choose a project, or
- A committee such as a Community Association could see where it might focus its energy,
- A business or service organization wanting a special community project might see an opportunity.
- We can file ideas that are good but not possible yet.

Social

- Develop trail walking events for *City's Active Living Guide*
- Develop/copy a municipal program such as <http://www.richmond.ca/parksrec/sports/walkrichmond.htm>
 - Develop a program of Walk leader volunteer training
 - Solve liability concerns for walking groups; allow carpooling to get to trailhead.
- Expand these ideas for a Walking festival.
- Create a *Whitehorse Walking Passport* based on our loop walking trails
- Publicize a set of well used winter trails. More use helps keep trails well packed for walkers, and snowbikers.
- Focus on city goal of doubling walking to 15% active transportation

Tourism

- We can offer much more walking than the Millennium Trail and Canyon City. Infrastructure for locals makes this easy.
- Tourism initiatives need a *stay-another-day-and-walk* focus.
- Display *We welcome walkers* signs.

Why a list of possible loop walks?

- Those wanting to improve their health could use list as an incentive to walk, checking off hikes as they advance.
- People wanting a 'back to the land' or nature activity.
- People who take weekly walks with friends.
- Individuals who walk a lot and often look for new walks.
- Visitors who want a good walk.
- Locals wanting something to do, a new weekend activity, or a long summer evening activity.
- People with family or friends visiting for a couple of days.
- Conferences wanting to show off Whitehorse's treasures.
- Snowbikers looking for trails that might be more travelled.

This publication has a lot of ideas, but remember:

- We're a large city in area. As a wilderness city we have many trails and getting lost shouldn't be the first option, at least for our visitors.
- As a modern, sustainable city we should aspire to be a walkable city.
- Walking is good for health, both physical and social, it's good for all ages and physical conditions. It's something we want our children to be comfortable doing.
- Many of these are minimal cost, rather requiring a focus by some department or group or individual.

Peter

P.S. This report is a follow-up on my last year's *Yukon Walking Strategy*.

Safety

- Trail surfacing such as wood chips when often muddy, slippery, rooty, especially for close-in neighbourhood trails.
- Build switchbacks where slopes are steep, or where users on bikes might be going fast and there's limited visibility.
- Address likely wildlife conflicts as trail use grows; more education on handling wildlife interactions.
- Routes often cross major roads well away from intersections; safety islands and pedestrian crossing signs are solutions.

Trail marking, signage, mapping

- Install warning signs at spots where downhill users and uphill ones meet in low visibility situations.
- Public right-of-ways need clear signage at street and interior greenbelt ends; keep trail entrances clear in winter.
- Neighbourhood/district maps need to show greenbelt connectors and right-of-ways through neighbourhoods.
- Trail signage need small inset maps showing area overview.
- Trail maps need to show all trails, not just bigger ones.
- Maps on current square posts are often complicated to understand. Orientate to facing forward views.
- Need strong waymarking so trails can be followed in winter.
- Use creative themes for waymark signage.
- Pick best hikes in list of loop walks and write up as a tourist attractions.
- Promote area trails such as Long Lake-Hospital-Magnusson.

Support

- Walking needs to be seen as just as important as sports.
- Develop ways for walkers as individuals to initiate projects.
- Walking is the most common activity. We need to identify walking champions: in the city, territorial and federal governments; in Kwanlin Dün and Ta'an first nations; in major service organizations; in major local businesses.

Yukon River Trail

- Make this a goal in OCP, City Trail Plan, Zoning Bylaw,...
- Yukon River east side
 - Ensure that, at a minimum, the UCB North Prefeasibility Study looks at protection of possible trail route.
 - Explore getting to Lake Laberge in the north, Lewes River bridge in the south.
 - Small bridge along Millennium Trail at inlet near Selkirk and Nisutlin.
- Yukon River west side:
 - Takhini River bridge to Whistle Bend crosses a few creeks; little bridges are needed.
 - Whistle Bend along the river offers great views but fragile environment. Work with golf course to ensure long term scenic use of river edges.
 - Bridge crossing McIntyre Creek between Range Point and Whistle Bend
 - Ensure Range Road trail stays in the woods passing commercial, residential areas.
 - Range Point from Takhini Trailer Court to Downtown
 - Cross Marwell Creek at confluence of Yukon River
 - Connect Waterfront trail from Spook Creek Station, through Marwell, and across Marwell wetlands
 - New trail connecting current Schwatka Lake trail to road opposite new LNG plant, through the woods, avoiding walking along Miles Canyon Road.
 - Identify route from South Access to Miles Canyon, and on to Wolf Creek, and beyond.

Bridges

- Pedestrian bridge across Yukon River between Main Street Old Fire Hall area and Hospital
- Recreation bridge across Yukon River from Whistle Bend to east side of river.
- Fixing bridge at Miles Canyon is extremely important.

Switchbacks, staircases

- Switchback or stairs from escarpment above ball diamonds across from Yukon Energy/Robert Service Campground.
- Switchback down to Riverdale from the saddle on Chadburn Lake Road between Heartbreak Hill and the Dam Hill.
- A switchback from Baxter's Flat to Spook Creek and Two Mile Hill would increase walkability for Downtown and Marwell.
- We need a switchback at Magnussun trailhead accessing Upper Bugaloo, Bugaloo Heights.
- Integrate a switchback accessing the Hospital Ridge Trail from the back hospital parking as part of hospital upgrade.
- Peewee Hill gets very slippery at times. How to fix?

Boardwalks, small bridges

- Cross wetlands from Ingram to Harvey's Hut so residents of McIntyre, Ingram, Arkell and Logan have walking options.
- Boardwalk to get to Copper Haul road from Hawk Ridge Trail.
- Crossing of McIntyre Creek at Mordor, near quarries on McLean Lake Road.

Better use of city trails in WCCSC/McIntyre Creek area

- Make all of Porcupine Ridge Trail all-season use.
- Build an all-season trail from Bouncing Bunny to Calypso Canyon.
- Build an all-season trail from Reimer Reason past Sarah Steele Hut to connect with Lichen It.
- Make trail crossings so above can be all-season use.

Codes of conduct

- Create some codes of conduct.
- User groups to convince their members to follow these.

New trail pieces

- Connect Grey Mountain Ridge Trail to Upper Mother T
- Connect Haeckel Hill to Crestview
- Connect Lower Escarpment Trail to Waterfront Trail through Spook Creek.
- Connect from Hawk Ridge to ridge of Mount McIntyre
- Golden Horn needs a hiking trail.
- Trail access to new city operations building from Baxter's Gulch – highway.
- Trails at Rock Gardens area, especially down to pond, and loop to Ice Lake.

Stewardship

- Neighbourhood trail task forces should work on stewardship
- How do we report trail issues, knowing they will be addressed.
- Involve schools in stewardship by adopting 'school' trails.
- Develop Neighbourhood abilities for trail stewardship.

Loop walking trails needed in some areas

- Hidden Lake, Porter Creek
- Crestview/Haeckel Hill
- Whitehorse Copper, Mount McIntyre
- Mount Lorne
- Whitehorse south
- Takhini
- McLean Lake

Road access to alpine hiking

- Grey Mountain Road
- Mount McIntyre Road
- Haeckel Hill Road

Interpretation

- Identify spots on trails that could be interpreted
- Create some topical destination walks: geology, botany, bird, wetland

WP & YR and trails

- Great economic development, active living, recreation opportunities could happen by working with White Pass and their route from downtown.



Yukon River Trail, view looking past Lorne Mountain on the left to Carcross and Montana Mountain

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MAPPING DATA:

Maps of routes in this publication are suggestions for walks.

They're not to replace an app, a printed map, a compass or GPS.

Whitehorse is a wilderness city. Walkers, especially inexperienced ones, risk getting lost. Travel with someone who knows the route. Don't rely solely on electronic devices — carry and use paper maps.

The maps use Google Earth imagery as a base; occasionally imagery is noticeably offset from the trail marking; trail accuracy is approximate and in places, there are often more trails than are shown on these maps. Distances are approximate.

Map information comes from the city website: its trail booklet, data for streams and wetlands, lists of playgrounds, rinks, facilities; on-line mapping and documents such as the zoning

bylaw and active transportation routes. Some is from local maps and websites; much comes from hiking with a GPS.

Proofing was done in some places by walking with a GPS. Some, such as for public right-of-ways, used streetview.













The areas involved are large and showing detail is difficult. But by making the file size of the PDF larger I can show more detail, so zoom in closer on the maps to see more.

Suggestions or corrections will be happily received. A later draft will try to be more descriptive of routes, less about improvements. Changes are always happening such as, newly released Motorized Trail information needs incorporating.

Peter, pjl@whitehorseWalks.com

LEGEND FOR MAPS:

Lines

-  Wide cyan line is City of Whitehorse boundary
-  Thin orangeish- yellow lines are power lines
-  Thin blue lines and blue areas are streams and wetlands
-  Medium greenish line is White Pass & Yukon Route rail line
-  Medium black lines are the motorized routes authorized by atv and snowmobile by-laws
-  Cyan/turquoise lines are winter ski club trails requiring a paid WCCSC pass. When crossing, don't step in the ski tracks. Trail names are in cyan/turquoise. Free for non-motorized public use outside of ski season.
-  Thin orange lines are official city trails that intersect with WCCSC trails and require a paid WCCSC pass use in winter. Free for non-motorized public use outside of ski season. (City trails here we can use in winter are coloured standard trail green.)
-  Thick pinkish-grey lines are paved trails or sidewalks (not all shown).
-  Purple lines are trails to be developed or paved by the city. They are not necessarily routes at present; rather they are for the city and community groups to plan possible future paths and sidewalks.
-  Medium thick bluish-green lines are public right-of-ways in neighbourhoods.
-  Green lines are public trails, both official city and others. Trail names are in yellow.
-  Dashed red line and/or red dots show areas where a new route or trail work would make walking better.

Occasionally coloured lines are used for clarity (such as trails at Chadburn Lake, Magnusson and Middle McIntyre Creek.)

Icons

-  un-signed crossings; be wary, look both ways; needs safety islands?
-  Mountain bike recommended direction of travel
-  Steeper downhill
- Green:
 -  school
 -  crossing (crosswalk, light, zebra, signage)
- Red:
 -  electrical installation
 -  city utility (pump houses, reservoirs)
 -  float plane docks
 -  parking
 -  RV parks
 -  commercial
 -  trail infrastructure
- Pink: (community)
 -  performance space, theatre
 -  community centre
 -  museum
 -  visitor information
 -  scenic spots; a place of awe!
- Yellow: (recreational)
 -  playground
 -  rink
 -  tobogganing
 -  soccer field
 -  ball diamond
 -  off-leash dog park
 -  outdoor exercise (purple proposed)
 -  frisbee golf
 -  broomball
 -  basketball
 -  beach volleyball
 -  tennis
 -  kayaking
 -  swimming, wading
 -  sailing
 -  rock climbing
- (Many icons courtesy icons8.com, www.flaticon.com)

IMPORTANT LOCAL MAPS:

- Whitehorse Recreational Trail Guide: <https://itunes.apple.com/ca/app/whitehorse-recreational-trail/id872909893?mt=8>
- Whitehorse Mountain Bike and Recreational Trails Guide, paper map
- Whitehorse Cross Country Ski Club: <http://www.xcskiwhitehorse.ca/trailmaps.html>, PDF and paper
- Whitehorse & Area Hikes & Bikes, book
- Yukon Orienteering Association: <http://www.yukonorienteeing.ca/buymaps.html>
- Millennium Trail and Rotary Centennial Bridge: <http://yukonenergy.ca/in-your-community/sponsored-events-projects/millennium-trail-and-rotary-centennial-bridge/>
- Viewing Whitehorse from above: http://whitehorsewalks.com/_docs/haeckelEng.pdf
- <http://yukonhiking.ca>
- <http://yukonbiking.ca>

WALKS BY AREA

* signifies some restriction for ski trails or for loops only walkable when a wetland is frozen.

Page

1 Takhini River – Whitehorse North

- 1 Forest Science, 7.2 km
- 1 Kettle Lake, 1.0 km
- 1 Elders, 0.5 km
- 1 Upland Route, 6.8 km
- 2 MacPherson, 9.0 km
- 2 3 Ponds, 7.2 km
- 2 Porter Creek roads, 5.0 km

3 Whistle Bend – Middle McIntyre Creek

- 3 Eagle Bay, 4.7 km
- 3 Range Point – Marwell, 6.1 km
- 3 Boreal Worlds, 2.5 km
- 4 Middle McIntyre Green, 4.1 km
- 4 Middle McIntyre Brown, 4.0 km
- 4 Middle McIntyre Yellow, 5.1 km
- 4 Middle McIntyre Purple, 4.0 km

5 Above-the-airport: Mount McIntyre

- 5 Canada Games Centre Track, .215 km
- 5 Ski Chalet Paved Path*, 5 km
- 5 Raven's Access, 7.4 km
- 6 See the Skiers, 17.5 km
- 6 Arkell Wetlands*, 9.0 km, no winter use
- 6 Dog/24 Hour*, 10.8 km, no winter use
- 6 Ingram Crossing, 6.6 km, winter only!
- 7 McIntyre Creek Views*, 14.3 km, no winter use
- 7 Arkell–McIntyre Wetlands*, 11.1 km, no winter use
- 7 Hawk Ridge, 6.4 km
- 7 Ingram – Trans Canada*, 13.6 km, winter only!

8 Above-the-airport: Paddy's Pond – Ice Lake

- 8 Copper Ridge – Trans Canada*, 10.8 km, winter only!
- 8 Sparky – Arkell, 3.8 km
- 8 Quickie – Magic Carpet, 3.6 km
- 9 Rock Gardens – Copper Ridge, 7.9 km
- 9 Rock Gardens – Ice Lake, 8.1 km
- 9 Paddy's Pond – Ice Lake, 6.6 km
- 9 Orchid Alley, 2.8 km
- 10 Paddy's Pond*, 1.3 km, winter only!
- 10 Hillcrest Trail, 2.9 km

11 Airport Flats – Downtown

- 11 Granger – Airport, 10.3 km
- 11 Airport Perimeter Trail, 8.0 km
- 11 Baxter's Flats, 1.7 km
- 12 City Operations, 2.2 km
- 12 Downtown, ~7 km
- 12 4 Workplace Walking Routes, ~1.5 km
- 12 Millennium Trail, 4.4 km

13 Long Lake – Hospital – Magnusson

- 13 Fat Tire Fever, 16.4 km
- 13 Circling Long Lake, 2.8 km
- 13 Hospital – Long Lake, 8.1 km
- 14 Broken Truck, 4.0 km
- 14 Hospital, 2.6 km
- 14 Cemetery – Hospital trails , 9.6 km
- 14 Lower Magnusson*, 6.8 km
- 15 Magnusson – Yellow Brick*, 8.4 km
- 15 No Shirt Mamma, 8.2 km
- 15 Rehab – Bugaloo, 8.7 km

16 Riverdale – Hidden Lakes

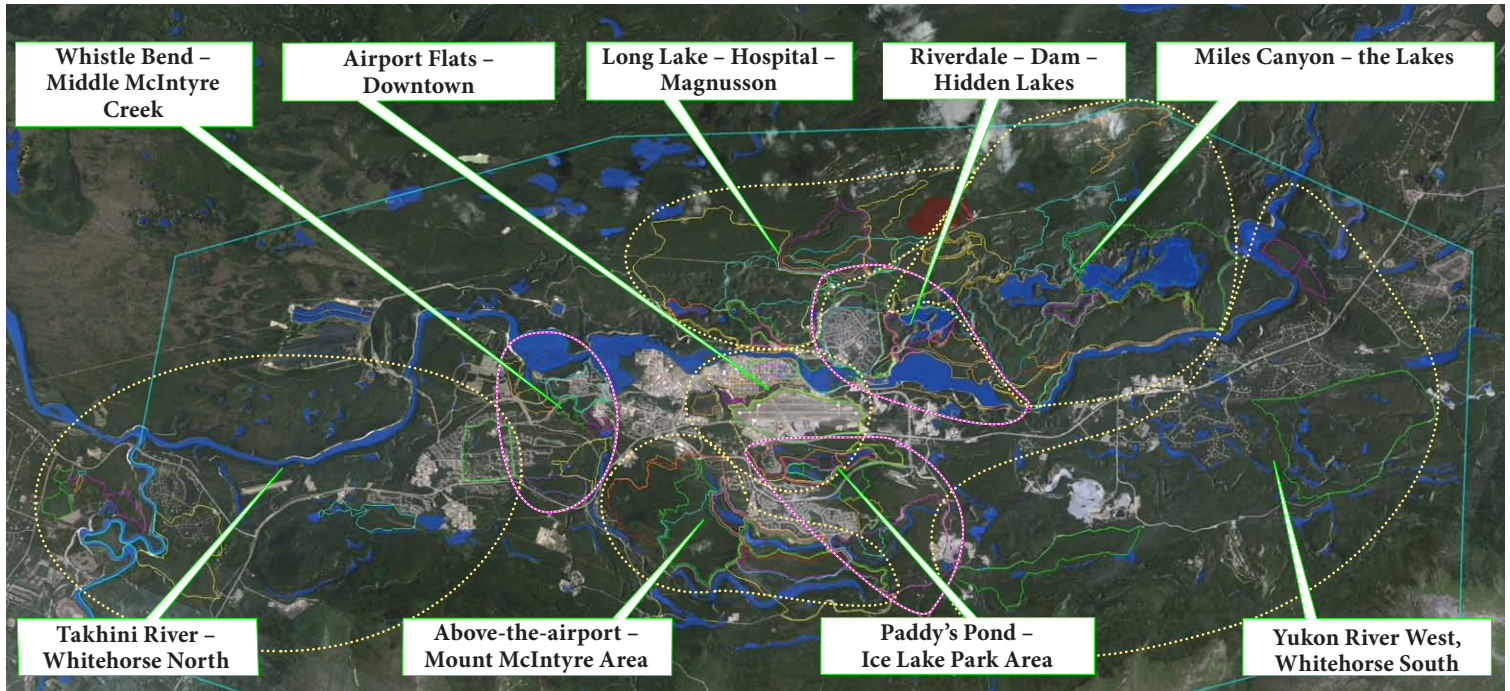
- 16 Hills Above Riverdale, 6.3 km
- 16 Riverdale Perimeter, 5.4 km
- 16 Schwatka Lake*, 12.1 km
- 17 Dam Hill, 1.9 km
- 17 Powerline – Heartbreak, 3.4 km
- 17 Heartbreak Hill, 4.7 km
- 17 Hidden Lakes, 4.1 km
- 18 Hidden Delight, 2.9 km
- 18 Mystery Flats*, 4.5 km

19 Miles Canyon – the Lakes

- 19 Miles Canyon*, 3.5 km
- 19 Chadburn Yellow South*, 4.8 km
- 19 Chadburn Red*, 4.6 km
- 20 Chadburn Green*, 4.2 km
- 20 Canyon City*, 12.6 km
- 20 Chadburn Blue, 12.6 km
- 20 A Taste of Blue, 4.2 km
- 21 Chadden Lake, 11.2 km
- 21 Chadburn Lake, 15.0 km
- 21 2 Towers, 3.2 km
- 21 Lake Views, 13.8 km
- 22 Mad Friends, 12.0 km
- 22 Grey Mountain Ridge South, 7.7 km
- 22 Yukon River Trail Marathon*, 43.2 km
- 22 Yukon River Trail Marathon*, Legs 1, 4, 21.0 km
- 23 Yukon River Trail Marathon*, Legs 2, 3, 22.2 km

24 Yukon River West, Whitehorse South

- 24 Valerie Lake, 11.7 km
- 24 Wolf Creek Campground, 5.6 km
- 24 Wolf Creek – TransCanada, 12.7 km



GoogleEarth image ©DigitalGlobe

Walking for Health. Why this simple form of activity could be your best health insurance

"...remarkably consistent association between faster gait speed and longer life in both men and women ages 65 and older.

"You'll be more likely to stick with a walking routine if you walk in an environment that is pleasant and convenient.

Whatever your preference, don't get stuck in the rut of always walking in the same location.

"The top three ways veteran walkers stayed on track were • reminding themselves of all the benefits of walking • choosing beautiful settings for their walks • plotting out a schedule for walking as opposed to going out when they felt like it."

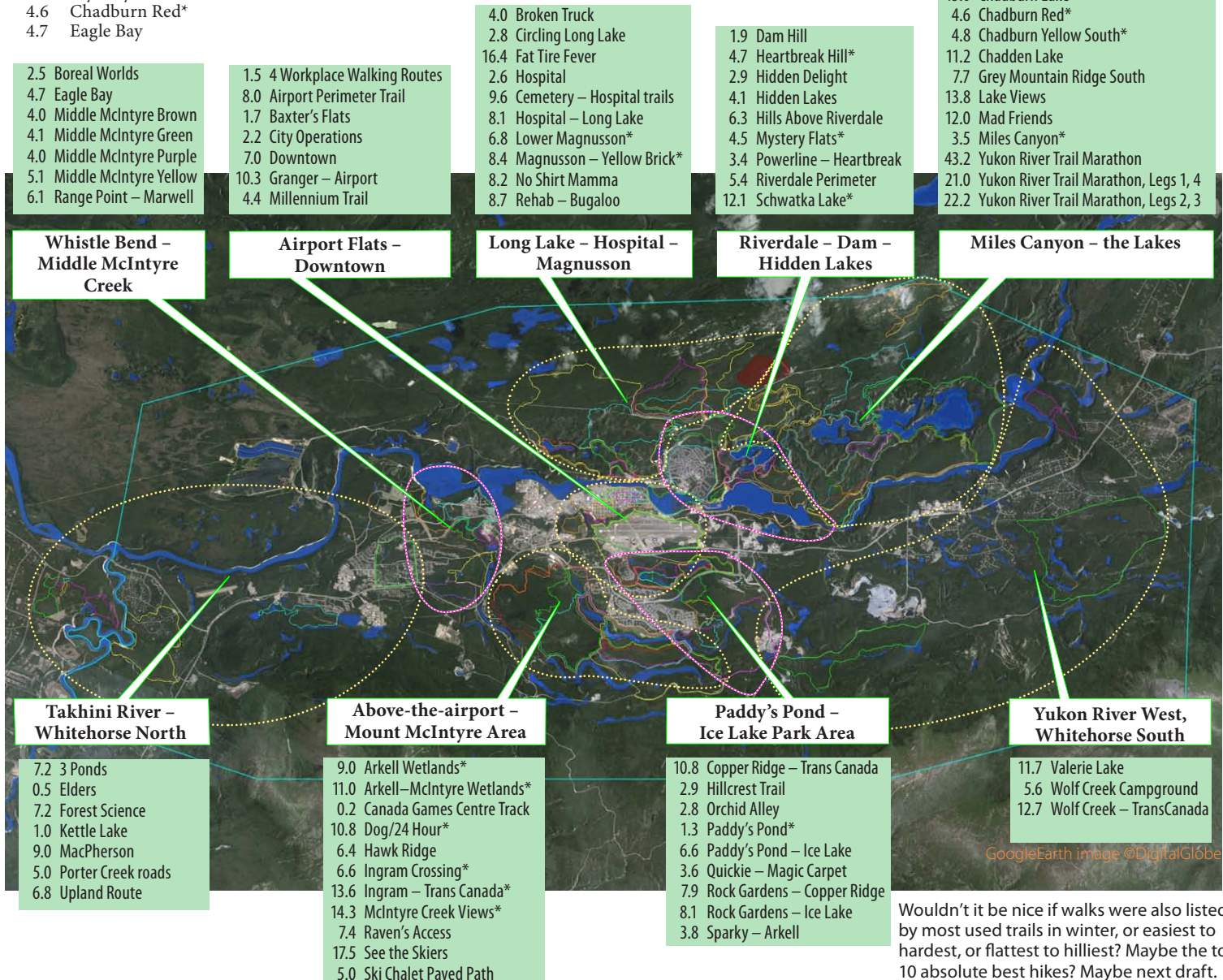
A Harvard Medical School Special Health Report

<http://www.health.harvard.edu/staying-healthy/walking-for-health>

WALKS BY DISTANCE

* signifies some restriction for ski trails or for loops only walkable when a wetland is frozen.

- km
- 0.215 Canada Games Centre Track
 - 0.5 Elders
 - 1.0 Kettle Lake
 - 1.3 Paddy's Pond*, winter only!
 - 1.5 4 Workplace Walking Routes
 - 1.7 Baxter's Flats
 - 1.9 Dam Hill
 - 2.2 City Operations
 - 2.5 Boreal Worlds
 - 2.6 Hospital
 - 2.8 Circling Long Lake
 - 2.8 Orchid Alley
 - 2.9 Hillcrest Trail
 - 2.9 Hidden Delight
 - 3.2 2 Towers
 - 3.4 Powerline-Heartbreak
 - 3.5 Miles Canyon*
 - 3.6 Quickie - Magic Carpet
 - 3.8 Sparky - Arkell
 - 4.0 Broken Truck
 - 4.0 Middle McIntyre Brown
 - 4.0 Middle McIntyre Purple
 - 4.1 Hidden Lakes
 - 4.1 Middle McIntyre Green
 - 4.2 A Taste of Blue
 - 4.2 Chadburn Green*
 - 4.4 Millennium Trail
 - 4.5 Mystery Flats*
 - 4.6 Chadburn Red*
 - 4.7 Eagle Bay
 - 4.7 Heartbreak Hill*
 - 4.8 Chadburn Yellow South*
 - 5.0 Porter Creek roads
 - 5.0 Ski Chalet Paved Path
 - 5.1 Middle McIntyre Yellow
 - 5.4 Riverdale Perimeter
 - 5.6 Wolf Creek Campground
 - 6.1 Range Point - Marwell
 - 6.3 Hills Above Riverdale
 - 6.4 Hawk Ridge
 - 6.6 Ingram Crossing*, winter only!
 - 6.6 Paddy's Pond - Ice Lake
 - 6.8 Upland Route
 - 6.8 Lower Magnusson*
 - 7.0 Downtown
 - 7.2 3 Ponds
 - 7.2 Forest Science
 - 7.4 Raven's Access
 - 7.7 Grey Mountain Ridge South
 - 7.9 Rock Gardens - Copper Ridge
 - 8.0 Airport Perimeter Trail
 - 8.1 Hospital - Long Lake
 - 8.1 Rock Gardens - Ice Lake
 - 8.2 No Shirt Mamma
 - 8.4 Magnusson - Yellow Brick*
 - 8.7 Rehab - Bugaloo
 - 9.0 Arkell Wetlands*
 - 9.0 MacPherson
 - 9.6 Cemetery - Hospital trails
 - 10.3 Granger - Airport
 - 10.8 Dog/24 Hour*
 - 10.8 Copper Ridge - Trans Canada, winter only!
 - 11.0 Arkell-McIntyre Wetlands*
 - 11.2 Chadden Lake
 - 11.7 Valerie Lake
 - 12.0 Mad Friends
 - 12.1 Schwatka Lake*
 - 12.6 Chadburn Blue
 - 12.7 Wolf Creek - TransCanada
 - 12.9 Canyon City*
 - 13.6 Ingram - Trans Canada*, winter only!
 - 13.8 Lake Views
 - 14.3 McIntyre Creek Views*
 - 15.0 Chadburn Lake
 - 16.4 Fat Tire Fever
 - 17.6 See the Skiers
 - 21.0 Yukon River Trail Marathon, legs 1, 4
 - 21.2 Yukon River Trail Marathon, legs 2, 3
 - 43.2 Yukon River Trail Marathon



Wouldn't it be nice if walks were also listed by most used trails in winter, or easiest to hardest, or flattest to hilliest? Maybe the top 10 absolute best hikes? Maybe next draft.



Grey Mountain Ridge Trail; Yukon River, Marsh Lake, Lorne Mountain, Gray Ridge are visible in the background

WHITEHORSEWALKS.COM

I like photographing our wildflowers and our countryside. I like to walk, and going out into the woods, by rivers and lakes, and especially, in the alpine, is part of my love of the Yukon. Thus, my interest in our trails and desire to help make them even better.

As a person who travels internationally I get to go on walking holidays, and I see how walking tourism could benefit both Whitehorse and the Yukon. My business card says I'm a walking innovator — I look for ways walking could be better. What I've found is that walking has no formal representation in governments, nor is there any organized group or non-profit with a mandate for better walking. This was surprising since as a group, walkers are by far the largest group of people who practice 'active living' in the city.

So in 2012, I started *whitehorseWalks.com*, to engage people in walking, to provoke a public discussion on walking, to develop a walking culture. Think of this as citizen stewardship. See *Yukon Walking Strategy* on my website for a broader look at walking.

We read "The Paris Climate Deal Can't Succeed Without Cities" and "the real action will be taking place in cities." Health Canada says "since 2003, the proportion of Canadians who were obese has increased 17.5%."

In today's fast paced society, vehicle use has attained an almost essential quality. YG says that transportation accounts for more than half of all greenhouse gas emissions in the territory. The last census shows that most Yukoners drive to work with no passengers.

I realize we've a small population and can't afford to do everything. Yet we seem to be able to spend millions on some public projects (Think of the \$200 million Alaska Highway expansion through Whitehorse).

YG says it's *Helping make Yukon the best place to live, work, play and raise a family*. Could a focus on walking, a seemingly "non-health" investment,

lead to a healthier society? Is more walking, less driving part of the answer? Walking works on individual and societal levels.

Whitehorse the 'wilderness city,' sits in a boreal forest with wetlands, animals and hundreds of plant species. It's situated on the bottom of an old glacial lake, in a beautiful river valley nestled in mountains. But Whitehorse is very spread out and isn't what one would call walkable.

"We want to reduce congestion and reduce parking demand and encourage alternative modes of transportation," said Shannon Clohosey, Whitehorse's manager of environmental sustainability.

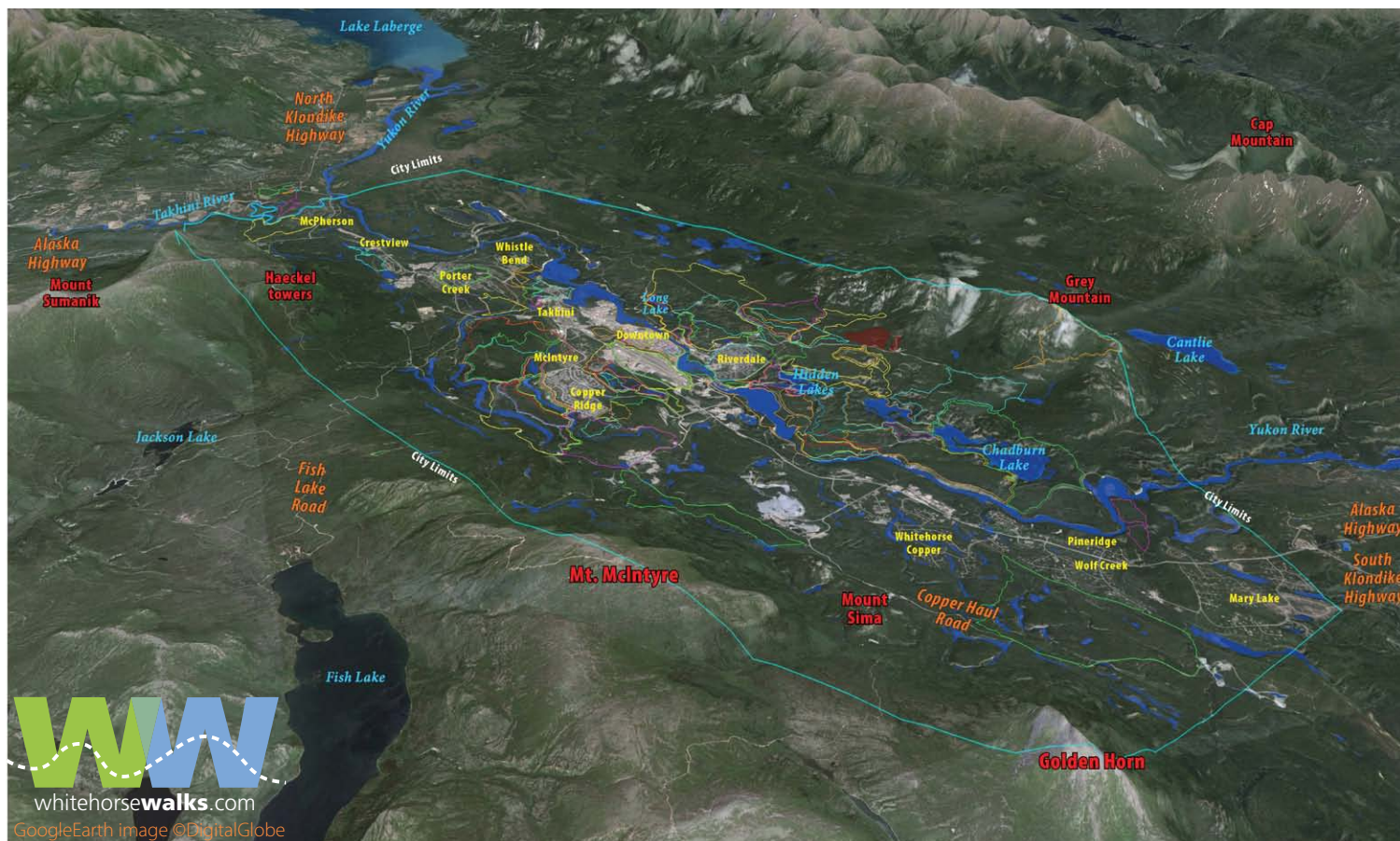
When one looks closely at walking, it's easy to see ways Whitehorse can be better. For instance, the City is looking at a new management plan for Chadburn Lake Park. Will it look at a Yukon River Trail? Will it look at trails in the future development areas past Long Lake which are completely surrounded by the Park? Or, how can neighbourhoods with no Community Associations have a voice in trail needs in their own back yards? The City has two tenders out for pre-feasibility assessments (Appendix D.) This is exactly when walkability should be being discussed!

My goal is that *whitehorseWalks.com* presents a vision of a great walkable city. I've been choosing and mapping loop walks/hikes; so far I've picked over 75, almost 600 kms of walking!

This publication is a quick overview of *whitehorseWalks.com*. I discuss where making political decisions, fixing a trail, making a connection, creating a new trail can help make walking more attractive and universal. Consider this as my input to a conversation on community wellness, my vision of what Whitehorse could be like.

I use 'walkers' and 'walking trails' in the text to raise awareness about the needs of walking, not to exclude other trail users.

Peter Long, pjl@whitehorseWalks.com



Loop walking Trails, January, 2016

LOOP WALKING TRAILS

This is not meant to be a definitive set of walks; I continue to learn constraints, routings with better views, and even new routes. Think of this as a prototype for an inventory of walks. Identifying loops will make it easier to choose walks, to discuss trails with others!

By highlighting routes with their lengths, people can see on a map trails they have walked, as well as others that might appeal to them, walks that work with their daily time constraints. They can learn new walks in their own neighbourhood and in other parts of the city. A different walk each week would make a great healthy lifestyle resolution!

To better understand what I'm doing around these loop walking trails look at Ireland's work on trail development. One of their publications is *Loop Walks Key Criteria*.

The international walking group **Volkssport considers the Millennium Trail as Yukon's only trail! Their trail needs: *minimum for a walking day event is 10 km. A shorter distance (5 to 9 km) and a longer distance up to 50 km can also be offered.*

In picking loops I'm looking for:

- short and long loops: morning- and afternoon-long walk/hikes, and day-long hikes, obvious ones where possible.
- a strong selection of neighbourhood loops — in a wilderness city, one shouldn't have to get in a vehicle and drive to have a good walk.
- a choice of experiences, such as urban sidewalk or paved trail or back country trails, different terrains; longer, diverse walks. In reality, most trails I've chosen are in the woods.
- parts of the city mapped on the *Whitehorse Trails App*, the paper *Whitehorse Trail Guide* and the *Whitehorse Nordic Centre* trail map.
- views, neat forests, creeks, ponds, hillsides, alpine, nice trails.

*http://www.irishtrails.ie/National_Trails_Office/Publications/Trail_Development/

**<http://walkalberta.ca/What-is-Volkssport.php>

- trails that see year-round use; trails that work well in winter and in the shoulder season of icy, slippery mud; working with snowbikes to keep a small intimate trail footprint packed down.
- loops that connect areas and neighbourhoods, with a goal of an interconnected Whitehorse walking network.
- walks that both tourists and locals say "wow".

Some loops and areas will be addressed as I get time or suggestions: Crestview/Haekel, Takhini, Hidden Lake, Whitehorse Copper, Mount Lorne, connecting more Yukon River Corridor pieces, alpine walks...

I've tried to make up meaningful names since loops can be made up of 4 or 5 different trails, some named, but many not.

Some loops show an * to signify restrictions. This might be for a ski trail; it can also be a loop walkable only when a wetland is frozen. A restriction could be don't walk on or even don't cross over ski tracks.

Eventually, there could also be a web page for each walk showing all trail names, degree of difficulty, distances for trail segments, photographs, elevation graph... Trails could be listed by most used trails in winter; easiest to hardest; flattest to hilliest; even top 20 hikes.

Yukon River East side, Above-Airport, Wolf Creek, Crestview and Middle McIntyre Creek had or are having neighbourhood trail task forces which could result in mapping, trail enhancements, trail naming, some signing, hopefully, even neighbourhood stewardship...

From talking to other walkers and looking closely at where there might be walking improvements, I've marked up the loop maps to show where we could be doing better as a community (see red dots ● and dashed lines ---). Of course, most improvements also benefit other trail users.

So, let's have a look at walking in Whitehorse through the eyes of walkers. A later draft will have trail descriptions a walker's guide rather than suggestions for how to improve a particular walk.

IMPROVING OUR COMMUNITY'S WALKING

Health and Active Living

The Yukon government has a vision: "A Yukon that is active, where health, well-being and physical activity are viewed as an investment in the quality of life for every individual, and for vibrant, healthy and sustainable Yukon communities." Active Living Yukon

- Daily we read about obesity, diabetes, cardiac problems, and that medicine is not the only path to better health. Study after study, website after website says walk more. This isn't new: about 2400 years ago, Hippocrates said, "Walking is man's best medicine."
- Walking is a simple, basic, non-competitive activity. We don't need to buy anything, we don't need to join anything, we don't need to plan anything, we can be rich or poor, young, old, fit and unfit.
- Some of us walk because it's fun, meditative, because we want to stay in shape or possibly because we need to get in shape. Some because of love of being out in nature, in our clean air. Walking is a great 'recovering our traditional ways' activity.
- We have an aging population. Keeping seniors healthy and active makes financial sense. Walking improvements for seniors also benefit families with younger kids. It also benefits tourism, especially as tourists are generally city walkers, many are seniors, some aren't particularly fit,... In reality better walking benefits us all!
- Healthy living calls for daily walks, in almost any weather; think of walking for sanity or for air or peace or nature, and even to walk the dog (dogs like 2-5 walks a day, every day.) Has your doctor prescribed 'a daily walk' for your health?
- Winter walking, for some, means they are less fearful of wildlife.
- Walking is a linking activity between generations.



Walking and making change

A lot of focus for healthy living goes into facilities, organized recreation and sports. While good for participants, not everyone mountain bikes, skis, runs, swims, plays soccer or hockey. Money and effort spent on walking can benefit the many citizens that recreation and health initiatives may not reach.

If we want a sustainable city with a strong walking culture, we need to look ahead for the growth of walking — presently governments look ahead for development, for power, water and roads.

- How do we move forward on better walking infrastructure? With no organized lobby group, it's easy for walking to be ignored. Looking at the variety of people who walk, how would a walking lobby work? Many places are geared to groups, to NGOs — CDF, Lotteries, even the City's Trail Committee and Trail Task Forces.
- Walking champions in senior governments positions could ensure equitable walking treatment was integrated into all planning.

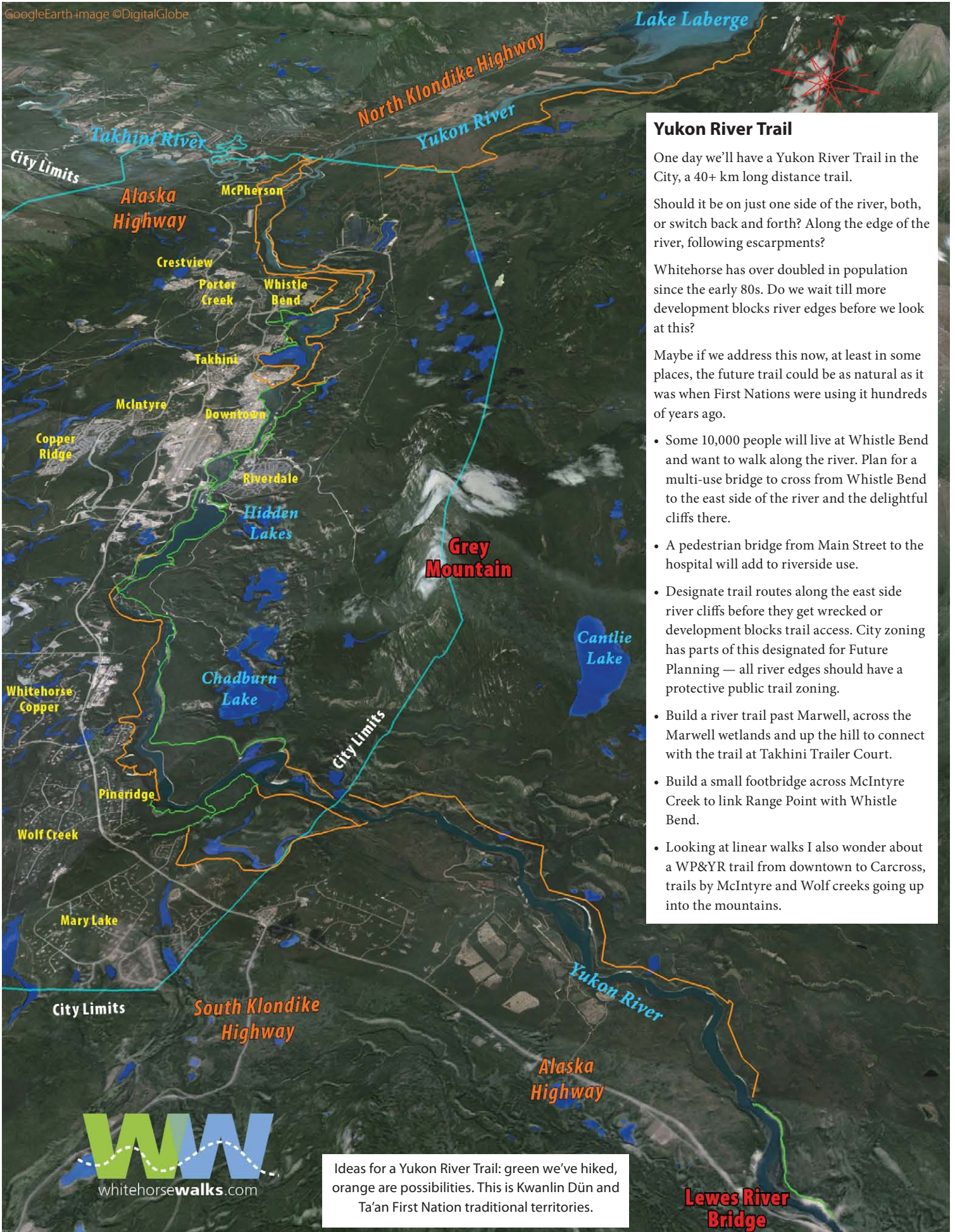
The reality is governments can't do it all, nor can our taxes pay it all. This doesn't mean that things can't get done, rather that sometimes we need other ways of doing things. Perhaps by adopting one of the opportunities listed on these pages, a group could make it happen.

- One way is community service groups, business associations. The Rotary Centennial Bridge, with some 350,000 users a year, was also funded by individuals and families.
- Much gets done through the efforts of volunteers; these can be individuals with skills and not members of organized groups.
- Having neighbourhoods involved in walking improvements is complicated as some have no community associations. Engagement takes more work, but for fairness, must be done.
- Make use of *Monthly business walks with the Mayor of Whitehorse* Community Economic Development Strategy 2015 to 2020 WORK PLAN

<http://www.whitehorse.ca/home/showdocument?id=5198>



This project showed what can happen when the community at large gets together and says that a piece of recreational infrastructure is needed.



Yukon River Trail

One day we'll have a Yukon River Trail in the City, a 40+ km long distance trail.

Should it be on just one side of the river, both, or switch back and forth? Along the edge of the river, following escarpments?

Whitehorse has over doubled in population since the early 80s. Do we wait till more development blocks river edges before we look at this?

Maybe if we address this now, at least in some places, the future trail could be as natural as it was when First Nations were using it hundreds of years ago.

- Some 10,000 people will live at Whistle Bend and want to walk along the river. Plan for a multi-use bridge to cross from Whistle Bend to the east side of the river and the delightful cliffs there.
- A pedestrian bridge from Main Street to the hospital will add to riverside use.
- Designate trail routes along the east side river cliffs before they get wrecked or development blocks trail access. City zoning has parts of this designated for Future Planning — all river edges should have a protective public trail zoning.
- Build a river trail past Marwell, across the Marwell wetlands and up the hill to connect with the trail at Takhini Trailer Court.
- Build a small footbridge across McIntyre Creek to link Range Point with Whistle Bend.
- Looking at linear walks I also wonder about a WP&YR trail from downtown to Carcross, trails by McIntyre and Wolf creeks going up into the mountains.



whitehorsewalks.com

Ideas for a Yukon River Trail: green we've hiked, orange are possibilities. This is Kwanlin Dün and Ta'an First Nation traditional territories.

Lewes River Bridge



Wharf on the waterfront with the great scenic viewpoints on the Hospital Ridge Trail on the opposite side of the river.

Tourism and economic development

*“The Volkssport clubs of Alberta have 66 Permanent Trails across the province. This makes a compelling reason for out of town walkers to visit Alberta for a few weeks and experience some terrific walking.”**

We often hear that Whitehorse needs to diversify our economy. What about walking tourism? Many people come through Whitehorse — we don’t need to attract them here, we just need to entice them to stay a bit longer. Walking is a pleasurable activity that takes time. Providing a walking experience could be a new way to approach tourism, especially for those visitors who want an active outdoor healthy holiday.

People want to know why we like it here. They want a stronger feel of the land, of nature, than just seeing it through a windshield. They want a sense of what life was like for First Nations before roads, when walking was the normal way to get around.

Showing Whitehorse with our many loop walks will do much for portraying us as a walking destination. Unlike some tourism initiatives, improvements to our walking infrastructure directly benefits locals on a daily basis.

Downtown walking facilities for residents that tourists would love

A denser downtown population could mean fewer people driving from home to work, means fewer greenhouse gasses. But for many Yukoners who love the outdoors and want to have an active living lifestyle, downtown can be less than great. To make it more walkable we could:

- Promote the Hospital – Long Lake trails as healthy trails from the front door of the hospital. These will be popular with visitors.
- Build a pedestrian bridge from Main Street to the hospital. With this we address the City’s vision of a densely populated downtown and a strong diversified economy. In part, a vibrant downtown comes from a healthy downtown retail climate.

Downtown residents and workers would walk across to the hospital and the Hospital – Long Lake trails. Hospital area workers would walk downtown. Tourists would spend more time downtown, the waterfront, and the lively downtown arts scene, interspersed with walking the trails.

This could be led by a well-organized team including the downtown merchants, the Chambre of Commerce, Tourism, Golden Age, the Riverdale and Downtown community associations...

*<http://walkalberta.ca/Permanent-Trails.php>

- Connect the major downtown trail pieces

Complete the Lower Escarpment Trail at both ends of downtown.

Make a green parkette along the edge of Spook Creek to connect the Lower Escarpment Trail with the Waterfront Trail. Let’s try to get the parking lot campers out walking through town.

Continue the waterfront trail heading north along the river past Marwell.

- Build a staircase behind the ball diamonds across from Yukon Energy to connect the Airport Perimeter Trail to the Rotary Centennial Bridge and the Millennium and Schwatka Lake trails.

Encourage people to walk the escarpment above downtown.

Staying found: trail signage, maps

Trails should be mapped, signed and rated as to degree of difficulty. Generally, there are few named and marked trails in town. In areas where there’s none, giving directions is almost impossible. Relying on electronic devices, especially in the freezing cold, is not safe.

- Recreational maps should show all trails, including minor ones.
- Put larger-area inset maps on trail signpost maps.

Waymarking signage should make one feel secure about being on the right trail. This is especially true as we promote tourism. Winter darkness can come quickly; taking a wrong turn can be too easy.

- Some say too much signage would interfere with their ‘wilderness’ experience. Getting lost shouldn’t be part of our experience. Getting people active and outside, and keeping them safe on trails should be more important. Let creative design solve ‘too much signage’.
- Waymark signs should be simple, clear and recognizable. Perhaps have FN and artistic designs; or make Long Lake/Hospital trails medical symbols, Chadburn trails as trees or animals, birds...
- Waymarks must use same trail name as on paper maps and apps.
- Waymarks should be cheap and long lasting, easy to put on a tree, rock face or post and visible from a distance. Winter walking offers extra challenges; perhaps using special markers that only indicate you’re on a trail interspersed with full waymark signage.
- Installing waymarking would be a good task for neighbourhood stewardship groups; workshops on best practices could be given.

Safety

Make slopes safer, especially when meeting descending bicyclists.

- Build switchbacks at steep downhill that some might take at speed or where heavy usage has made the trail slippery.
- Put trail warning signs where vehicles travel at speed.
- Build a switchback at the Magnusson trailhead so it's easier connecting to the hiking trails at the top the hill.
- Make Peewee Hill safer during muddy, icy, slippery conditions.

Develop inexpensive trail surfacing—bridging—boardwalks to improve rooted, wet trails and spring icy/muddy trail walking in high traffic locations, especially close-in neighbourhood trails.

Build a switchback down to Riverdale from the saddle between Heartbreak Hill and the Dam Hill on the Chadburn Lake Road.

Wildlife safety needs to be well understood. Walking in groups is a strong safety measure.

Walking in groups

With no organization to promote walks such as weekly health or neighbourhood walks, perhaps this could be a city initiative.

- Do groups of friends going for a walk flirt with liability if a core group continually organizes walks? Could liability for such local walking groups be covered by membership in Sport Yukon?
- A walking festival would attract locals to explore their home city. It would be a very popular tourist attraction. How can this happen?

Public right-of-ways

They should be signed on the street and the greenbelt ends. Zoning maps show where these short-cuts are and I've included them on the maps. Neighbouring lots should not encroach.

- Winter snowplowing should leave entrances clear.

WCCSC and City trail use

Build a boardwalk/switchback across Arkell Wetlands behind Ingram to allow a better variety of walks in the trail network between Arkell Wetlands and McIntyre Creek Wetlands. It also makes winter use of city trails in the Ski Club/McIntyre Creek area easier for residents.

Build pieces of City trail to allow residents, especially from McIntyre, Ingram, Arkell, Logan and Raven's Ridge, to walk City trails in winter.

- Make all of Porcupine Ridge Trail all-season use for walking.
- Build a trail from Bouncing Bunny to Calypso Canyon, and one from Reimer Reason past Sarah Steele Hut to connect with Lichen It.

Alpine hiking — worthy destinations

We have 4 mountains, each a distinct local landmark, that are part of the city's boundaries. Four rough roads access alpine hiking on each. Carcross First Nation worked to improve the condition of the Montana Mountain road to encourage more trail use. Could Whitehorse work on its roads?

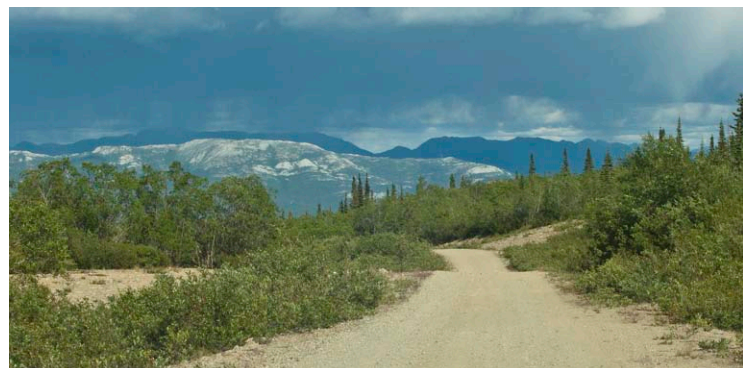
- Fix parts of the Mount McIntyre Road to make safer driving. Likewise Grey Mountain Road and Haeckel Hill Road.
- Grey Mountain, a striking aspect of our views, needs a walking trail connecting the Magnusson trails to the Grey Mountain Ridge Trail.
- Build a boardwalk across McIntyre Creek by the old cabins on the Hawk Ridge Trail to give better access to trails on Mt. McIntyre.
- Haeckel Hill access trails from Crestview would be very popular.
- Golden Horn is such a dominant marker on our horizon. Seems worthy of a hiking trail.



Chadburn Lake Road. People walk along this 700-metre stretch of gravelly winding hill with a very blind crest at the top. Vehicles go fast.



McIntyre Creek Wetlands. Presently it's a 9 km return hike for people in Ingram; with a switchback and boardwalk behind Ingram, this would be 4 km. The difference between a quick after supper walk or a planned hike.



Mount McIntyre Road. You can see the towers on Grey Mountain and behind them, the mountains around Cap Mountain. *Except* for a few rough sections, this dirt road is in reasonable shape for many vehicles.

What Next?

We need to ensure the trail data is correct, that the routes are appropriate before people set out onto a particular trail. Let's try to identify walking loops in other parts of the city so others can get out walking. Are there other things we could lobby for to make other walks possible?

Buzz! To make things happen, people have to talk about walking. Pass this document on and get others walking – talking. Politicians and bureaucracy need reassurance that we think walking is a big deal.

I'll keep updating, such as adding the newest 2015 motorized trail routes and new walking routes as they become apparent. The best help for me is to let me know if these ideas fit your walking vision. If you really want to be involved, keep reading and send any changes...

HERE'S HOW YOU CAN BE PART OF THIS PROJECT

My selection of trails is a starting point of an evolving project. As part of ensuring each of the loop walks is a good choice, each loop should be ground truthed (verified). This includes GPS proofing and assessing the trail. Walking each loop more than once, and in each direction, by different walkers would be ideal.


Do you like to write? Make short pieces for the whole trail, or even for spots along the trail. What about you artists? If each loop becomes a web page there's lots of room for fun stuff. Think of the page convincing someone to walk the route, but not over selling it!

As you walk the loops, there's many things to think about. Put yourself in the shoes of a foreign visitor, or pretend you have knee troubles, or have a couple of kids with you. Think of seniors. Does that change your perceptions of the trail?

Loops are made up of parts of many trails, both named and not. I wanted the loop names to be meaningful and distinct.

Following are some things to take note of:

- Please GPS your walk, either with a dedicated GPS, or perhaps using the free MapMyWalk app on your phone.
- Was the trail easy to follow? Would you recommend for a visitor? Was it confusing at intersections? What priority would you give for waymaking? Were all intersections shown?
- Was the trail being used in the winter, i.e., generally packed down? Was it often used by snow bikes? Is it worth the effort to publicize and get more winter trail users? Look at the 2 Towers loop as an example.
- Was it family friendly? Stroller friendly? Any places to quit mid hike?
- Were parts of the trail slippery, for instance from clay? tree roots? boggy? Were there spots where a bit of trail work would make the trail more accessible? boardwalk, switchback, bridge...
- Were there dangerous spots which should be signed? Were parts designated one way for mountain bikes? Blind downhill? Could a switchback make a situation safer for other users?

- Were there spots where a different routing would make a more compelling hike?
- Describe the trail. Were there lots of hilly pieces, or maybe just 1 big hill? Did you need to be sure-footed? In the forest, wet, views? Were there any awe-inspiring spots along the trail? Was it a must-do hike, or just a nice outing, or boring? How long did it take you to walk the loop? Would you rate this as easy? Medium? Hard? What is your walking skill level?
- Are there side trails that should be shown, trail names not shown?
- Were there spots where there were interpretation opportunities? I've put a  icon on maps for some viewpoints. Try to name visible landmarks, do a horizon/sketch at some of these points.
- If you walked the whole loop, how long did it take? Think 3-6 km per hour for walking, 2-3 km per hour for snowshoeing. Walking times depend on fitness, footwear (snowshoes or boots), snow depth and how often the trail is being used. Winter walking times can be significantly slower on less-used trails, in fresh soft snow, on wind-drifted ridges, or when vehicles have chewed up a trail.
- Was the trail easily accessible from a road? Was there parking? Could a regular car access it? A motorhome? Is it a rough road? Some such as Grey Mountain upper, Haeckel Hill, Mount McIntyre Road, Coal Lake Road are tricky or almost unusable roads depending on the vehicle or driver.
- Any schools trails suitable for joint neighbourhood stewardship?


And of course, talking up walking. Getting others to see a vision of a strong walking community is always important. Talk especially to friends in high places, politicians, managers, decision makers. Unless they hear about walking from others, they will be hesitant to push walking higher on the agendas!

Higher resolution base maps of the loop walks are linked on my webpage. Send me any GPS, observations for accuracy, improvement, better routing and missed or incorrect features, trails or right-of-ways.



By walking in groups, people feel secure and adventurous and social. Recreation brochures could promote walking passports, regular weekly walking groups, even going as far as providing training for walk leaders. There would need to be some way of handling liability. Often groups of friends hiking rely on a small core group or individual which means these walks can be very irregular. *Blue Moon photo*

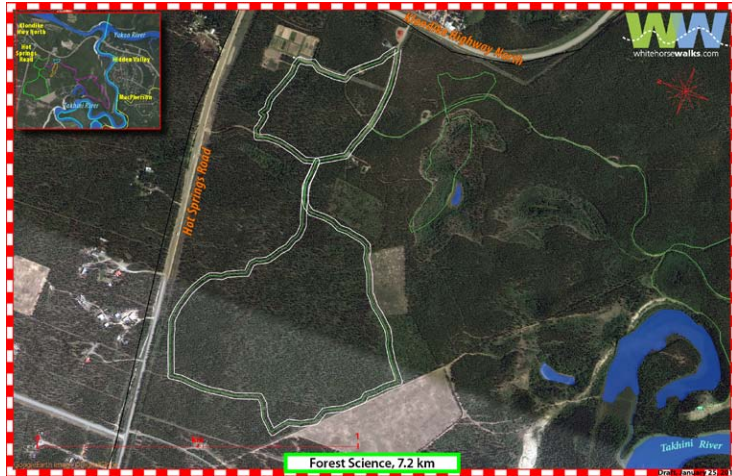
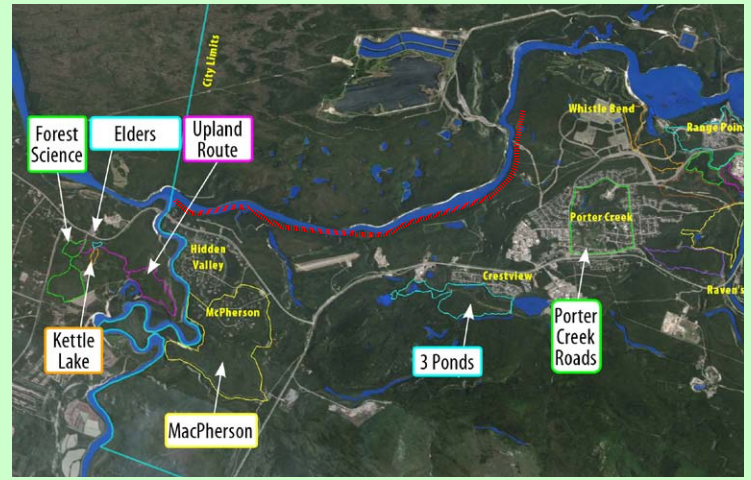
Takhini River – Whitehorse North

It's about 10 km from the Takhini River Bridge to Whistle Bend. The red dashed line  shows a Yukon River Trail route on the west side.

Crestview has amazing trails and picking loop walks there will be fun. A route up Haeckel is obviously wanted by both neighbourhood walkers and other city residents.

A loop that connects the Takhini River area with Crestview trails would help create a Whitehorse walking network.

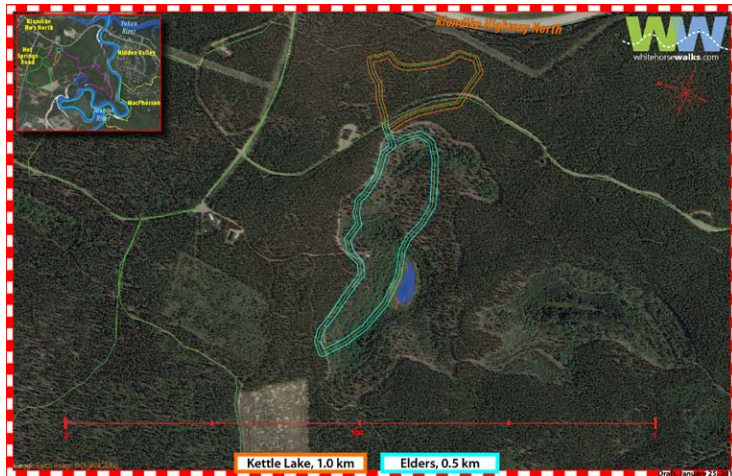
Porter Creek's Hidden Lake has a wealth of trails and it would be good to show a great scenic walk, or two, here.



Forest Science, 7.2 km

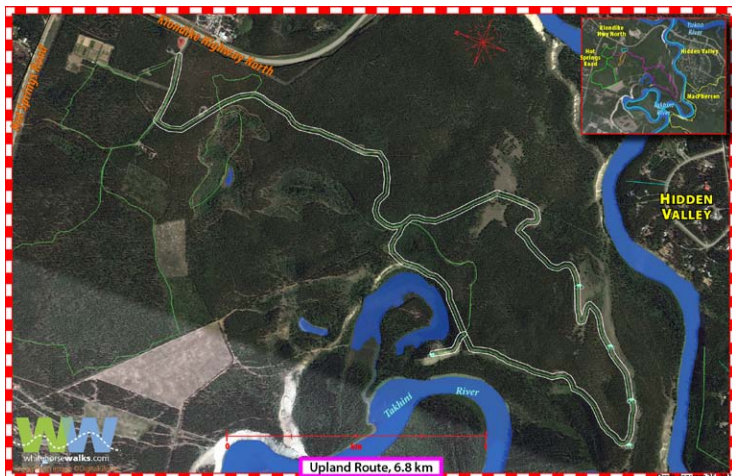
This trail is mostly level and wanders through fields and forest. As the name implies, there are a number of research spots along the trail.

see more at [Gunnar Nilsson & Mickey Lammers Research Forest: http://www.emr.gov.yk.ca/forestry/gnml_research_forest.html](http://www.emr.gov.yk.ca/forestry/gnml_research_forest.html)



Kettle Lake, 1.0 km Elders, 0.5 km

[Gunnar Nilsson & Mickey Lammers Research Forest: http://www.emr.gov.yk.ca/forestry/gnml_research_forest.html](http://www.emr.gov.yk.ca/forestry/gnml_research_forest.html)



Upland Route, 6.8 km

This route has some hills and a number of scenic spots overlooking the Takhini River. Take the side trail to the viewing platform overlooking an old oxbow of the river. Interpretative panels highlight various aspects of the area.

[Gunnar Nilsson & Mickey Lammers Research Forest: http://www.emr.gov.yk.ca/forestry/gnml_research_forest.html](http://www.emr.gov.yk.ca/forestry/gnml_research_forest.html)

Whistle Bend – Middle McIntyre Creek

The forested middle McIntyre Creek is a prime recreation area for Whistle Bend, Takhini, Range Point and Porter Creek. It's also part of the college endowment lands and Porter Creek D an area some want to develop. This is part of McIntyre Creek Park; the City's trail task force will work here soon.

Whistle Bend (10,000 future residents) is bordered by steep cliffs, a golf course, Porter Creek and major roads (Mountainview is to be 4 lanes). It sits on a future Yukon River Trail. People will want to walk along the river's edge and the cliffs along Whistle Bend, as well as all the way downtown and to the Takhini River confluence. They will also want a safe, inviting trail through the woods to the College and Arts Centre.

A small bridge (👉), like the Rotary Centennial Bridge, would connect to walking on the clay cliffs on the far side of the river. This important walking destination would be a future WB community association topic.

Safer crossings are needed for Range Point residents to get to the College.



Eagle Bay, 4.7 km

This walk offers lots of variety: paved path, forest, cliffs with stunning views, marshy meadow, creek views, and trail embankments above 4-lane road. Part of the walk is through Eagle Bay Park and yes you may see eagles. It's a great place to watch the boats in the Yukon River Quest.

The red dashed line (👉) shows where a bit of switchback and a footbridge crossing McIntyre Creek could link this loop with the Range Point – Marwell loop; the ●¹ shows a very small creek crossing. This would be an integral part of a Yukon River Trail. A red dot ●² alongside Whistle Bend Way shows where a bit of work could make this a nicer walk.

Access: From right-of-ways along Aksala Drive in Whistle Bend.



Range Point – Marwell, 6.1 km

Another walk blessed with a wide variety of environments: views at the confluence of McIntyre Creek and the Yukon River, wonderful views over the Marwell wetlands, a few streets in subdivisions, past the Yukon Arts Centre and its peaceful sculpture garden, and trails high above McIntyre Creek. Eagles and moose sightings are possible.

A footbridge crossing McIntyre Creek would link this loop to Eagle Bay loop. This would be a piece of a Yukon River Trail. The (👉) shows where trail rerouting around commercial site will keep the trail out of the subdivision.

There are places where people routinely cross roads at unsigned crossings; improvements would be a crossing sign and a safety island, especially as area development continues.

Access: Park at the Arts Centre or at the large clearing looking out over the confluence and Eagle Bay Park.

This trail is through area college may put a connector road to Mountainview.



Boreal Worlds, 2.5 km

This short walk gives a feel for McIntyre Creek. It passes above the large delightful college pond and follows well used trails above the creek. Watch for eagles in the trees above the pond. There might even be a trail brochure available.

Access: Park at the College or at the pump house by the pond.

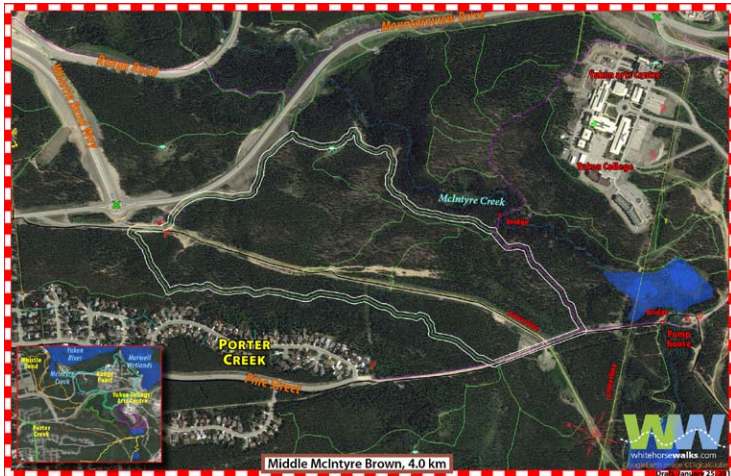
This trail is through area college may develop for other purposes.



Middle McIntyre Green, 4.1 km

The 4 trails on this page were chosen to highlight aspects of middle McIntyre Creek. Time after time I hear that with no names or waymarking, it's much too easy to get lost here.

This trail is through area college may develop for other purposes.



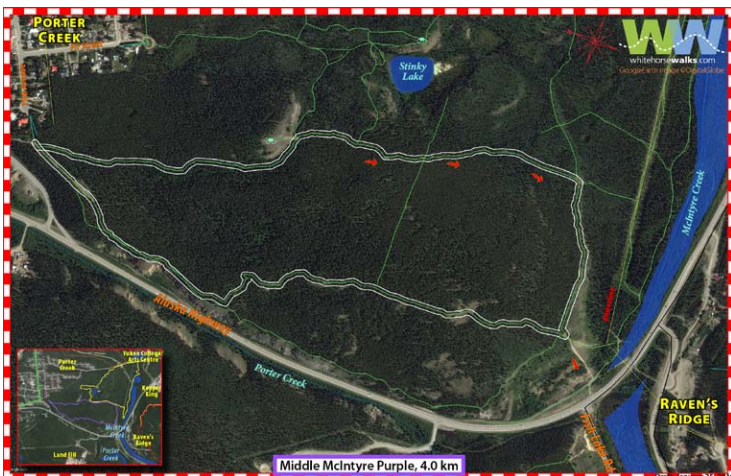
Middle McIntyre Brown, 4.0 km

A large part of this area is zoned Future Planning.



Middle McIntyre Yellow, 5.1 km

Watch for eagles in the trees around Stinky Lake. The hike up from the powerline to where you cross to the lake is relentlessly up!



Middle McIntyre Purple, 4.0 km

The hike up from the powerline to where you cross to the lake is relentlessly up!

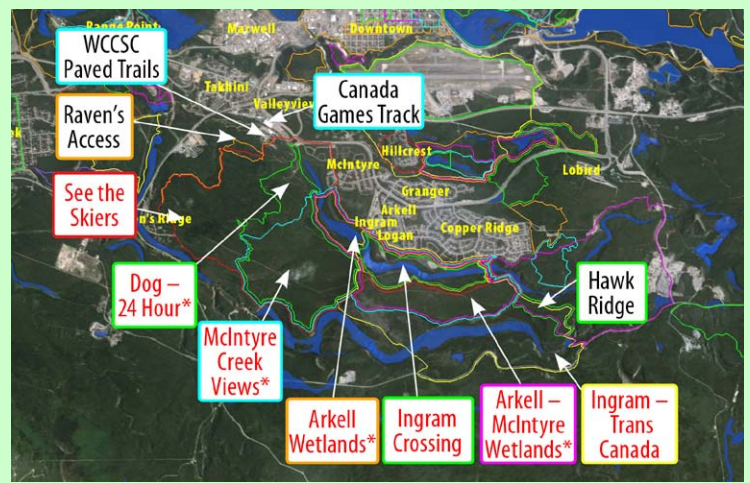
Spots looking over Rabbits Foot Canyon have nice views, but watch the edges!

Above-the-airport: Mount McIntyre

Neighbourhoods are bordered by greenspace and the 4-lane Hamilton Blvd. With major growth over past decades, 7000 people now live here, with a few thousand more to come. Neighbourhood walking — much in McIntyre Creek Park — has great potential.

The local greenspace hosts the Whitehorse Cross-country Ski Club. Outside of ski season all trails are open to non-motorized use. Since 2010, the City has acknowledged the need for neighbourhood recreational trails by creating a better diversity of hiking/mountain biking options. The vision here seems to be having ski trails and single-track city trails respectfully and safely co-exist. In winter, however, some of these new city trails are still only open to those with a paid club pass.

Already growing awareness of these City singletrack trails is seen by how well packed the snow gets on some of the trails. A few more trail pieces, such as a connector trail at Ingram, and trail hardening at crossings will allow better winter use of City trails, particularly the ones over by Raven's Ridge.



Canada Games Centre Track, .215 km

After trails and greenspaces, the Canada Games Centre is our most significant recreation facility. The concentric circle are at 250 metre intervals, showing areas about a 30-45 minute walk from the centre.

The centre has a 215-m track with several cardio machines and stretching areas, 3 lanes to accommodate a variety of speeds, a forgiving walking surface and spectacular views overlooking Whitehorse. Open daily, 5:30 AM - 10:00 PM. Note that the entry fee allows access to other games centre activities such as aquafit and swimming.

To make the track more welcome to those with mobility issues, more spots to stop and rest such as benches or standing stations would be good.

Usage guidelines: <http://www.whitehorse.ca/home/showdocument?id=2376>

Team training: <http://www.whitehorse.ca/home/showdocument?id=2377>



Ski Chalet Paved Path*, 5 km

There's a proposal to pave a 5 km path at the chalet. The primary purpose of this paved trail is so skiers training in the off season have somewhere safe to roller ski. *This will be a non-winter use public trail.

The blue trail linking the CGC and Hamilton Blvd, including the loop around the stadium could be universally accessible (flat terrain, suitable for mobility challenged). To make the track more welcome to those with mobility issues, more spots to stop and rest such as benches or standing stations would be good.

The red trail would be great for family outings where small kids can safely ride small two-wheelers, or parents and strollers can get out in the woods. It can even accommodate walkers and wheelchairs. It's not only a paved surface, but it's wide enough for groups to walk together and chat.

To also be family friendly, identify some simple places where people with a walker or stroller or tricycle could easily quit and leave the track.



Raven's Access, 7.4 km

While not quite a loop trail, one can go out and back on partially different routes. The part of the trail through the canyon area is particularly interesting — think of the time thousands of years ago when the glacier high overhead was melting and water was scouring the canyon.

Note that no dogs are allowed in winter due to the nearness of non-dog ski trails. Access from Dirt 'n Soul bike park, the WCCSC chalet or Raven's Ridge.

Building a new city trail () from Bouncing Bunny to Calypso Canyon would encourage local residents to do more winter walking in this area. This would connect the Rocky Canyon network to the 24 Hour of Light/Porcupine Ridge network. Improving a couple of ski trail crossings (red dots ●) will be needed as well. More trail usage and more places to go would also make snowbikers very happy!

A second new city trail could connect from Reimer Reason past Sarah Steele Hut to Lichen It. This would add to the utility of the city network.



See the Skiers, 17.5 km

Choosing a good long walks from home should be frequent in a city with the tagline 'the wilderness city.' This all-season walk is roughly mapped for now, especially around a trail connection from the WCCSC chalet area to the trail behind McIntyre and Ingram.



While this walk can be done in winter, note that no dogs are allowed on the north end due to the nearness of non-dog ski trails.



Arkell Wetlands*, 9.0 km, no winter use

This loop is currently the minimum distance to get around the Arkell Wetlands in summer. Except for the up-down of the Copper Ridge connector and the piece of the Porcupine Ridge trail behind McIntyre, this trail is generally flat.

*In ski season, people are not allowed to walk on the Porcupine Ridge Trail between Harvey's Hut and going in to McIntyre. For residents of McIntyre, Arkel, Logan and Ingram this really restricts recreational walking. Having a healthy lifestyle routine is easier if one can do the same walks all year round.

Lobbying, and volunteer trail work by neighbourhoods could help fix this situation. With a small bit of trail work (see  and ) on 2 parts of the City's Porcupine Ridge Trail, this could be made to be an all-season hike. This would also help community building in this area of new neighbourhoods with no community associations.



Dog/24 Hour*, 10.8 km, no winter use


*In ski season this route is not currently allowed.

With the trail work mentioned in the above walks — Raven's Access and Arkell Wetlands — this route could easily be modified to be walkable all year round.



Ingram Crossing*, 6.6 km, winter only!

This is a winter modification of the Arkell Wetlands hike. It's one way to get around the Porcupine Ridge winter closure between Harvey's Hut and McIntyre. Essentially it's a temporary route crossing the frozen wetland below Harvey's Hut over to below Ingram. First couple of times always requires snowshoes, route finding and a slog!

A much more attractive solution would be to build a switchback and boardwalk (see ) from Harveys Hut across to behind Ingram. Year-round walking is an important concept both in neighbourhood walkability and healthy living.

Lobbying is difficult as these recently built neighbourhoods, have no community associations. (Still true?) The City could step in and take a healthy resident's point of view. Is there a senior City staff member that can advocate here for walking?



McIntyre Creek Views*, 14.3 km, no winter use

*In ski season, people are not allowed to do this loop as we can't walk on the groomed ski trails.

This modification of the Arkell wetlands hike (the next walk also) takes advantage of the many scenic viewpoints looking over McIntyre Creek.



Arkell-McIntyre Wetlands*, 11.1 km, no winter use

*In ski season, people are not allowed to do this loop as we can't walk on the groomed ski trails.

This walk has many scenic viewpoints.




Hawk Ridge, 6.4 km

Access is from Copper Ridge on North Star at Iron Horse.

As with the Raven's Access walk, this is technically not a loop trail, since access to the Hawk Ridge part of the trail is only easily accessible via the new connector.

It's a lovely walk. The new connector has tamed the old steep scramble across the Arkell Wetlands. On the other side the trail is mostly level as it winds along above the Arkell Wetlands, before crossing over to the trail above the McIntyre Creek Wetlands.

Think of the miners' lives as you look at the old cabins above the beaver pond on McIntyre Creek. These wetlands block walking access to the slopes and alpine hiking on Mount McIntyre. Note the old road coming down from the Copper Haul Road. A boardwalk here (see ) will allow an all-season crossing, benefiting not only walkers, but also mountain bikers and snowbikers.



Ingram - Trans Canada*, 13.6 km, winter only!

In the winter much of this route would be along snowmobile routes. Stay off the ski trail when on the Copper Haul-Trans Canada Trail.

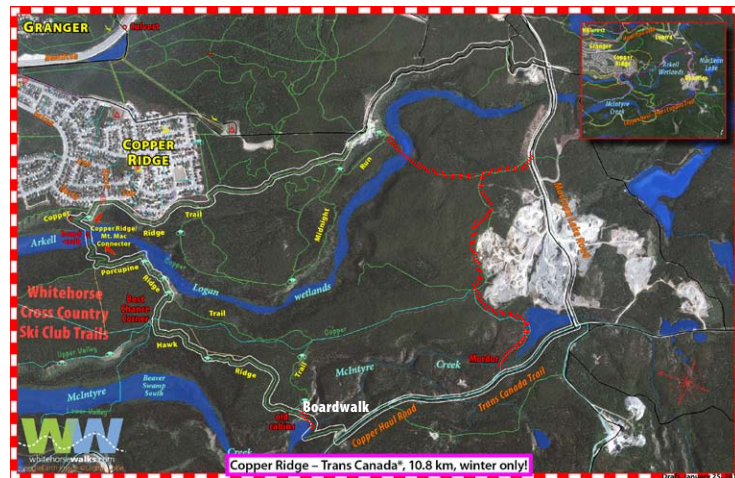
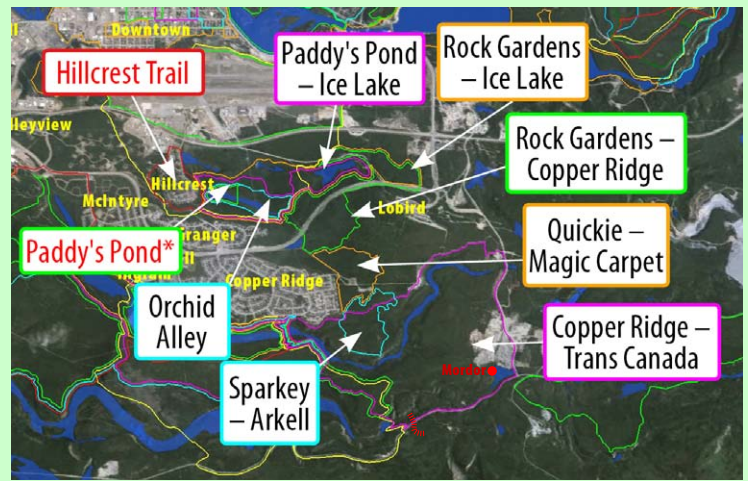
This route depends on a snowshoed crossing at Ingram, and at the miner's cabins on the Hawk Ridge Trail. The Ingram crossing is sort of straightforward. The Hawk Ridge Crossing still needs to be flagged. Other than that, this is a fairly winter friendly loop.

Above-the-airport: Paddy's Pond – Ice Lake

Since the 1980s, Hillcrest and Lobird have seen many new trails and users as new neighbourhoods and the new Hamilton Extension and culvert arrived. The area between the Alaska Highway, Hamilton Blvd. and Granger was designated as Paddy's Pond – Ice Lake Park under the 2010 OCP.

Over the past couple of years, the City trail crew has been working here and is projected to finish initial work in 2016. As in other neighbourhood areas, some sort of local greenspace-trail stewardship is needed to build on what the City has done. Bad Alaska Highway crossings and some badly chewed up pieces of trail from growing greenspace use and changing water levels still need addressing to allow shorter neighbourhood walks in the wetlands.

Trail connections that create longer walks beyond the Copper Ridge area, especially in winter, can help spread out future pressures on Paddy's Pond – Ice Lake. Most of the land bounded by Lobird, Copper Ridge, the Arkell Wetlands and Hamilton Blvd. is zoned Future Planning; Appendix D shows the extent of a current pre-feasibility contract for the very large area here.



Copper Ridge – Trans Canada*, 10.8 km, winter only!

In the winter much of this route would be along snowmobile routes. Stay off the ski trail when on the Copper Haul-Trans Canada Trail.

This winter route depends on a snowshoed crossing at the miner's cabins on the Hawk Ridge Trail. The crossing still needs to be flagged. Other than that, this would be a fairly winter friendly loop.

In the summer this route would not be possible until a crossing at Hawk Ridge can be created. The trail would also be nicer if the crossing at Mordor is possible year round. Stay tuned. Possible other crossings to avoid the quarries should be explored.

Note that this trail goes through Future Planning zoning. See the zoning map in Appendix D.



Sparky – Arkell, 3.8 km

Part of the City trail process will see trail markings. These are desperately needed. Considering that zoning shows more growth to be possible, trails should be continuously assessed as to best routings.

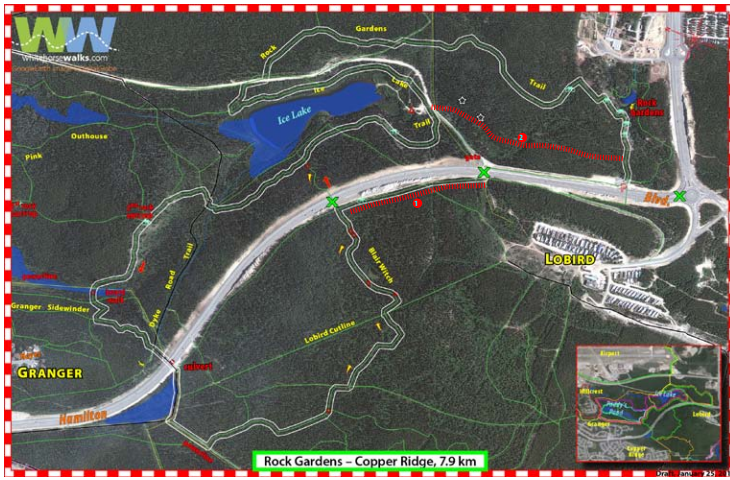
Note that this trail goes through Future Planning zoning. See the zoning map in Appendix D.



Quickie – Magic Carpet, 3.6 km

Trail stewardship should look more closely at what future growth will bring here also.

Note that this trail goes through Future Planning zoning. See the zoning map in Appendix D.



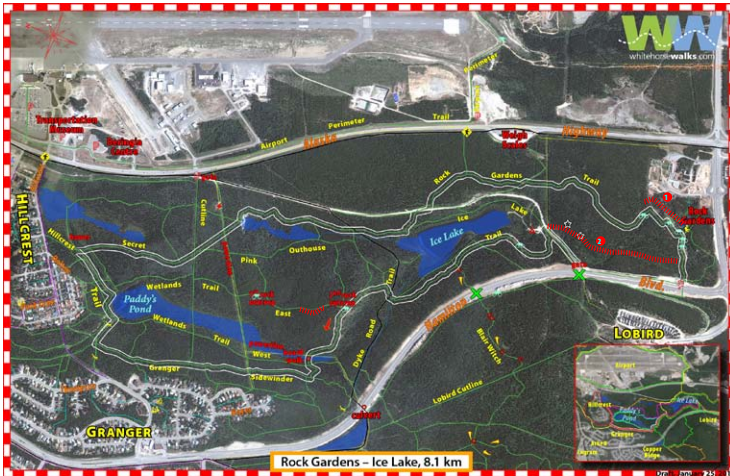
Rock Gardens – Copper Ridge, 7.9 km

This loop shows one way Copper Ridge residents can incorporate trails across Hamilton Blvd. to Paddy’s Pond – Ice Lake Park.

A bit of maintenance on the scenic trail running along the ridge above Hamilton Blvd. ●¹ would make this stretch nicer. Perhaps the people who run along the edge of the divided road would rather be away from traffic if there was a decent path above. This path was actually to be built as part of the new extension, but got deleted.

Likewise, following an old route ●² back through the woods to the trail around Ice Lake will make walking in the ditch along the east side of Hamilton Blvd. unnecessary.

Note that this trail goes through Future Planning zoning. See the zoning map in Appendix D.



Rock Gardens – Ice Lake, 8.1 km

The Rock Gardens is a nice destination and if you’re lucky you’ll get to watch rock climbers at play.

Parts of this walk are being worked on by the City trail crew making the trail across the steep hillside at the gardens easier to follow ●¹. There’s an opportunity to bring the loop down and around the pond at the foot of the cliffs. Likewise, following an old route ●² back through the woods to the trail around Ice Lake will make the walk in the ditch along the east side of Hamilton Blvd. unnecessary.

Note that this trail goes through Future Planning zoning. See the zoning map in Appendix D.



Paddy’s Pond – Ice Lake, 6.6 km

Another Hillcrest–Granger walk. The presence of wetlands makes most loops longer — good for those with more time to walk, not so much for those whose schedules can only accommodate shorter walks.

A small switchback (red dot ●) would make this tricky hill easy for all.



Orchid Alley, 2.8 km

Named for the many orchids that grow along the powerline corridor in the wetlands.

Some parts ●¹ of Wetlands West get pretty wet and when vehicles drive here it is a mess. This is environmentally sensitive and there should be no motorized traffic according to city bylaws.

A small switchback ●² would make this tricky hill easy for all.



Paddy's Pond*, 1.3 km, winter only!

This loop trail will always be a popular one for both Hillcrest and Granger. The pond, full to overflowing these days, has fluctuated in height over the years. *Parts of the loop have gotten progressively worse. As a result, these days, it's a winter-only trail. It's been a few years since one could actually walk across a grassy meadow. There's been discussion about putting small side trails and maybe a dock into the water's edge to sit and watch the pond life. In the winter parts sometimes get cleared for skating.

It won't take long for small foot trails to bypass destroyed sections of Wetland Trail West ¹ if motor vehicles stay out of these environmentally sensitive areas.

A piece of new trail ² from the base of the tobogganing hill diagonaling up to connect with the new city ascent trail could make it more attractive for kids.



Hillcrest Trail, 2.9 km

Here's a trail that will benefit from waymarking as the proliferation of trails has obscured the original walk around the neighbourhood.

Some sort of loop around the wetlands could encourage residents in the apartment – condo complex to access local trails without walking alongside the road. Once again, a boardwalk (see ) could make a connection happen. This would also allow a nice entrance to the trail area for those with time to spare waiting at the airport, and for those staying in the hotels.

Airport Flats – Downtown

This is Whitehorse's face to visitors, and downtown is where the City wants more people to live. Walking *potential* is great — with a bit of vision...

Build a pedestrian bridge ¹ from Main Street to the hospital and the Long Lake trails and attract many more tourists and locals to our vibrant downtown with its waterfront, businesses and downtown arts scene.

Make the trail ² along Spook Creek into a green parkette connecting the Lower Escarpment Trail to the Waterfront Trail. Extend the Lower Escarpment Trail at both ends ³. Extend the Waterfront Trail along the waterfront ⁴ past Marwell and through an interpreted Marwell Wetland trail.

Build stairs ⁵ (switchback?) at the ball diamonds at Yukon Energy to connect the Airport Perimeter Trail to the Rotary Centennial Bridge and river trails.

Now it's starting to look like a walker would really enjoy living downtown. And think of those outdoor loving tourists!



Granger – Airport, 10.3 km

A nice walk that goes through lots of neat places. This is a nice area connector route, especially as it connects to the river trails.

Note that the section through the Tank Farm has land reclamation work at certain times. Pay attention to any heavy equipment. This neat area will be developed one day.

In the winter a Granger resident, George Stewart, shovels a path from Granger, all the way to the top of the switchback and then on to the stairs! It's a lifesaver for those of us who've slogged through this windswept trail at the end of the airport. A lot of the description for this route is in trails on the previous pages and also in the next route, the Airport Perimeter Trail.


The highway crossings are unavoidable. Safety islands would seem to make sense for them. Perhaps if the Alaska Highway Expansion happens pedestrian safety will be more important at that time.



Airport Perimeter Trail, 8.0 km

This route is mostly flat and open. It's a popular trail, especially for downtown residents. Trail surfaces vary from paved to sandy, to a grassy ditch along the highway. The views overlooking downtown and the river are pretty neat. The south end gives nice views over the dam and Schwatka Lake; you can even look down on nesting eagles. Just about everywhere there's views up and down the valley. I like see if somewhere on the horizon I can see a raven. Of course, you get to watch the planes come and go.

Access can be from either end of the airport at the highway, or from the airport, or from below at the Black Street stairs.

A tougher access is behind the ball diamonds opposite Robert Service Campground (see ). Stairs or a switchback here would connect the Airport Perimeter Trail with the Millennium Trail, the Rotary Centennial Bridge and the river trails. Riverdale folk will be thrilled with this new walk and its connection thru downtown.



Baxter's Flats, 1.7 km

This walk is downtown's closest little piece of wilderness. A popular part of this route is the Black Street stairs. People use this as an exercise machine by running, doing every second step, or 10 laps,... It's very popular.

Access is from the end of Black Street, or via the Airport Perimeter Trail from the highway.

The switchback trail up through the woods is lovely — a way up for those who can't do the stairs. It's a bit slippery in the winter, although easy with ice grips or walking poles! The trail is too fragile to be used by vehicles.

Could a switchback ¹ descend into Spook Creek and make an alternate route out to Two Mile Hill along the creek? Could it ascend to connect with the City Operations loop?



City Operations, 2.2 km

This route has nice views over Two-Mile Hill and Marwell. The city is going to build its operations complex here but will leave the walking trails along the edges intact.

Access is behind the Public Safety building. Hopefully a new entrance ¹ will allow foot traffic to enter from the highway near Baxter's Gulch.

Connecting this area to downtown, the airport and the Canada Games Centre will be an important statement about the City's goal of sustainability and reducing greenhouse gasses!



Downtown, ~7 km

This circuit is a natural walk. Much of it is paved and pretty flat. Signage would help promote the many downtown parks and attractions the trail passes through.

A major link to this walk will be a footbridge ¹ to the Hospital and its trails.

The current route along the side of Spook Creek ² is not very nice but avoids walking on the busy 2nd Avenue. This piece of trail would be a nice parkette as it crosses over to the Yukon River. The industrial area would benefit from this and with signage could even attract the parking lot campers to explore downtown and the riverfront. It's an opportunity for local businesses to help make the area a bit less industrial feeling and to bring foot traffic, both visitors and locals, to this end of town.

The Lower Escarpment Trail north from the Black Street Stairs is indistinct ³ as to the exact trail; likewise at the south end of town ⁴. Until the City deals with this, perhaps the community association could flag a temporary route.



4 Workplace Walking Routes, ~1.5 km

These short walks go past many of the larger employers, and were designed by RPAY to encourage walking from your workplace. If your workplace is not right on one of the routes then you get even more fitness benefits!

These routes are suggestions to get you started. Each will take about 15-20 minutes, depending on your pace.

Orange: 1.5 km takes in the Municipal Services Building and the Worker's Compensation Health and Safety Board Building.

Green: 1.6 km takes in the Worker's Compensation Health and Safety Board Building, Health and Social Services, the Elijah Smith Building and City Hall.

Cyan: 1.6 km takes in the Elijah Smith Building, the Law Courts, City Hall, the Visitor Reception Centre and the main YG Administration Building.

Magenta: 1.6 km takes in Sport Yukon, the Visitor Reception Centre and the main YG Administration Building.



Millennium Trail, 4.4 km

This very popular paved trail connects a number of recreational spots including a skatepark, the SS Klondike historical site, Bert Law Park, Robert Service Campground, exercise stations and a favourite kayaking spot known as "the intake." The Rotary Centennial Bridge gets about 350,000 people crossing a year.

This winter, the city has started to clear the trail making walking easier.

Long Lake – Hospital – Magnusson

This recreation destination has many trails, however, accessing them often involves driving. This should be parts of discussion for the management plan for Chadburn Lake Park. The vision of a sustainable green city would want to change this.

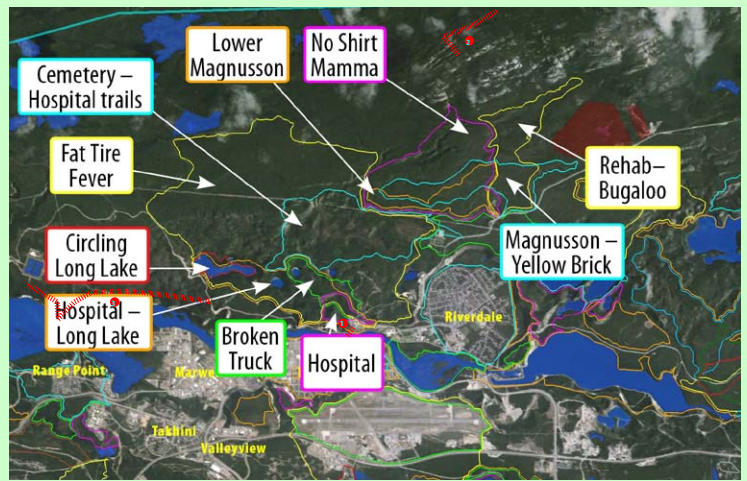
Create a brochure *Respite walks in the Hospital–Long Lake Trails* showing a variety of well marked walks starting at the hospital’s front door. Ensure that these trails are very well waymarked.

Build a bridge • at Main Street to make this area the neighbourhood trail area for downtown. Visitors will happily spend parts of their days walking here.

Create a walking trail •² that connects from the Magnusson Trails to the Grey Mountain Ridge Trail.

Designate a Yukon River Trail to protecting trails •³ along the east side river cliffs before they get wrecked or development blocks future public trail access.

See Appendix D for current Prefeasibility Study contract.



Fat Tire Fever, 16.4 km

Looking for a longer hike? Here it is.

As with other hospital loops, construction happening at the hospital may change ways down out of the hills and back to town. Note that this trail goes outside Chadburn Lake Park. See the zoning map in Appendix D.



Circling Long Lake, 2.8 km



Hospital – Long Lake, 8.1 km

This trail has lots of up and downs, but generally stays high up on ridges with lots of scenic views. It’s a great place to see downtown and its riverfront character. Many historical pictures have been taken from the top of the clay cliffs along the east side of the river.

Long Lake is a stocked lake if you’ve brought your fishing gear.



Broken Truck, 4.0 km

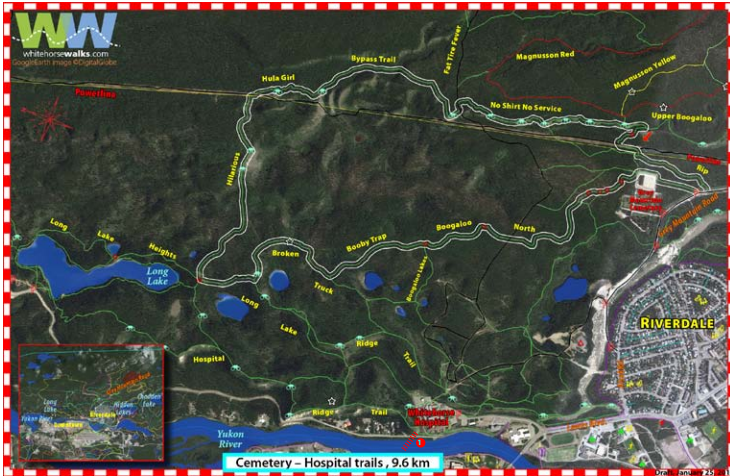


Hospital, 2.6 km

Perfect for a lunchtime walk, or for a breath of fresh air, this short loop has hills and views.

While the City's *Northeastern Urban Containment Boundary Expansion Area Pre-Feasibility Study* proposes a bridge, this will likely not be anywhere near Main Street.

Coming down the hill ● from the Hospital Ridge Trail into the Hospital parking lot could really use a switchback.



Cemetery - Hospital trails, 9.6 km

This trail has some delightful views. It's a good one to get a feeling for the area between the hospital trails along the river and the Magnusson trails higher up the mountain.



Lower Magnusson*, 6.8 km

This walk has lots of views.

*Please don't walk in the groomed ski tracks when on the Red trail.

A small switchback ● is needed at the Magnusson Trailhead.

Note that this trail goes outside Chadburn Lake Park. See the zoning map in Appendix D.



Magnusson – Yellow Brick*, 8.4 km

This trail makes great use of the old ski trails. *Please don't walk in the groomed ski tracks when on the Red trail.

A small switchback ● is needed at the Magnusson Trailhead.

Note that this trail goes outside Chadburn Lake Park. See the zoning map in Appendix D.



No Shirt Mamma, 8.2 km

A small switchback ● is needed at the Magnusson Trailhead.

The top of the Mother T trail goes further up Grey Mountain. A sorely needed trail would connect to the Grey Mountain Ridge Trail.

Note that this trail goes outside Chadburn Lake Park. See the zoning map in Appendix D.



Rehab – Bugaloo, 8.7 km

A small switchback ● is needed at the Magnusson Trailhead.

Riverdale – Hidden Lakes

This area presents some of Whitehorse’s finest close-to-town hiking. Its open trails, rolling hills, lakes and pretty vistas attract people from all over town. I wonder if Riverdale residents are the fittest folk in the city?

What could be better? Think of the bigger picture. As more people walk they will naturally come here. New local connectors, such as a Main Street pedestrian bridge • and Ball Diamond stairs • (switchback?), will be even more important as Whitehorse grows.

An all-season switchback below the saddle between Heartbreak Hill and the Dam Hill • would make the unpleasant descent along the downhill, gravel Chadburn Lake Road unnecessary. It would be a popular route, especially linked to the Dam Hill walk. The muddy, icy, slippery Peewee Hill • could use similar help.



Hills Above Riverdale, 6.3 km

An all season hike with just the right amount of effort. Views from the Upper Riverdale Trail are spectacular.



Riverdale Perimeter, 5.4 km

The City would like to pave a trail around Riverdale. For those with mobility issues this will be a wonderful addition to getting out in nature. This would also be a nice for walkers downtown who want more variety using paved paths.



Schwatka Lake*, 12.1 km

This popular hike stays close to the river most of the way. Yukon Energy has a trail booklet for this loop, although some trail information isn’t current.

Check the status of the footbridge at Miles Canyon before you go. *The bridge is closed until repairs can be completed. The bridge’s towers and suspension cables are in good condition, however, parts of the main wood structures have deteriorated, including cross beams and stringers. Signs and barricades will remain in place to prevent access.*

*Please don’t walk in the groomed ski tracks when on the Yellow trail.

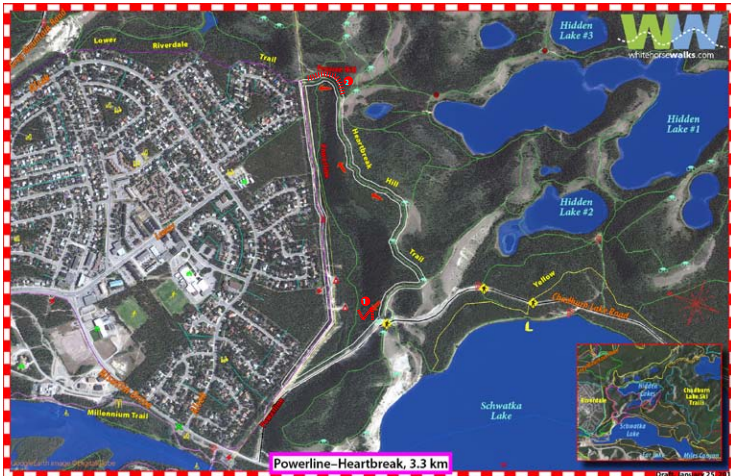
Building a short piece of trail •¹ thru the woods would have people off the Miles Canyon Road alongside of the dam.



Dam Hill, 1.9 km

This trail gives lovely views down Schwatka Lake. Sand buildup at the top give a sense of the power of wind.

An all-season switchback ¹ below the saddle between Heartbreak Hill and the Dam Hill would make an alternate way of doing the loop by using the powerline.



Powerline - Heartbreak, 3.4 km

This loop gives a quick, healthy walk in hills with inspiring views!

An all-season switchback ¹ below the saddle between Heartbreak Hill and the Dam Hill would make the boring, scary descent along the downhill, gravel Chadburn Lake Road unnecessary. The muddy, icy, slippery Peewee Hill ² also could use help.



Heartbreak Hill, 4.7 km

A great workout as you'd expect from a loop with a name like this.

An all-season switchback ¹ below the saddle between Heartbreak Hill and the Dam Hill would make the boring, scary descent along the downhill, gravel Chadburn Lake Road unnecessary. The muddy, icy, slippery Peewee Hill ² also could use help.



Hidden Lakes, 4.1 km

This is another hilly hike. Being so open and with lots of views, it's a very nice hike.

Hidden Lake #1, #3 are stocked lakes.



Hidden Delight, 2.9 km

This is a short, hilly route that gets nice views in lots of different directions.



Mystery Flats*, 4.5 km

*Please don't walk in the groomed ski tracks when on the Yellow trail.

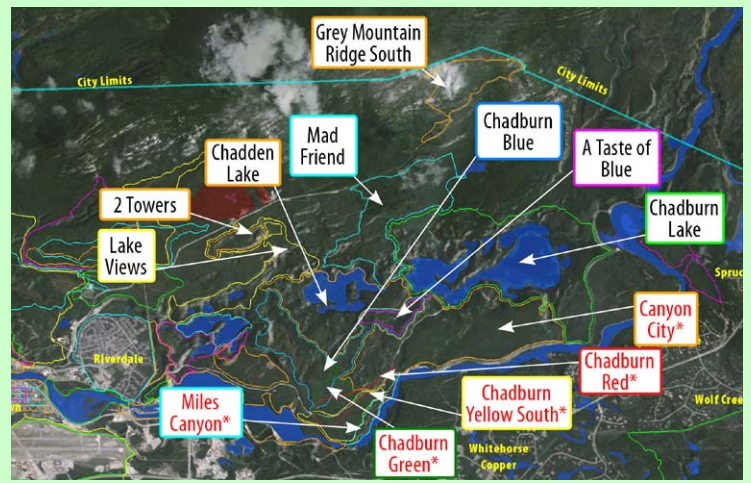
Miles Canyon – the Lakes

A great place to hike — hilly, open, nice trails, great views, varied terrain, close to town— what more can you say! This area, particularly Miles Canyon, is where we send tourists because it's such a neat place. Even tamed from the gold rush days, it's still impressive.

But the area offers so much more in all the trails crisscrossing the slope of Grey Mountain.

One day, I suspect there'll be a nice foot trail all the way along to the Yukon River Bridge, only about 15 km past the city limits.

Check the status of the footbridge at Miles Canyon before you go. The bridge is closed until repairs can be completed. The bridge towers and suspension cables are in good condition, however, parts of the main wood structures have deteriorated, including cross beams and stringers. Signs and barricades will remain in place to prevent access.



Miles Canyon*, 3.5 km

*Please don't walk in the groomed ski tracks when on the Yellow, Green and Red trails.

The Robert E. Lowe Bridge is closed until repairs can be completed.



Chadburn Yellow South*, 4.8 km

*Please don't walk in the groomed ski tracks when on the Yellow Trail.

(Red dot • show small switchback needed)

The Robert E. Lowe Bridge is closed until repairs can be completed.



Chadburn Red*, 4.6 km

*Please don't walk in the groomed ski tracks when on the Red Trail.

The Robert E. Lowe Bridge is closed until repairs can be completed.



Chadburn Green*, 4.2 km

*Please don't walk in the groomed ski tracks when on the Green Trail.
The Robert E. Lowe Bridge is closed until repairs can be completed.



Canyon City*, 12.6 km

*Please don't walk in the groomed ski tracks when on the Yellow, Green and Red trails.



Chadburn Blue, 12.6 km

Avoid walking in any ski tracks.



A Taste of Blue, 4.2 km

Avoid walking in any ski tracks.



Chadden Lake, 11.2 km

Chadden Lake is a stocked lake.
Avoid walking in any ski tracks.



Chadburn Lake, 15.0 km



2 Towers, 3.2 km

This trail is neat. You get to walk downhill to come to the top of a big hill with a stunning view. In a short hike you get a great workout with ups and downs, a couple of long ridge walks, forest paths. Lots of variety, gives a fast satisfying hike.

(Red dots ● show small switchbacks needed)



Lake Views, 13.8 km

This route aims to hit trails with viewpoints.

(Red dots ● show small switchbacks needed)



Mad Friends, 12.0 km



Grey Mountain Ridge South, 7.7 km

Grey Mountain is a wonderful place for alpine hiking. From some spots you can see Lake Laberge to the north and Marsh Lake to the south. The road up is not great — not for the faint at heart — so can park lower down and walk if you're fearful or your vehicle isn't rugged.



Yukon River Trail Marathon*, 43.2 km

Check the status of the footbridge at Miles Canyon before you go. The bridge is closed until repairs can be completed. The bridge's towers and suspension cables are in good condition, however, parts of the main wood structures have deteriorated, including cross beams and stringers. Signs and barricades will remain in place to prevent access.



Yukon River Trail Marathon*, Legs 1, 4, 21.0 km

Check the status of the footbridge at Miles Canyon before you go. The bridge is closed until repairs can be completed. The bridge's towers and suspension cables are in good condition, however, parts of the main wood structures have deteriorated, including cross beams and stringers. Signs and barricades will remain in place to prevent access.

Yukon River Trail Marathon*, Legs 2, 3, 22.2 km



Yukon River West, Whitehorse South

There are lots of places where there are likely trails to be found. The task is to identify nice loops.

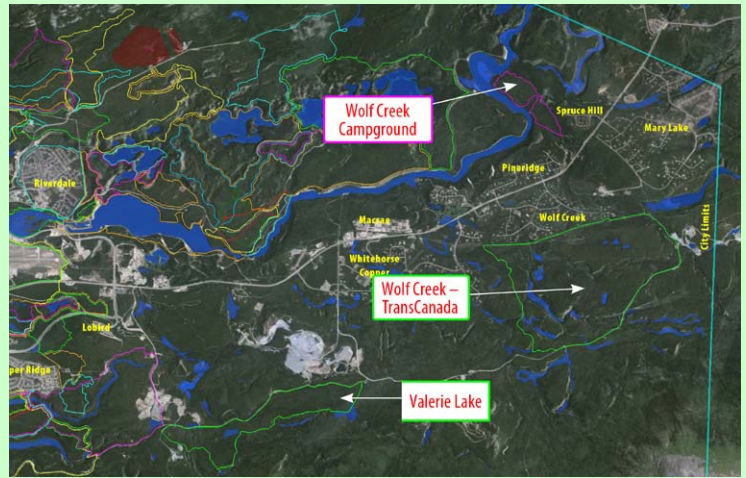
Both Golden Horn and Mount McIntyre are very dominant on our horizon and hikes in the alpine are mesmerizing. More exploring needed.

Looking at longer walks I often think about a WP&YR railway track route from downtown to Carcross, a Wolf Creek trail going back up into the mountains and a Yukon River Trail. There are many examples:

<http://www.railstotrails.org>

<http://www.railsolve.com/Rails-to-Trails/>

<http://railswithtrails.com>



Valerie Lake, 11.7 km



Wolf Creek Campground, 5.6 km

This walk through Yukon's boreal forest takes you along the banks of the Yukon River and then back along Wolf Creek. Numbered markers on posts along the trail relate to numbers in a printed guide. Watch for them as you walk along. Stay alert and you may see some of the birds and other animals that live here, and the plants that grow and flower in the boreal forest. Please don't pick them, so others can enjoy them too.

Access is by parking in the Wolf Creek Campground. In winter, you need to park outside the gated campground and then walk to the trailhead.



Wolf Creek - TransCanada, 12.7 km

Lines of Communication, 5.0 km

Appendix A: Walks, overview in alphabetical order by side of Yukon River

km: length

name: loop walk

area

seasonal: restrictions or seasonal courtesy; wetlands, ski trails

winter use: likely used on a regular basis so trail packed down by use

hilly: 0-flat, 5-many, steep

views: 0-ok, 5-wow!

side: W-west side of river; E-east side of river; R both sides of river

E-M-H: easy-medium-hard

Initial assessment just gut feel, mainly to see if this is a useful table

km	walked	name	area	seasonal	winter use	hilly	views	side	E-M-H
3.2		2 Towers	Miles Canyon – the Lakes			3	Y	E	
4.2		A Taste of Blue	Miles Canyon – the Lakes			1		E	
4.0		Broken Truck	Long Lake – Hospital – Magnusson		y			E	
12.9		Canyon City*	Miles Canyon – the Lakes				Y	E	
9.6		Cemetery – Hospital trails	Long Lake – Hospital – Magnusson				Y	E	
12.6		Chadburn Blue	Miles Canyon – the Lakes				Y	E	
4.2		Chadburn Green*	Miles Canyon – the Lakes					E	
15.0		Chadburn Lake	Miles Canyon – the Lakes				Y	E	
4.6		Chadburn Red*	Miles Canyon – the Lakes					E	
4.8		Chadburn Yellow South*	Miles Canyon – the Lakes					E	
11.2		Chadden Lake	Miles Canyon – the Lakes				Y	E	
2.8		Circling Long Lake	Long Lake – Hospital – Magnusson		Y	2	Y	E	E
1.9		Dam Hill	Riverdale – Hidden Lakes		y	3	Y	E	
16.4		Fat Tire Fever	Long Lake – Hospital – Magnusson				Y	E	
7.7		Grey Mountain Ridge South	Miles Canyon – the Lakes			3	Y	E	
4.7		Heartbreak Hill*	Riverdale – Hidden Lakes		y	3	Y	E	
2.9		Hidden Delight	Riverdale – Hidden Lakes			3	Y	E	
4.1		Hidden Lakes	Riverdale – Hidden Lakes		y	3	Y	E	
6.3		Hills Above Riverdale	Riverdale – Hidden Lakes		y	2	Y	E	
2.6		Hospital	Long Lake – Hospital – Magnusson		y		Y	E	
8.1		Hospital – Long Lake	Long Lake – Hospital – Magnusson		y		Y	E	
13.8		Lake Views	Miles Canyon – the Lakes			4	Y	E	
6.8		Lower Magnusson*	Long Lake – Hospital – Magnusson				Y	E	
12.0		Mad Friends	Miles Canyon – the Lakes			3	Y	E	
8.4		Magnusson – Yellow Brick*	Long Lake – Hospital – Magnusson					E	
3.5		Miles Canyon*	Miles Canyon – the Lakes		y	2	Y	E	
4.5		Mystery Flats*	Riverdale – Hidden Lakes			2	Y	E	
8.2		No Shirt Mamma	Long Lake – Hospital – Magnusson					E	
3.4		Powerline – Heartbreak	Riverdale – Hidden Lakes		y	3	Y	E	
8.7		Rehab – Bugaloo	Long Lake – Hospital – Magnusson					E	
5.4		Riverdale Perimeter	Riverdale – Hidden Lakes		y	0	Y	E	
43.2		Yukon River Trail Marathon	Miles Canyon – the Lakes			4	Y	E	
21.0		Yukon River Trail Marathon, Legs 1, 4	Miles Canyon – the Lakes			4	Y	R	
22.2		Yukon River Trail Marathon, Legs 2, 3	Miles Canyon – the Lakes			4	Y	E	
4.4		Millennium Trail	Airport Flats – Downtown		y	0	Y	R	
12.1		Schwatka Lake*	Riverdale – Hidden Lakes			3	Y	R	

km	walked	name	area	seasonal	winter use	hilly	views	side	E-M-H
7.2		3 Ponds	Takhini River – Whitehorse North					W	
1.5		4 Workplace Walking Routes	Airport Flats – Downtown		y	0		W	
8.0		Airport Perimeter Trail	Airport Flats – Downtown			1	Y	W	
9.0		Arkell Wetlands*	Above-the-airport: Mount McIntyre	no winter use		2	Y	W	
11.1		Arkell – McIntyre Wetlands*	Above-the-airport: Mount McIntyre	no winter use		2	Y	W	
1.7		Baxter's Flats	Airport Flats – Downtown			3	Y	W	
2.5		Boreal Worlds	Whistle Bend – Middle McIntyre Creek		y			W	
0.2		Canada Games Centre Track	Above-the-airport: Mount McIntyre		y	0	Y	W	
2.2		City Operations	Airport Flats – Downtown			3	Y	W	
10.8		Copper Ridge – Trans Canada	Above-the-airport: Paddy's Pond – Ice Lake			3	Y	W	
10.8		Dog/24 Hour*	Above-the-airport: Mount McIntyre	no winter use				W	
7.0		Downtown	Airport Flats – Downtown		y	2	Y	W	
4.7		Eagle Bay	Whistle Bend – Middle McIntyre Creek			3	Y	W	
0.5		Elders	Takhini River – Whitehorse North					W	
7.2		Forest Science	Takhini River – Whitehorse North					W	
10.3		Granger – Airport	Airport Flats – Downtown			2	Y	W	M
6.4		Hawk Ridge	Above-the-airport: Mount McIntyre		y	3	Y	W	
2.9		Hillcrest Trail	Above-the-airport: Paddy's Pond – Ice Lake		y	2		W	
13.6		Ingram – Copper Haul	Above-the-airport: Mount McIntyre	winter only!	y	3	Y	W	M
6.6		Ingram Crossing	Above-the-airport: Mount McIntyre	winter only!		3	Y	W	
1.0		Kettle Lake	Takhini River – Whitehorse North					W	
4.0		MC Brown	Whistle Bend – Middle McIntyre Creek					W	
4.1		MC Green	Whistle Bend – Middle McIntyre Creek					W	
4.0		MC Purple	Whistle Bend – Middle McIntyre Creek					W	
5.1		MC Yellow	Whistle Bend – Middle McIntyre Creek					W	
9.0		MacPherson	Takhini River – Whitehorse North				y	W	
14.3		McIntyre Creek Views*	Above-the-airport: Mount McIntyre	no winter use		3	Y	W	
2.8		Orchid Alley	Above-the-airport: Paddy's Pond – Ice Lake		y	2		W	
1.3		Paddy's Pond	Above-the-airport: Paddy's Pond – Ice Lake	winter only!	y	1		W	
6.6		Paddy's Pond – Ice Lake	Above-the-airport: Paddy's Pond – Ice Lake		y		Y	W	
5.0		Porter Creek roads	Takhini River – Whitehorse North			1		W	
3.6		Quickie – Magic Carpet	Above-the-airport: Paddy's Pond – Ice Lake				Y	W	
6.1		Range Point – Marwell	Whistle Bend – Middle McIntyre Creek					W	
7.4		Raven's Access	Above-the-airport: Mount McIntyre		y		Y	W	
7.9		Rock Gardens – Copper Ridge	Above-the-airport: Paddy's Pond – Ice Lake					W	
8.1		Rock Gardens – Ice Lake	Above-the-airport: Paddy's Pond – Ice Lake					W	
17.5		See the Skiers	Above-the-airport: Mount McIntyre				Y	W	
5.0		Ski Chalet Paved Path	Above-the-airport: Mount McIntyre			1		W	
3.8		Sparky – Arkell	Above-the-airport: Paddy's Pond – Ice Lake				Y	W	
6.8		Upland Route	Takhini River – Whitehorse North		y			W	
11.7		Valerie Lake	Yukon River West, Whitehorse South			2	Y	W	
5.6		Wolf Creek Campground	Yukon River West, Whitehorse South		y	1	Y	W	
12.7		Wolf Creek – TransCanada	Yukon River West, Whitehorse South				Y	W	

Appendix B: Trail classifications

Excerpted from Trail Maintenance Policy

DEFINITIONS

Accessible trail – a trail that complies with accessibility guidelines and can be used by persons in wheelchairs.

Difficulty rating system – a rating system used to categorize the technical difficulty of trails. Trails generally range in difficulty from easy (green circle) to extreme (double black diamond).

Doubletrack – a trail where users generally travel single file but have the ability to pass each other while travelling in the opposing or same direction. The tread of a doubletrack trail is generally 150 – 200 cm but can be as wide as 300 cm if the surface is paved.

Hinterland trail – a narrow low impact nature trail that experiences low levels of use by non-motorized traffic only. Tread width is 30 cm with natural surface.

Re-route – a new section of trail that replaces an existing section. Rerouting is often the best remedy for a poorly designed trail that requires frequent maintenance.

'Rules of the Trail' – the International Mountain Bike Association's rules of responsible mountain bicycling are: Ride on open trails only; Control your bicycle; Always yield the trail; Never scare animals; Leave no trace; Plan ahead.

Seasonal trail – a trail where the primary use (i.e., hiking, mountain biking or crosscountry skiing) occurs during one season only (i.e., summer or winter).

Shared-use (multi-use) trail – a trail that accommodates more than one user group (i.e., hikers and mountain bikers) at one time.

Singletrack – a trail where users must travel in single file. The tread of a singletrack trail is generally 30 – 70 cm wide but can be as wide as 100 cm. Singletrack trails tend to wind around obstacles such as rocks and trees rather than having the obstacles removed, allowing the trail to blend into the environment. Trail surface is almost always natural as opposed to surfaced with gravel or pavement. No motorized use is permitted on singletrack trails.

Surfaced trail – trails with imported material on the tread surface of a trail. Surfacing can be pavement, gravel, mulch or other durable material.

Trail steward – an organization or individual who formally takes on responsibility for the care and maintenance of a particular trail. A trail steward is generally a volunteer.

Trail use agreement – the form of authorization given to eligible trail groups or stewards by the City of Whitehorse to enable trail construction, remediation and maintenance on land owned by the municipality.

Tread width – the measured width of a trail surface upon which users travel.

Technical trail feature (TTF) – an obstacle on a mountain bike trail designed to challenge the skill of mountain bike users. Technical trail features can be natural (e.g., rock face or slab) or man-made (e.g., ramps, bridges, or teeter totters). Bridges constructed to cross streams, gullies or protect the environment will not be considered a technical trail feature.

Unsurfaced trail – a trail where the tread is made up of soils and materials naturally found where the trail is located.

Whitehorse Trail Standards – the standards for trail construction, maintenance, signage and inspection adopted by the City of Whitehorse.

TRAIL TYPES

The following classification system has been adapted from the Whistler Trail Standards.

There are four general types of trails found within the municipal boundaries of Whitehorse. Type I trails have the highest amount of traffic with multiple users and Type IV trails have the least amount of traffic with specific users.

8. Type I Trails (doubletrack trail paved with asphalt or chip seal)

- (1) Trails within city core and connecting neighbourhoods.
- (2) Provide 2 – 3 meter tread width.
- (3) Trailhead signage and enroute signage installed where appropriate.
- (4) Difficulty and distance markers installed where appropriate.
- (5) Interpretive signage installed at established points of interest where appropriate.
- (6) Benches and viewing platforms installed where appropriate.
- (7) Provide lighting for night-time use if appropriate.
- (8) Typical use includes pedestrian and cycling with limited motorized.

9. Type II Trails (surfaced singletrack or doubletrack trails)

- (1) Singletrack tread width is up to 1 meter.
- (2) Doubletrack tread width is up to 2 meters.
- (3) Machine-built.
- (4) Boardwalks and bridges installed if appropriate.
- (5) Embedded trail obstacles removed.
- (6) Trailhead signage and enroute signage installed where appropriate.
- (7) Difficulty and distance markers installed where appropriate.
- (8) Interpretive signage installed at established points of interest if appropriate.
- (9) Benches and viewing platforms installed where appropriate.
- (10) Typical difficulty rating is easy (green circle).
- (11) Typical use includes pedestrian and cycling with limited motorized.

10. Type III Trails (unsurfaced singletrack and doubletrack trails)

- (1) Singletrack tread width is 50 – 70 centimetres.
- (2) Doubletrack tread width is up to 2 meters.
- (3) Trailhead signage and enroute signage installed where appropriate.
- (4) Difficulty and distance markers installed where appropriate.
- (5) Difficulty rating ranges from easy (green circle) to extreme (double black diamond).
- (6) Typical use includes hiking and mountain biking with limited motorized.

11. Type IV Trails (hinterland trails)

- (1) Plan for tread width 30 – 50 centimetres.
- (2) Minimal trailhead and enroute signage installed if appropriate.
- (3) Terrain is sometimes rough with minimal tree grubbing and soil removed.
- (4) No high impact users such as horses or motorized vehicles.
- (5) Difficulty rating ranges from moderate (blue square) to extreme (double black diamond).
- (6) Typical use includes hiking and mountain biking.

TRAIL PRIORITIES

16. Priority A Trails

- (1) Inspected twice per year (April/October). Inspection to include review of trail for overall safety and difficulty designation, signage review, and review of constructed features.
- (2) All issues observed are logged and work orders created if appropriate.
- (3) Public complaints are logged and work orders created if appropriate.
- (4) Snow ploughing, sanding, grooming or track setting during winter if appropriate.
- (5) Work completed based on budget and resources available.

17. Priority B, C Trails

- (1) Priority B: Inspected once per year at the beginning or end of use season (May/October). Inspection to include review of trail for overall condition and safety, difficulty designation, signage review, and review of constructed features.
- (1) Priority C: Inspected once every two or three years at beginning or end of use season (April/October). Inspection to include review of trail for overall condition and safety, difficulty designation, and signage review.
- (2) All issues observed are logged and work orders created if appropriate.
- (3) Public complaints are tracked and work orders created if appropriate.
- (4) Work completed based on budget and resources available.
- (5) If the City is not the primary organization responsible for maintaining the trail, the identified trail steward will complete inspections, document required maintenance and issues, and coordinate resulting trail work.
- (6) The City will support identified trail stewards with user agreements in place to complete maintenance and improvements if human and financial resources are available.

19. Priority D Trails

- (1) Not inspected.
- (2) Public complaints will be documented and shared with identified trail stewards.
- (3) Work completed based on budget and resources available.

The city's *Trail Maintenance Bylaw* has a list of priority A, B, C trails. Trails on the list were mainly Grey Mountain, Hospital, Magnusson, Hidden Lakes, Mount McIntyre.

I've made a table on the next page covering these trails. I've added in other areas like Hillcrest, Copper Ridge, McIntyre Creek, WCCSC trails (the city list didn't show these, nor Priority D trails).

Appendix C: Some trails, by City classification

Name	Type	width	Priority
Core			
Trans Canada Trail (residential)			
Two Mile Hill Multi-use	I	n/a	A
Airport			
Airport Downtown Clay Cliff Walk			
Airport Perimeter Trail			
Airport-Puckett's Gulch Multi-use	I	n/a	A
Above airport		Paddy's Pond/Ice Lake Copper Ridge	
Blair Witch			
Copper Ridge Trail			
Dyke Road Trail			
Granger Sidewinder			
Hamilton Blvd Multi-use	I	n/a	A
Hillcrest Trail			
Ice Lake Trail			
Magic Carpet Ride			
Midnight Run			
Quickie Loop			
R&D			
Rock Gardens Trail			
Secret			
Sparky			
Wetlands Trail East			
Wetlands Trail West			
Woodrough			
Above airport		Mount Mac	
24 Hours of Light Trail	III	S	C
Bouncing Bunny	III	S	C
Calypso Canyon	III	S	B
Can Can	III	S	C

Name	Type	width	Priority
Copper Ridge Connector	III	S	B
Fetish	III	S	B
Goat Trail	III/IV	D/S	C
Hawk Ridge	III	S	B
Katimatrail	III	S	C
Logan's Run	III	S	B
Porcupine Ridge	III	S	C
Rebirth	III	S	B
Reimer Reason	III	S	B
Rocky Canyon Trail	III	S	B
Starbuck's Revenge	III/IV	S	C
Trans Canada Trail			
Two Burnt Trees	III	S	C
Upper Rocky Canyon	III	S	C
Above airport		WCCSC trails	
10k Connector			
7.5k			
Ant Blue			
Ant Orange			
Ant Purple			
BEA			
Copper			
Copper Cut-off			
Coyote			
Dog			
Fraser Loop			
Jeff Link			
Logan Burn			
Lower Selwyn's			
Lower Valley			
Lynx			

Name	Type	width	Priority
Marten			
McIntyre Ascent			
McIntyre Descent			
Monique Wattereus			
Mordor			
Nighthawk			
Nugget Loop			
Olympic			
Pierre Harvey			
Powerline			
Raven			
Sarah Steele Outer Loop			
Skyline			
Sprint			
Sundog			
Upper Selwyn's			
Upper Valley			
Whiskey Jack			
Wolf			
World Cup 10k			
World Cup 5k			
McIntyre Creek		Middle	
Boreal Worlds			
Brown Loop			
Green Loop			
Pine extension			
Purple Loop			
Red Loop			
Takhini-College Pond paved trail			
Whitehorse South		Wolf Creek	
Wolf Creek Trail			

Grey Mountain	Hospital/Long Lake		
Blowdown	III	S	C
Boobytrap	III	S	C
Boogaloo, Lakes	III	S	B
Boogaloo, Lower	III	S	B
Boogaloo, North	III	S	B
Broken Truck Trail	III	S	C
Hilarious	III	S	C
Hospital Ridge Trail	III	S	C
Hula Girl	III	S	C
Long Lake Heights	III	S	C
Long Lake Loop (East)	III	S	B
Long Lake Ridge Trail - Connectors	III	D/S	C
Long Lake Ridge Trail - Hospital	III	S	B
Long Lake West	III	S	C
Grey Mountain		Magnusson	
Boogaloo, Downtown	III	S	B
Boogaloo, Heights	III	S	B
Boogaloo, Upper	III	S	B
Bypass Trail	III	D	C
Fat Tire Fever Trail	III	D	C
Go-T	III	S	C
Magnusson Green ski trail	III	D/S	C
Magnusson Red ski trail	III	D/S	C

Magnusson Yellow ski trail	III	D/S	C
Mother T	III	S	C
No Shirt No Service	III	S	C
RIP	III	S	C
Woodcutter's Road			
Yellow Brick Road	III	D	C
Grey Mountain		Riverdale-Hidden Lakes	
Heartbreak Hill Trail	III	S	C
Hidden Lakes East	III	S	C
Hidden Lakes West	III	S	C
Hidden Loop	III	S	C
Lower Riverdale Trail	III	D/S	C
Millennium Trail	I	n/a	A
Roller Coaster	III	D	C
Upper Riverdale Trail	III	D/S	C
Yukon Energy Viewpoint Trail			
Grey Mountain		Miles Canyon-The Lakes	
B&S	III	S	B
Blue Ski Trail	III	D/S	C
Blue's Brother	III	S	C
Cantlie Lake Trail	III	D	C
Cantlie Lake Trail Connector (Long Flat)	III	D/S	C
Cousin's Connector	III	S	C
Easy Money	III	S	B

El Camino	III	S	C
Girlfriend	III	S	B
Green Ski Trail	III	D/S	C
Grey Mtn Ridge Trail	III/IV	S	C
Juicy	III	S	C
Lakes Trail	III	D/S	B
Log Trail	III	S	C
Lower Canyon City			
Mad to the Max			
Money Shot	III	S	C
My Trail	III	S	B
Payback	III	D/S	B
Red Ski Trail	III	D/S	C
Rim Trail			
Schwatka Lake Trail	III	D/S	C
SFD	III	S	C
South Paw	III	S	C
Tramway Trail			
Upper Canyon City			
Waterfront Trail	I	n/a	A
Yellow Ski Trail	III	D/S	C
Your Trail	III	S	C
Yukon River Trail	III	S	C
Yukon River Viewpoint Trail			

Walk Classification (modified from Yukon Outdoors Club ratings for trips)

I think this is a starting point. None of the routes chosen so far actually involve scrambling or rough off-trail terrain.

Easy - These loops are slower paced walks for people who haven't tried this activity before or who enjoy the slower speed. Easy, gentle terrain, Sunday stroll kind of event. Participants should be in average physical condition.

Moderate - These loops are for people who have done this sort of thing before, but are still trying to master the basic skills in this area. These walks usually go at a little faster/steeper/rougher pace than the easy ones. Be prepared for elevation gain and scrambling. Participants should be in reasonably good physical condition.

Difficult - These loops are for people with experience and endurance who are looking for a challenge. Expect steep hills, rough off-trail terrain, scrambling, considerable physical exertion. Participants must be in good physical condition.

Trail Rating System: The Canadian Volkssport Federation

Part 1 – Incline

1. Very little hill or stair climbing.
2. Some moderate hill or stair climbing.
3. Some significant hill or stair climbing.
4. A good deal of significant hill or stair climbing.
5. Many steep hills or high altitude trails.

Part 2 – Terrain

- A. Almost entirely on pavement, probably suitable for a baby stroller.
- B. A significant part of the walk takes place on well groomed trails with very little more difficult terrain.
- C. A significant part of the walk takes place on somewhat difficult terrain (rocky / rooted paths).
- D. A significant part of the walk takes place on very difficult terrain.
- E. The majority of the walk takes place on very difficult terrain.

Extreme weather conditions could also raise the difficulty of the routes, thus volkssporters should take caution under certain weather conditions.

	Part 1 – INCLINE/ELEVATION		Part 2 - TERRAIN
1	Very small hills or very little stair climbing. Probably suitable for strollers and wheelchairs. Cumulative elevation gain from Starting Point: up to 200 feet.	A	Almost entirely on pavement.
2	Some moderate hills and stair climbing. Probably suitable for strollers. May not be suitable for wheelchairs. Cumulative elevation gain from Starting Point: 200 - 1000 feet.	B	A significant part of the route is on well-groomed trails with very few obstacles.
3	Some significant hill or stair climbing. Not suitable for strollers or wheelchairs. Cumulative elevation gain from Starting Point: 1000 - 2000 feet.	C	A significant part of the route is on somewhat difficult terrain (rocky/rooted paths or soft sand.)
4	Lots of significant hills or stair climbing. Cumulative elevation gain from Starting Point: 2000 - 3500 feet.	D	A significant part of the route is on very difficult terrain.
5	Many steep hills. Cumulative elevation gain from Starting Point: more than - 3500 feet.	E	The majority of the route is on very difficult terrain.

http://www.ava.org/Admin%20Header/Trailmaster_Guide.pdf

Here's how to make walking a natural, pleasurable part of your life

Find your natural rhythm

Figure out the best times to walk for your schedule. Maybe it's first thing in the morning. Or with your kids on the way to school. After lunch. Taking the dog out. After dinner. Before bedtime. With friends or family on the weekends.

Seize the opportunity whenever you can

Take the stairs instead of an elevator. Park a few blocks from your destinations. Ride transit (which usually involves a short walk on both ends of the trip). Swap the drive to the gym for a hike around the neighborhood. Run errands on foot. It all adds up.

Pay attention to how you can naturally incorporate walking into your life, rather than making it one more thing added to your busy schedule. Studies show we stick with exercise more when it is a regular part of our day more than when it's seen as a leisure time activity.

Start small but think big

Be realistic in your goals. The CDC's recommended minimum—30 minutes a day—makes a good beginning. Do it in two or three separate trips if you need to. Then you can work your way up to whatever distance feels best.

Keep track of your progress

A pedometer, phone app or other device keeping tabs on how much you walk each day can be a handy tool. Fitness experts recommend 10,000 steps a day, but that can vary depending on personal factors. Americans on average walk about 5,110 steps a day.

Identify as a walker

Walkers are athletes too. It's a good exercise and an enjoyable pastime the same as biking or

basketball. Claim it as your sport, and you'll do it more often.

Make sure your walk is enjoyable

Find a route that is interesting, perhaps with a favorite destination like a coffee shop, park or a great view. Wear walking gear that is comfortable and that you feel good in. Don't set overly tough goals at first. "If you're slogging through something you don't enjoy, you won't stick with it," says David W. Brock, PhD, assistant professor of exercise and movement science at the University of Vermont.

Invigorate your social life

Suggest a walking "date" with your partner, friends or family. Invite dinner guests to stroll around the block after a hearty meal. Instead of meeting someone for lunch, a drink, or a movie — begin the occasion with a walk before you sit down together.

In New York City, for instance, it's a longstanding tradition for folks to walk together through Central Park or along the Brooklyn Promenade. In San Antonio, it's the Riverwalk. What would be the equivalent activity in your town?

Most people's vacations are built around walks—hiking in the woods or mountains, ambling on the beach, strolling through historic neighborhoods, wandering all over theme parks or the State Fair. Why not maintain that vacation spirit all year by regularly walking with family and friends.

Try a walking meeting

Instead of gathering around a table, walk around the block. You'll likely see a spike in people's creativity and attention. Facebook founder Mark Zuckerberg and Twitter co-founder Jack Dorsey

both favor walking meetings, as did Steve Jobs, Sigmund Freud, Charles Dickens and Aristotle.

Since 80 percent of Americans get virtually no physical activity in their jobs, this could be a giant boost for the nation's health. Also, walk around while talking on the phone.

Organize a walking group

"If you want to go fast, walk alone; if you want to go far, walk together," says an African proverb. Round up co-workers for a lunchtime hike. Grab the neighbors for an evening stroll. You'll walk more often and more merrily when you share the journey. Think of it as a book club with no homework.

Appendix D: Trails and City zoning

This section tries to combine the vision of walking trails with the city's vision of land use within City Limits (Zoning). This colouring is a work in progress!

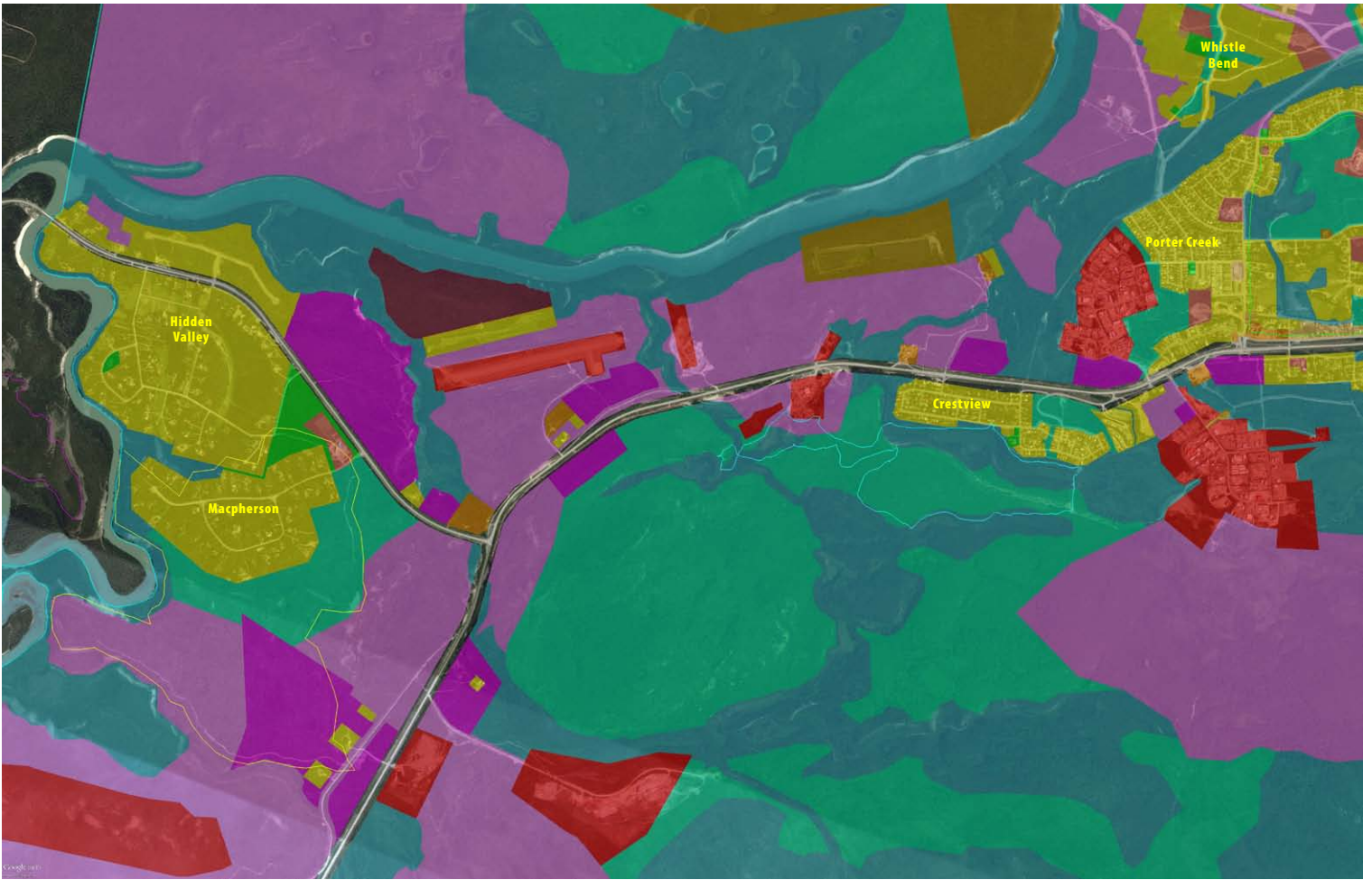
I'm trying to make it easier to see how the City looks at things through Zoning and the OCP. I've assigned colours to the various land classifications to get a sense of how this breakdown looks. Roughly I assigned yellows to Residential; browns, reds to Commercial, Industrial, Public Service and public utility, and purple to future planning areas; greens to Greenbelt and Parks and Recreation; and bluish green to Environmental Protection.

The individual Zoning 2015-13 maps are linked on this page:

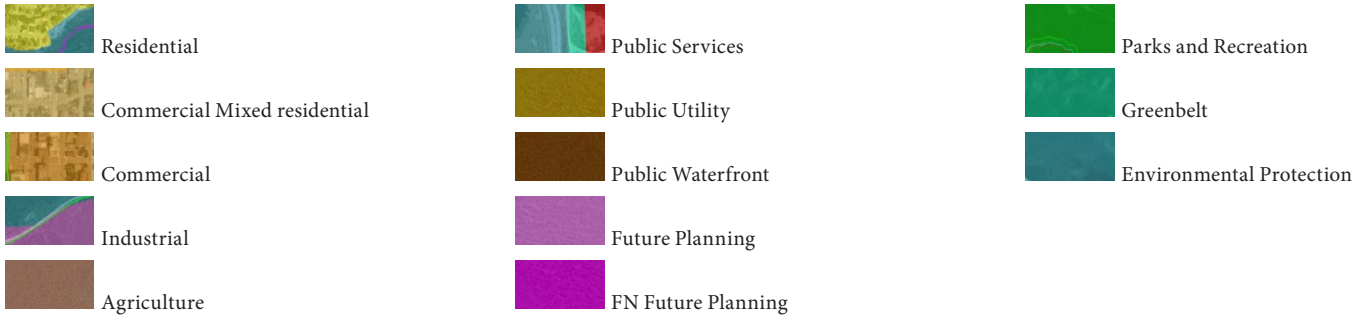
<http://www.whitehorse.ca/departments/planning-building-services/bylaws-and-policies/zoning-bylaw>

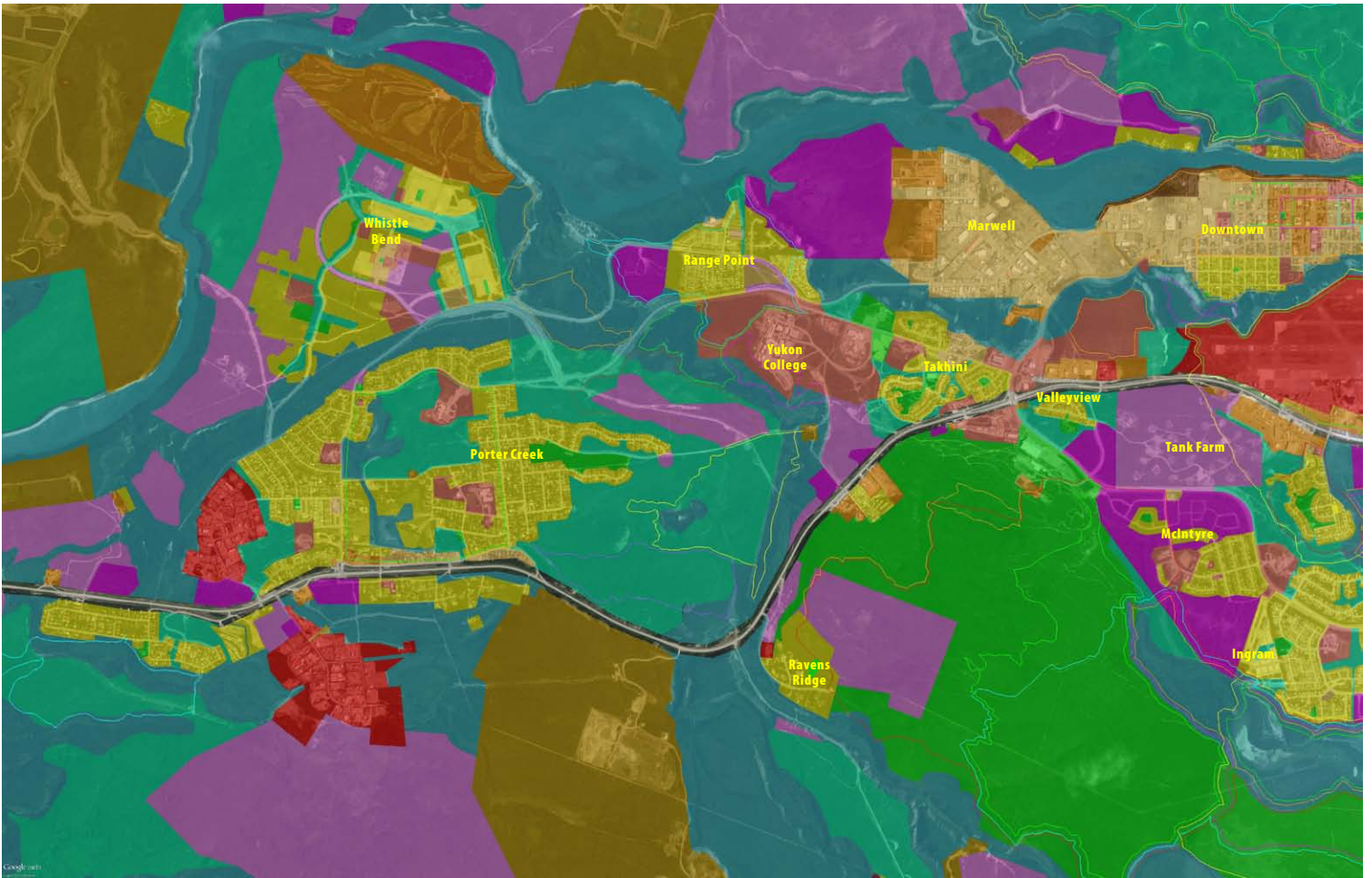
2012 Zoning Bylaw (2015 consolidation)

	Residential		Public Services		Parks and Recreation
	Commercial Mixed residential		Public Utility		Greenbelt
	Commercial		Public Waterfront		Environmental Protection
	Industrial		Future Planning		
	Agriculture		FN Future Planning		

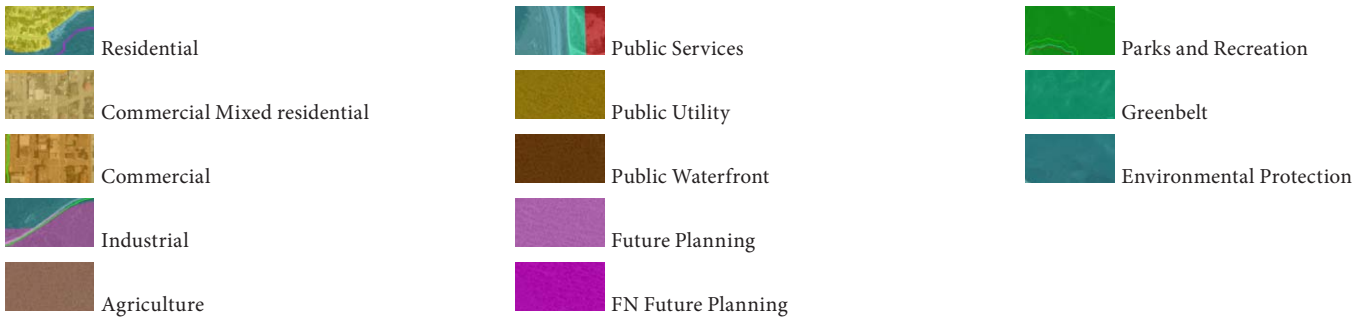


Whitehorse north: 2012 Zoning Bylaw (2015 consolidation)

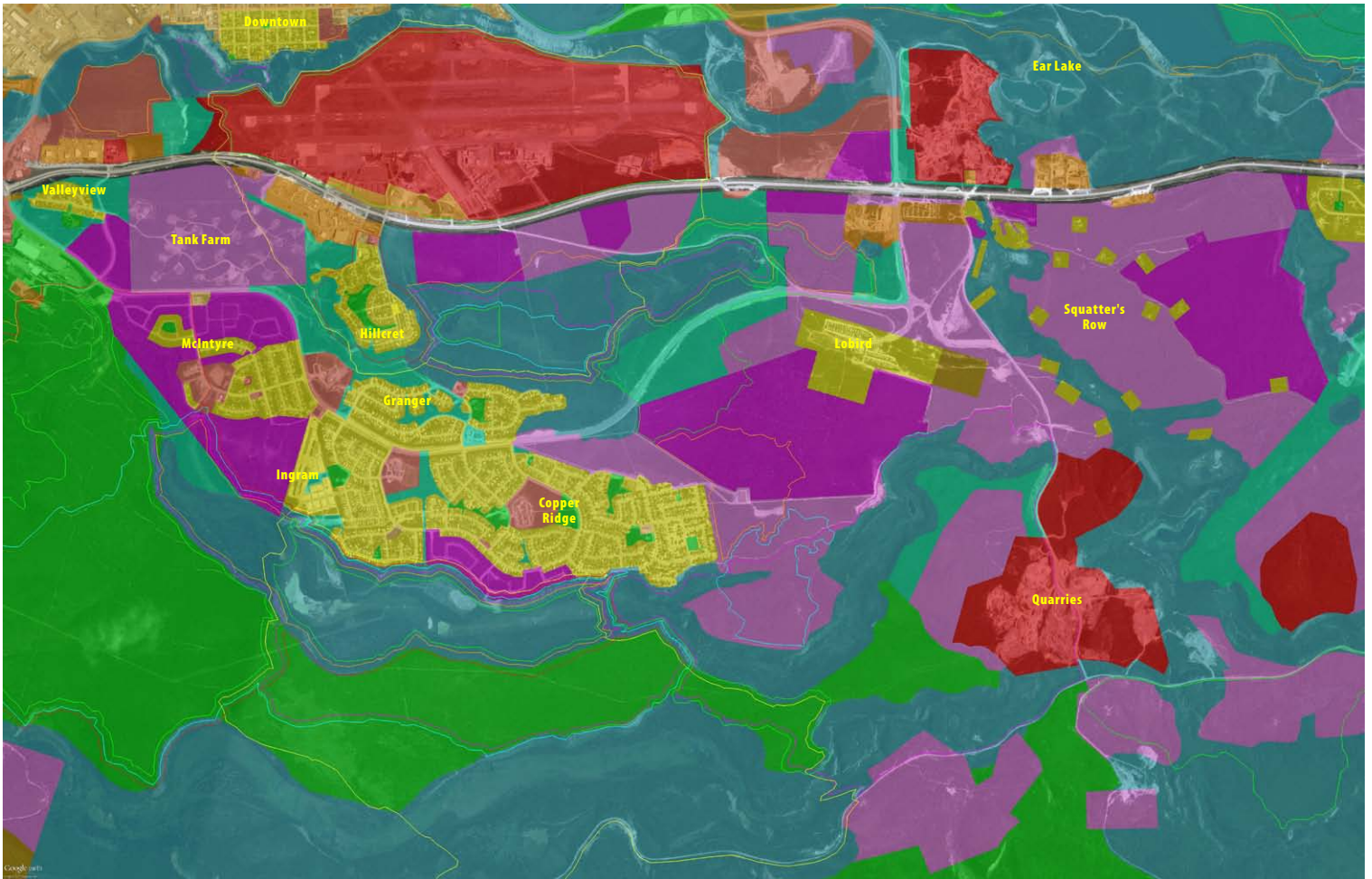




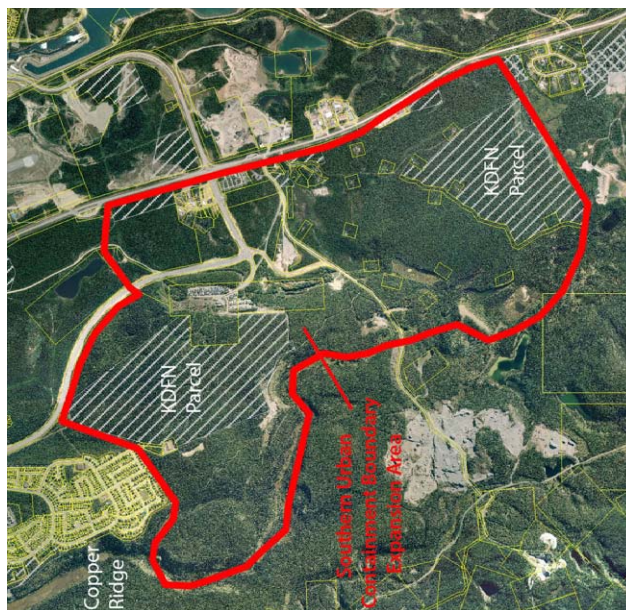
McIntyre Creek downstream: 2012 Zoning Bylaw (2015 consolidation)



Infill sites as per 2010 OCP



Above-the-airport: 2012 Zoning Bylaw (2015 consolidation)



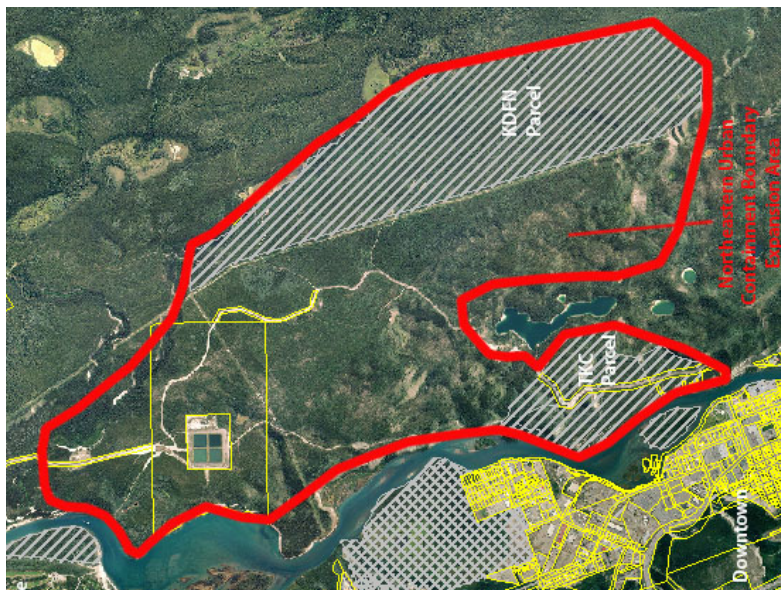
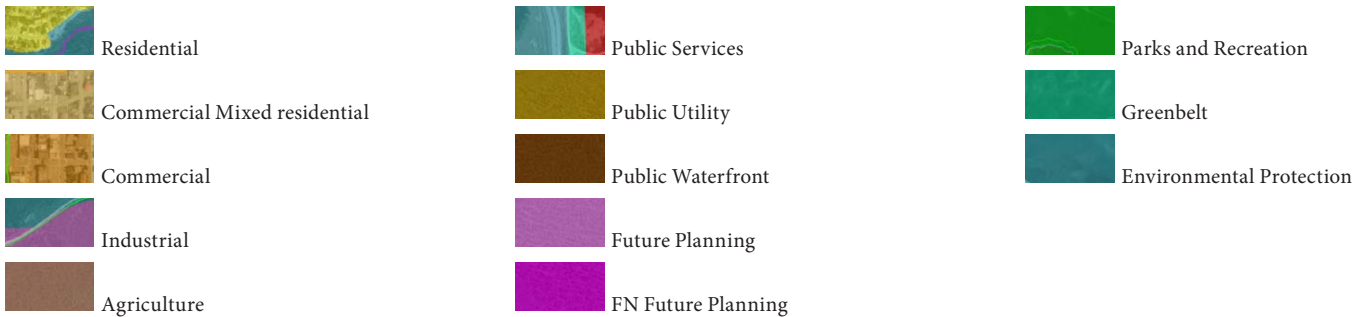
CITY OF WHITEHORSE
RFP 2015-PLA0003
Southern Urban Containment Boundary Expansion Area
Pre-Feasibility Assessment

Infill sites as per 2010 OCP

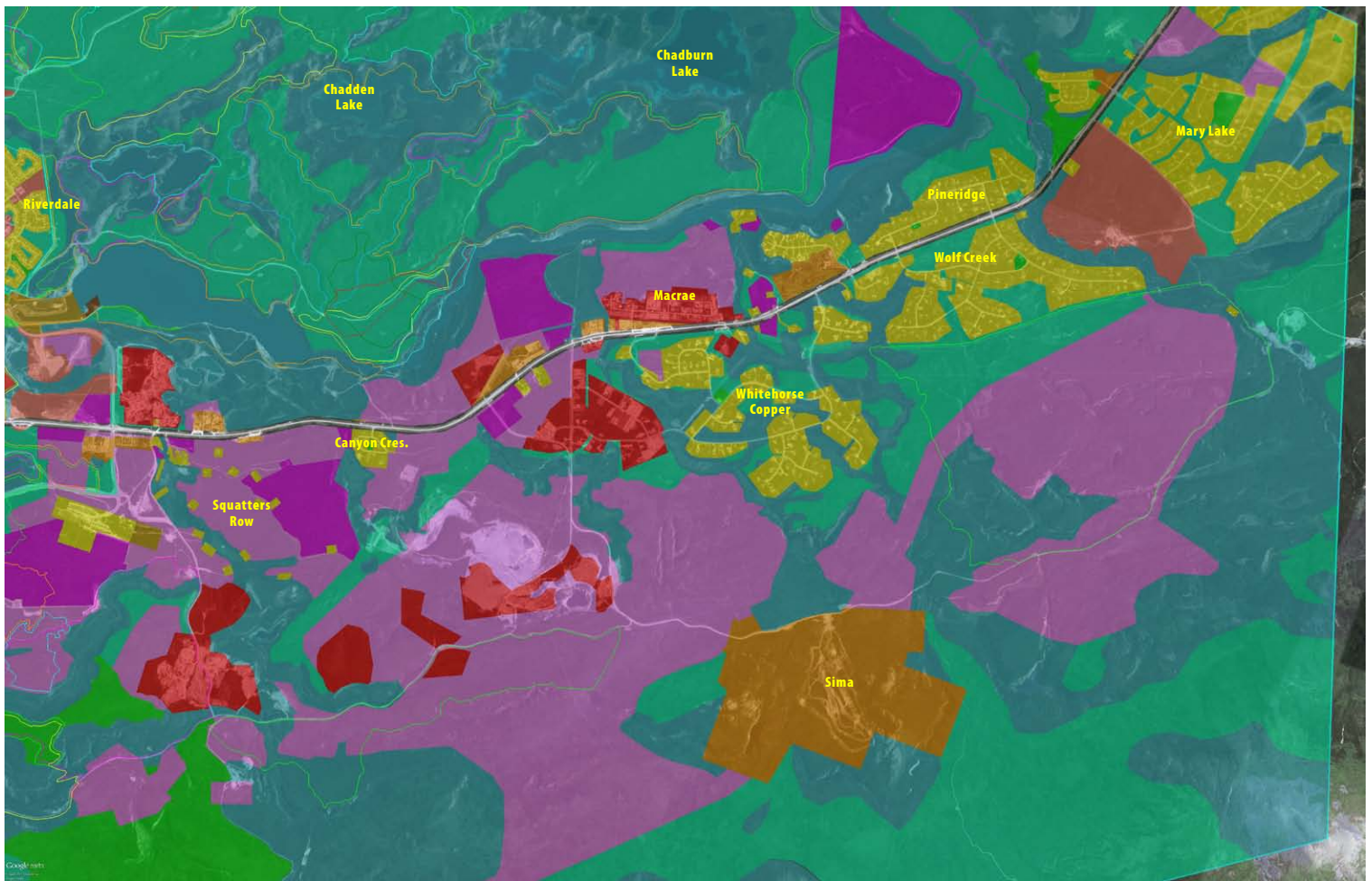




Hospital – Long Lake - Coucher Creek: 2012 Zoning Bylaw (2015 consolidation)



CITY OF WHITEHORSE
RFP 2015-PLA0002
Northeastern Urban Containment Boundary Expansion Area
Pre-Feasibility Study



Whitehorse south: 2012 Zoning Bylaw (2015 consolidation)

