

## Whitehorse walking maps – a prototype

by Peter Long, pjl@ Whitehorsetwalks.com, March 2015

Think of these maps as a prototype, a work in progress. It's not for finding your way — for actual trail walking, use one of the many excellent local mapping products.

The map is best viewed as a PDF on a computer or smartphone. Use your PDF zoom tool to look at your own neighbourhood; then look at area trails you're familiar with. Don't try to print it — it's too big.

"...we propose the following... be used to classify pedometer-determined physical activity in healthy adults:

- (i). <5000 steps/day may be used as a 'sedentary lifestyle index';
- (ii). 5000-7499 steps/day is typical of daily activity excluding sports/exercise and might be considered 'low active';
- (iii). 7500-9999 likely includes some volitional activities (and/or elevated occupational activity demands) and might be considered 'somewhat active'; and
- (iv). >or=10000 steps/day indicates the point that should be used to classify individuals as 'active'.  
Individuals who take >12500 steps/day are likely to be classified as 'highly active'."

Tudor-Locke CI, Bassett DR Jr. Journal Sports Med. 2004;34(1):1-8.

### Building a walking culture

This map is a part of my work to provoke public discussion on walking, to engage more people in walking, to build a walking culture. Like the *Yukon Walking Strategy* posted on my *whitehorsetwalks.com* website, it's my input to a public conversation on community wellness.

Walking is a simple basic daily activity. 10,000 steps per day is a number often used in discussions around a healthy lifestyle. Many people would be hard pressed to do this, nonetheless, while some studies suggest lesser goals, 10,000 steps is a useful target. Going for a walk is a free, easy way of adding to your daily steps.

The idea of the walking map was partly to encourage purposeful as well as recreational walking by showing places to walk, neighbourhood destinations such as recreation facilities and schools, as well as public right-of-ways and trails.

Of course, people who walk for health, wellness and enjoyment often want longer, more diverse walks. By using the map to view city trails, people can learn other walks in their own neighbourhood as well as walks in other parts of the city.

For myself, the maps provide an easier way to choosing walks, and as a way of discussing trails with others.

### Role of the city in building a walking culture

Under "Foster and promote fitness and overall well-being," the *Parks and Recreation Master Plan* noted, "the City's role

is to provide a range of leisure opportunities that appeal to all residents enabling them to achieve a minimum level of wellness no matter what their financial resources, skill or disability levels are." Walking fits this very well.

The City of Whitehorse wants more people out walking for active transportation. Its *Integrated Community Sustainability Plan* recommends a "Five minute walking distance to green space from residence."

However, realistically, many people are apprehensive about the city's wilderness character, their own safety and the reality of animals such as bears. By putting a focus on walking in groups, people can feel more secure and adventurous. The city's recreation brochure 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.

Getting neighbourhoods and community associations involved in walking events and trail stewardship would be a good for the city and will help build community, wellness, and a great trail system.

I really wanted the map to show the potential for Whitehorse as a walking tourism destination. This would be a new audience for the city's new economic strategy. We're proud of our tremendous arts and culture and our athletes — being proud of a community walking culture will attract tourists to share our enthusiasm in walking here.

Emphasizing a denser, walkable city, requiring fewer major roadways, and having more people using trails, would also help promote and protect community greenspaces. This follows the city's *Official Community Plan* and the *Sustainability Plan*.

Having a senior internal walking champion within the city administration could ensure walking policy was integrated in all key documents and plans. Walking is a non-competitive activity; money and effort spent here will benefit many non-sport citizens whom the city's recreation and health initiatives may not reach.

### Making the maps

The maps use Google Earth imagery as a base; occasionally the imagery is noticeably offset from the trail marking; trail accuracy is approximate and there are many more trails than are shown on this map. Distances shown are also approximate.

Some of information on this map comes from the city website, such as its trail booklet, data for streams, wetlands and watersheds, lists of playgrounds, rinks and other facilities; some information is from various local maps and websites; and a lot comes from hiking with a GPS. Some mapping is from documents such as the city's zoning bylaw,

### Legend: Lines

-  Wide yellow line is City of Whitehorse boundary
-  Thin red lines are power lines
-  Thin blue lines and blue areas are streams and wetlands
-  Medium black line is White Pass & Yukon Route rail line
-  Thick red lines are the motorized routes authorized by City 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 tracks. Trail names are in cyan/turquoise. Free public use at other times of year.
-  Thin orange lines are official city trails; however, they are only usable by ski club pass holders for snowshoeing or skiing in winter. Free at other times of year.
- Chadburn Lake ski trails are free, community-use: red, blue, green and yellow. Avoid walking in tracks.
-  Thick bluish-green lines are paved city trails or sidewalks. Most sidewalks are not marked.
-  Medium thick bluish-green lines are public right-of-ways in neighbourhoods.
-  Purple lines are trails to be developed or paved by the city. These purple trails are not necessarily routes at present; rather they are for the city and community groups to plan possible future paths and sidewalks.
-  Thick and thin green lines are public trails, both official city and others. Thick lines are sometimes official city trails; mostly I use them to highlight distance marking or loop trails. Trail names are in yellow.
-  Thick orange lines and text are places with opportunities for walking improvements.

### Legend: Icons

-  scenic viewpoints; places of awe!
- Green:
  -  crossing (crosswalk, light, zebra, signage)
  -  school
- Red:
  -  electrical installation
  -  mountaintop, high hill
  -  RV parks
  -  float plane docks
  -  city utility (pump houses, reservoirs)
  -  parking
  -  accommodations
- Pink: (community)
  -  performance space, theatre
  -  museum
  -  visitor information
  -  community centre
- Yellow: (recreational)
  -  playground
  -  ball diamond
  -  tennis court
  -  rink
  -  frisbee golf
  -  kayaking spots
  -  broomball
  -  swimming pool, wading pool
  -  tobogganing spot
  -  basketball court
  -  soccer field
  -  off-leash dog park
  -  rock climbing
  -  outdoor exercise station (purple proposed)
  -  beach volleyball
- Pink circles and square bracket ([]) are distance markers for the pink km numbers. I'm trying to make the math simpler by having fewer segments to add up for a walk.
- (Many icons courtesy icons8.com, www.flaticon.com)

on-line mapping and planning documents such as active transportation routes.

Proofing was done in some places by walking with a GPS; in others the routes are obvious in Google Earth. Some, such as for public right-of-ways, used streetview. Let me know your observations around trail accuracy, improvement, better trail routing and missed or incorrect features, trails or right-of-ways.

The city's neighbourhood trail task forces will result in more complete mapping: Yukon River East side, Above-Airport, Wolf Creek, Crestview and Porter Creek had or are having task force processes. See the city's trail page for more information on the status of individual task forces.

### Map 1: Whitehorse Walking Map

The first map is about places to walk. It shows names of trails, distances and some highlighted routes, as well as place names in the city for hills, creeks, ponds and so on. Subdivisions and some streets are named as are major trail areas.

The time it takes to walk a particular trail will depend on fitness, footwear (snowshoes or boots), the season, the snow depth, and how often the trail is being used: think 3-4 km per hour for snowshoeing, while 4-7 km per hour is more realistic for summer walking. Winter walking times can be slower in fresh soft snow, on wind-drifted ridges, or when vehicles have chewed up a trail.

### Choosing trails to highlight

By highlighting some walking routes and their length, people can become familiar, on a map, with trails they have walked, and see others that might appeal to them. (Highlighting will improve as feedback on the map is made.)

The hospital trails are an example of choosing trails to highlight. My goal was a set of loop trails from the hospital with a variety of lengths. We need to remember they will be used by visitors who may be unused to trail walking. This will be especially important if we get to build a pedestrian bridge from downtown to the hospital.

It's also important that every neighbourhood has highly visible, inviting public right-of-ways leading to a good variety of walks. The process

of highlighting a selection of routes is certainly open to lots of input. What's your favourite local trails?

### Map 2: Making Walking Better Map

This map is a compilation of improvements and initiatives that will improve walking. It also shows future growth: trails planned, trails to be paved, roadways to be widened, new roads, new city growth areas.

A critical component of good walking trails is trail wayfinding. The current trail signposts and trailheads are good as places where a map can be placed. But with so many small trail intersections, we need trail signage so one always feels secure about being on the right trail, in all seasons. This is especially true as we promote tourism.

Wetlands offer opportunities for boardwalks and interpretation that can also protect the area.

A number of trail-specific initiatives are discussed on my *whitehorsewalks.com* website. The idea is to improve our walking trail system and to build walking routes before development blocks them.

As discussed in my *Yukon Walking Strategy* (also available on my website), each school should identify local trail(s) for learning and stewardship.

### Map 3: Development in Whitehorse

This map shows zoning: future development and First Nation future development. It also shows land zoned public service and public utility, as well as land zoned commercial. The map shows city limits, the OCP's Urban Containment Boundary UCB and the OCP's UCB future expansion area.

### Map 4: 5 OCP Parks

### A trail-focussed community project

The city's *Trail Maintenance Policy* has a list of priority A, B, C trails. Trails listed were mainly Grey Mountain, Hospital, Magnusson, Hidden Lakes, Mount McIntyre. I've added in others like Hillcrest, Copper Ridge, McIntyre Creek, WCCSC trails (City list didn't have these, nor Priority D trails).

Is it possible to initiate a city-wide walking assessment of trails from the point of view of walking, a community building cloud-sourced project? The list of trails on next page, will grow as people participate.

What could this project accomplish?

- identify a set of trails one could recommend to visitors.
- look at every neighbourhood and ensure there are local trails or access to trails.
- establish a way of getting people thinking about their walking and how they might increase it.
- gives a way of looking at how a RPAY/City of Whitehorse group walking initiative could happen.
- encourage more people to get out walking.

### Trail questions

If you walk the trails, GPS your walks and answer some questions such as:

- Was the selection as a highlighted route a good one? Is there a better, more favoured one instead?
- Was the trail accurate as to intersections?
- Does the trail have a local name?
- Were there spots where a bit of trail work would make the trail more accessible? boardwalk, switchback, bridge, rerouting,...
- Is the trail easily accessible from a roadway? Is there parking? Can a regular car access it? A motorhome? Is it a very rough road: Grey Mountain upper, Haeckel Hill, Mount McIntyre Road.
- Is trail designated one way for mountain bikes? Are there dangerous spots which should be signed? Blind downhill?
- Is the trail easy to follow? Would you send a tourist? Would a system of waymarking (signage at every intersection) make the trail more usable?
- Were there any awe-inspiring spots along the trail?
- Were there spots where there are interpretation opportunities?
- Is this a family-friendly trail? (Lots of places to quit the hike?)
- What is your skill level in walking? Would you rate this as easy? Medium? Hard? Phew, lots of hilly pieces? Did you need to be sure-footed?

Name	Type	width	Priority
<b>Core</b>			
Trans Canada Trail (residential)			
Two Mile Hill Multi-use	I	n/a	A
<b>Core</b>	<b>Yukon River</b>		
Lower Canyon City			
Millennium Trail	I	n/a	A
Schwatka Lake Trail	III	D/S	C
Tramway Trail			
Upper Canyon City			
Waterfront Trail	I	n/a	A
Yukon River Trail	III	S	C
Yukon River Viewpoint Trail			
<b>Above airport</b>	<b>Copper Ridge</b>		
Copper Ridge Trail			
Hamilton Blvd Multi-use	I	n/a	A
Magic Carpet Ride			
Midnight Run			
Quickie Loop			
R&D			
<b>Above airport</b>	<b>Paddy's Pond/Ice Lake</b>		
Blair Witch			
Dyke Road Trail			
Granger Sidewinder			
Hillcrest Trail			
Ice Lake Trail			
Rock Gardens Trail			
Secret			
Sparky			
Wetlands Trail East			
Wetlands Trail West			
Woodrough			
<b>Airport</b>			
Airport Downtown Clay Cliff Walk			
Airport Perimeter Trail			
Airport-Puckett's Gulch Multi-use	I	n/a	A
<b>Grey Mountain</b>	<b>Chadden/Chadburn</b>		
Blue Ski Trail	III	D/S	C
Green Ski Trail	III	D/S	C
Juicy	III	S	C
Lakes Trail	III	D/S	B
Log Trail	III	S	C
Mad to the Max			
Red Ski Trail	III	D/S	C

Name	Type	width	Priority
Rim Trail			
Yellow Ski Trail	III	D/S	C
Your Trail	III	S	C
<b>Grey Mountain</b>	<b>Hidden Lakes</b>		
Heartbreak Hill Trail	III	S	C
Hidden Lakes East	III	S	C
Hidden Lakes West	III	S	C
Hidden Loop	III	S	C
<b>Grey Mountain</b>	<b>Hospital/Long Lake</b>		
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
Bypass Trail	III	D	C
Fat Tire Fever Trail	III	D	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
<b>Grey Mountain</b>	<b>Magnusson</b>		
Blue's Brother	III	s	C
Boogaloo, Downtown	III	S	B
Boogaloo, Heights	III	S	B
Boogaloo, Upper	III	S	B
Cantlie Lake Trail Connector (Long Flat)	III	D/S	C
Cousin's Connector	III	S	C
El Camino	III	S	C
Go-T	III	S	C
Magnusson Green ski trail	III	D/S	C
Magnusson Red ski trails	III	D/S	C
Magnusson Yellow ski trail	III	D/S	C
Mother T	III	S	C
My Trail	III	S	B
No Shirt No Service	III	S	C
RIP	III	S	C
Roller Coaster	III	D	C
Upper Riverdale Trail	III	D/S	C

Name	Type	width	Priority
Woodcutter's Road			
Yellow Brick Road	III	D	C
<b>Grey Mountain</b>	<b>Riverdale</b>		
Lower Riverdale Trail	III	D/S	C
<b>Grey Mountain</b>	<b>Upper</b>		
B&S	III	S	B
Cantlie Lake Trail	III	D	C
Easy Money	III	S	B
Girlfriend	III	S	B
Grey Mtn Ridge Trail	III/IV	S	C
Money Shot	III	S	C
Payback	III	D/S	B
SFD	III	S	C
South Paw	III	S	C
McIntyre Creek	<b>Middle</b>		
Boreal Worlds			
Brown Loop			
Green Loop			
Pine extension			
Purple Loop			
Red Loop			
Takhini-College Pond paved trail			
<b>Mount Mac</b>	<b>WCCSC trails</b>		
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			
Marten			
McIntyre Ascent			
McIntyre Descent			
Monique Wattereus			
Mordor			

Name	Type	width	Priority
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			
<b>Mount Mac</b>			
24 Hours of Light Trail	III	S	C
Bouncing Bunny	III	S	C
Calypso Canyon	III	S	B
Can Can	III	S	C
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
<b>Whitehorse South</b>	<b>Wolf Creek</b>		
Wolf Creek Trail			

## 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.