To members of City Council:

Tonight (Dec. 6, 21) the draft Whitehorse South Trail Plan will be introduced by City administration. There are a number of items of which you should be aware:

**1.** In ATWA’s response to the initial Whitehorse South Draft Plan we made the following comments:

"We believe it is prudent to incorporate charrettes in the Whitehorse South trail planning process because the area under consideration is very large, the trail map provided is difficult to read and provides little background information to survey participants as to the reasons for the designations and trail construction suggested, and the charrette process should result in an improved trail plan for Whitehorse South. As mentioned, the 2020 Trail Plan also recommended the use of charrettes as part of the planning process for the development of the remaining neighbourhood trail plans.”

We went on to ask the following: Why is the recommendation of the new Trail Plan being ignored? Please note that current COVID restrictions allow organized gatherings of “up to 200 people with 2-metre (6-feet) physical distancing.” (June 15, 2021 ATWA response to the initial Draft Whitehorse South Trail Plan.)

**Note:** Action #22 of the 2020 Trail Plan calls for “the City [to] consider a more **inclusive public consultation** process that includes **charrette style public workshops** as part of the planning process.” (p. 33)

In tonight’s Administrative Report it is stated, “A second round of engagement was held in the form a drop-in community charrette in the Frank Slim building in conjunction with the Fireweed Community Market.”

We have never heard of a “drop-in community charrette.” Administration should not be using the word “charrette” to describe what took place in the Frank Slim building.

"A charrette is an intensive planning session where citizens, designers and others collaborate on a vision for development. It provides a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to be a mutual author of the plan.” (See <https://www.tndtownpaper.com/what_is_charrette.htm>.)

Hopefully, the City will conduct a *real* charrette when it comes to the development of a trail plan for Whitehorse North.

**2.**According to the Administration Report "The online survey received a high level of participation with a total of 122 (or approximately one in five) Whitehorse South residents completing the survey.” We do not understand how a 21% completion rate (122/586) can be considered a “high level of participation.” In addition, the survey consisted of *seven* questions the majority of which would have required an understanding of what the City meant by a non-motorized multiple use trail, in order to make informative responses.

If we recall correctly, the original survey was to be of 17 days duration. ATWA mentioned this short time frame in a presentation before City Council. As a result, an extension was granted, but that extension was apparently not conveyed in a formal manner, so many Whitehorse South residents may have been unaware of the extension.

**3.** Again, according to the Administration Report "The Whitehorse South Trail Plan builds on the vision and guiding principles in the 2020 Trail Plan.” Yet when it comes to the recognition that the 2020 Trail Plan clearly defines a non-motorized multiple use trail as one that does not permit motorized use, the City fails to carry through to ensure that this is indeed the case by amending the 2012 Snowmobile Bylaw.

**4.** The Administrative Report mentions that the draft trail plan map "identifies growth opportunities for new trail development in Whitehorse South.” One of these areas is located within McIntyre Creek Regional Park.

No explanation is given as to why this development is considered necessary. There should be no new trail development in this regional park. Surely this proposal can be discussed at the time a draft plan for the new park is developed.

What some may consider “growth opportunities” may not be considered as such by those who have been trying for years to ensure the protection of this area and its establishment as a regional park.

As the 2014 Regional Park Plan states, “Regional Parks do not operate in isolation from other lands and *neighbourhoods*. They have an intricate relationship with surrounding areas. Good decision-making will depend on science, our ability to identify linkages, and understand the broader inter- relationships and impacts.” (P. 15)

**5.** The trail map does not indicate the location of “out and away” trails in Whitehorse South, despite Action #19 of the Trail Plan, which recommended the designation and mapping of such trails.

We are told, "The City is currently working on updating the MMU map, which includes those trails considered “out and away” trails.” Surely the City could have indicated on the draft trail map those trails in Whitehorse South currently under consideration for such distinction, so that residents could have provided comments on their potential effectiveness and possible negative impacts on homeowners.

**6.** Action #19 of the 2020 plan also calls for the update of the City’s MMU map, which would among other additions would show all the motorized multiple use trails in the City of Whitehorse. This would help motorized users determine where they can legally use their vehicles at specific times of the year.

However, unless the Snowmobile Bylaw is amended to reflect the 2020 Trail Plan’s definition of a non-motorized trail, this map will be very misleading, as it will not show all the so-called non-motorized trails that will be open to motorized (snowmobile) use in winter. Outside of ski trails and the three listed *Excluded Trails*in the Snowmobile Bylaw, everything else (including greenbelts and open spaces) will continue to be open to motorized use in winter.

**7.** Members of City Council will be asked to approve designation of the proposed MMU trails in Whitehorse South.Such trails are supposed to be *designed* “by the City to be used by *both*non-motorized and motorized users including snowmobilers.”

Yet, administration tells us there is “no “formal document for required design criteria for MMU trails,” despite the fact that the *Trail Maintenance Policy*indicates that there are Whitehorse trail standards “for trail construction, maintenance, signage and inspection.”

It appears that the City of Whitehorse follows City approved design requirements for mountain bike trails (“IMBA Guidelines” and Whistler Trail Standards), but has no City of Whitehorse approved standards for trails that *combine motorized and non-motorized*users to which the public and members of City Council can refer, and that can provide users with some degree of confidence that safety and environmental concerns (among others) have been met.

This situation needs to be corrected. We assume that the City does it best to address safety and environmental concerns on such trails, but without a formal set of design requirements for trails on which motorized and non-motorized users are combined, assumptions are not good enough.

**8.**You may not be aware of the fact that under the current Snowmobile Bylaw ATVs can become snowmobiles by making certain adjustments that would qualify them as “Snowmobile Conversion Vehicles.”

We are seeing more of these on local trails over the last two years. Some are quite large and do not look like “regular” ATVs. Owners must have a Safe Snowmobile Card in order to operate these vehicles, although it is doubtfulthat many realize this.

Our point is that these vehicles are permitted on any non-motorized trail not included in the*Excluded* section of the Snowmobile Bylaw. And, non-motorized trails are not *designed* to accommodate motorized users, so safety and environmental degradation is not being addressed.

“SNOWMOBILE CONVERSION VEHICLE” means a vehicle designed to be capable of conversion to a snowmobile by the repositioning, removal or addition of parts, which may or may not include steering skis.

**9.**There have been numerous comments at city council meetings about responsible snowmobilers. The usual statement is that most snowmobilers who use the City’s trails are responsible, but no one was able to come up with an actual number.

However, now we know! As of August 2021, there were **605**. This figure comes from Bylaw Services and represents the number of *Safe Snowmobile Cards* that have been issued since the program began in 2014. In order to operate a snowmobile in Whitehorse you need (among other things) this card. Those who obtain the card are indeed responsible snowmobilers.

Thank you for viewing this material. ATWA hopes that you will keep it on file for future reference.

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